

Appendix A

Resolution No. 2002-R-64



A Resolution Supporting The Expansion of Illinois Route 13/127 (FAP Route 42) From Two Lanes to Four Lanes Between Murphysboro and Pinckneyville, Illinois

Whereas, communities in the southwestern portion of Illinois and the Illinois Department of Transportation have been advocating the possibility of a freeway between Southern Illinois and the St. Louis Metro-East area for many years; and,

Whereas, upgrading the portion of Illinois Route 13/127 (FAP Route 42) from two lanes to four lanes between the north edge of Murphysboro and just north of Pinckneyville would close a large portion of the gap in the system of four-lane highways between the major population centers in southern Illinois and the St. Louis metropolitan area; and

Whereas, this upgrade would also address existing roadway deficiencies and traffic safety concerns, as well as the need for an adequate transportation system for regional growth and development in southern Illinois, including the improved ability to transport goods and services to the St. Louis metro area and beyond; and

Whereas, the Illinois Department of Transportation has acknowledged the regional significance of the expansion of Illinois Route 13/127 between Murphysboro and Pinckneyville and has identified it as a high priority project; and

Whereas, recognizing that the economic feasibility of this important road project is contingent upon federal participation, United States Congressman Jerry Costello has also indicated support for the project,

Now, Therefore, Be it Resolved by The City Council of The City of Carbondale, Illinois, as Follows:

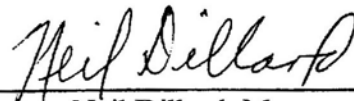
1. That the City Council of the City of Carbondale, Illinois, go on record in support of the expansion of Illinois Route 13/127 (FAP Route 42) from two lanes to four lanes between the north edge of Murphysboro and just north of Pinckneyville, Illinois;

2. That the City Council of the City of Carbondale also supports the continuation of the expansion of Illinois Route 13/127 to four lanes from Pinckneyville to Interstate 64 north of Nashville, Illinois; and

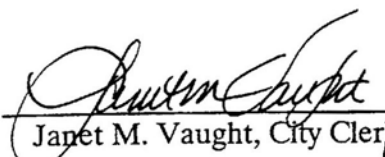
3. That copies of this resolution be sent to IDOT District Engineer Karl Bartelsmeyer, State Senator David Luechtefeld, State Representative Mike Bost, U.S. Congressman Jerry Costello and U.S. Senators Peter Fitzgerald and Richard Durbin.

This Resolution passed and adopted by the City Council of the City of Carbondale, Illinois, on the 3rd day of September, 2002.

APPROVED: _____

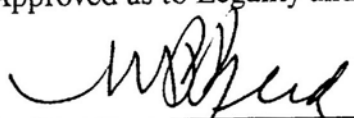

Neil Dillard, Mayor

ATTEST: _____


Janet M. Vaught, City Clerk



Approved as to Legality and Form:


Paige Reed, City Attorney

RESOLUTION NO. R-2002-21

A RESOLUTION IN SUPPORT OF THE IMPROVEMENT AND EXPANSION OF ILLINOIS STATE ROUTE 127.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
PINCKNEYVILLE, PERRY COUNTY, ILLINOIS, AS FOLLOWS:

SECTION 1: That the City of Pinckneyville, Perry County, Illinois, strongly supports the improvement and expansion of Illinois State Route 127 to a four-lane highway from north of Murphysboro to connect with Interstate 64 at Nashville, Illinois, in order to provide a transportation corridor for goods and services from Southern Illinois to Metro East and St. Louis, Missouri, as well as to provide access from those areas to recreational opportunities in Perry County, Illinois, and Southern Illinois and urges the Illinois Department of Transportation to consider the entire 42-mile highway improvement project a major priority for the benefit of the entire region.

SECTION 2: That this Resolution shall be in full force and effect immediately upon its passage and approval as provided by law.

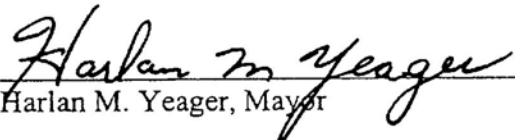
INTRODUCED this 3rd day of September, 2002.

PASSED this 3rd day of September, 2002.

APPROVED this 3rd day of September, 2002.



Frances I. Thomas, City Clerk


Harlan M. Yeager, Mayor

AYES: Commissioners Fulk, Keene, Peradotta, Wright and Mayor Yeager

NAYS: None

ABSENT: None



VILLAGE OF VERGENNES

RESOLUTION

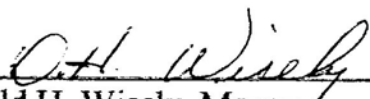
EXPANSION OF ROUTE 13-127

WHEREAS, the Mayor and Board of Trustees recognizes and supports the Illinois Department of Transportation plan to expand Routes 13-127 to a four lane road from Murphysboro to north of Pinckneyville.

WHEREAS, this road improvement will reduce travel time, and create a safer drive to I-64, i.e. St. Louis northerly or I-57, I-24 southerly i.e. Marion, Paducah.

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF VERGENNES we do hereby support the upgrade of 13-127 to a four lane limited access highway.

PASSED by the Board of Trustees of the Village of Vergennes on the 9th day of September, 2002.



Donald H. Wisely, Mayor



William Batteau, Village Clerk

RESOLUTION NO. 02-20

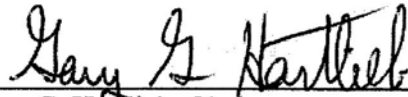
A RESOLUTION IN SUPPORT OF THE IMPROVEMENT AND EXPANSION OF
ILLINOIS STATE ROUTE 127

BE IT RESOLVED, by the Jackson County Board of Jackson County, Illinois as follows:

Section 1: That the Jackson County Board, Jackson County, Illinois, strongly supports the improvement and expansion of Illinois State Route 127 to a four-lane highway from north of Murphysboro to connect with Interstate 64 at Nashville, Illinois, in order to provide a transportation corridor for goods and services from Southern Illinois to Metro East and St. Louis, Missouri, as well as to provide access from those areas to recreational opportunities in Jackson County, Illinois, and Southern Illinois and urges the Illinois Department of Transportation to consider the entire 42-mile highway improvement project a major priority for the benefit of the entire region.

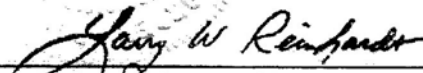
Section 2: That this Resolution shall be in full force and effective immediately upon its passage and approval as provided by law.

APPROVED this 13th day of November, 2002, by the Jackson County Board.



Gary G. Hartlieb, Chairman

ATTEST:

Larry Reinhardt, County Clerk

RESOLUTION NO. R-2004-01

**A RESOLUTION REGARDING ILLINOIS DEPARTMENT OF
TRANSPORTATION'S PROPOSED WALNUT/LOCUST STREET COUPLE**

WHEREAS, at its December 15, 2003 City Council meeting, the Council heard views of citizens and businesses as to the advantages and disadvantages of the Illinois Department of Transportation's ("IDOT's") proposed expansion of Route 127 by use of a "Walnut/Locust Street couple" through the City of Pinckneyville; and

WHEREAS, at said meeting, the Council considered and discussed those views and its support of the expansion of Route 127 in a manner that serves the best interest of the City of Pinckneyville; and

WHEREAS, at said meeting the Council voted to oppose the Route 127 expansion by use of the Walnut/Locust Street couple; and

WHEREAS, it is appropriate to formalize this action of the Council by a Resolution.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Pinckneyville, Perry County, Illinois, as follows:

SECTION 1: The foregoing recitals contained in the preamble to this Resolution are found to be true and correct and are hereby adopted as part of this Resolution.

SECTION 2: That the City of Pinckneyville opposes IDOT's proposed Walnut/Locust Street couple.

SECTION 3: The City Council is directed to work with IDOT to find an acceptable Highway 127 Expansion Plan.

INTRODUCED this 5th day of January, 2004.

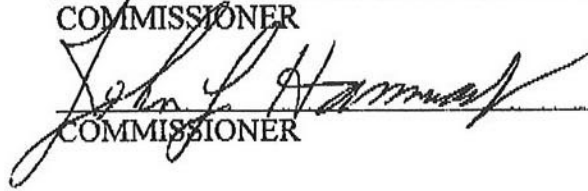
PASSED this 5th day of January, 2004.

APPROVED this 5th day of January, 2004.

APPROVED:



COMMISSIONER



COMMISSIONER



James J. Thomas
CITY CLERK

AYES Commissioner Hammack, McDaniel and Pabst

NAYS: Commissioner Wright and Mayor Shirk

ABSENT: None

Appendix B



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 3, 2003

**Jackson County
FAP 42, IL 13/127
Project: P-99-100-00**

**Determination of Eligibility
Murphy-Wall State Bank Building
Pinckneyville**

**IDOT Seq. # 9666
FEDERAL 106 PROJECT**

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed is one copy of an Architectural Report and historic documentation completed by Heritage Research, Ltd. personnel concerning historical properties potentially to be impacted by the proposed project referenced above. The Murphy-Wall State Bank is a two story Neoclassic style building in a good state of preservation. The building appears to meet the criteria for National Register eligibility. In order to avoid project impacts to the adjacent historic Pinckneyville courthouse and public square the Murphy-Wall building will be removed. A Memorandum of Agreement (MOA) will be formulated and sent to your office for review and approval. This MOA will stipulate that HABS recordation will be conducted in order to mitigate the adverse impact to this property.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that other than the Murphy-Wall building no other standing structures are present in the proposed project alignment which are subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended.

Very truly yours,

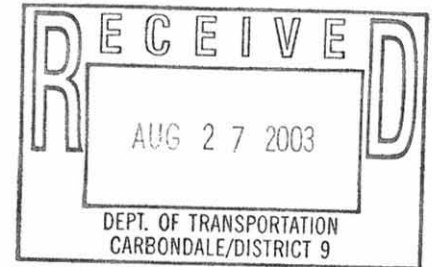
John A. Walthall, PhD



HERITAGE RESEARCH, LTD.

22 August 2003

Dr. John A. Walthall
Chief Archaeologist
Bureau of Location & Environment
2300 South Dirksen Parkway
Springfield, IL 62764



RE: IL 127
Vicinity of Pinckneyville
Perry Counties
Illinois

Dear John,

Enclosed herewith are four copies of the Determination of Eligibility we completed for the former Murphy-Wall State Bank in Pinckneyville. There is no question about our findings. We believe that the bank building is eligible for the National Register under Criterion C.

Should you have any questions about this report, or any of the points addressed in it, please do not hesitate to contact me. Otherwise, do know that we were pleased to complete this evaluation and document for you!

Yours truly,

John N. Vogel, Ph.D.

cc: Julie A. Klamm ✓
Environmental Coordinator, IDOT District 9

HISTORICAL/ENVIRONMENTAL CONSULTANTS



Illinois Historic Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • (217) 782-4836 • TTY (217) 524-7128

Perry County
Pinckneyville

FAP 42, IL 13/127 - 4-lane Study from North of Murphysboro to North of Pinckneyville
Various Locations
IDOT - P-99-100-00
IHFA LOG #0206280056WPY

August 2, 2002

John Walthall
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, IL 62764

Dear Mr. Walthall:

We have reviewed the information prepared for the referenced project by Heritage Research, Ltd.

In our opinion, there is a potential National Register eligible historic district around the Perry County Courthouse and the Courthouse square. Therefore, the alternative for a 4-lane highway routed directly through the downtown area would constitute an adverse effect as defined in 36 CFR 800.5 of the regulations that govern Section 106 of the National Historic Preservation Act of 1966, as amended. Consultation should begin with our office to seek alternatives or modifications to the undertaking that could avoid, minimize, or mitigate the adverse effect on the historic property. We will be glad to discuss any alternative plans which may be developed.

In addition, two properties, which are listed on the National Register of Historic Places, may be affected by the proposed project. They are: Grange Hall, on R.R. #3, listed on May 4, 1990, and the Perry County Jail in Pinckneyville at 108 W. Jackson, listed on August 10, 2000.

Also, the farm on the West side of 127 South of Pinckneyville and buildings within the city limits of Pinckneyville designated as #38 and #44 may merit National Register listing and should be investigated further should impacts be possible.

Thank you for this opportunity to comment early in the planning process. If you have any questions, please contact Cody Wright, Cultural Resources Manager, Illinois Historic Preservation Agency, 1 Old State Capitol Plaza, Springfield, IL 62701, 217/785-3977.

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer

AKH:CW:ly

Attention: Central Office BD&E
Environment Section
Room 330

Environmental Survey Request Addendum

A. Project Information

☒ Bio ☒ Cultural ☐ Wetlands ☒ Special Waste

Submittal Date: 06/29/2006 Sequence No: 9666 E
District: 9 Requesting Agency: DOH Project No:
Contract #: Not Assigned Job No.: P- 99-100-00
Counties: Jackson, Perry
Route: FAP 42 Marked: IL 13/127
Street: Section:
Municipality(ies): Project Length: 38.624 km 24 miles
FromTo (At): Additional coverage for Pinckneyville west bypass studies
Quadrangle: Vergennes, Pyatts Township-Range-Section: T6S/ R2W/ Sec 18, T6S/R2W/Sec 30
Anticipated Design Approval: 02/15/2007

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

- ☒ Acquisition of additional ROW or easement Addendum: acres Total Project: 10750. acres
☒ In-Stream Work Stream Name: Beaucoup, Walkers
☐ Other:
☐ Field Sign Off (Bio & Cultural Only)

C. Addendum Description: Submitted for re-verification in all areas. ESR limits are for the preferred alignment throughout.

D.	Existing Bridge(s) Structure Number:	039-0009	On Historic Bridge List:	No
	Existing Bridge(s) Structure Number:	039-0022	On Historic Bridge List:	No
	Existing Bridge(s) Structure Number:	039-0007	On Historic Bridge List:	No
	Existing Bridge(s) Structure Number:	073-0031	On Historic Bridge List:	No
	Existing Bridge(s) Structure Number:	073-2003	On Historic Bridge List:	No
	Existing Bridge(s) Structure Number:	073-0010	On Historic Bridge List:	No
	Existing Bridge(s) Structure Number:	073-2004	On Historic Bridge List:	No
	Existing Bridge(s) Structure Number:	073-0032	On Historic Bridge List:	No
	Existing Bridge(s) Structure Number:	073-0021	On Historic Bridge List:	Yes

E.	Contact Person: Julie Klamm	Local Contact Person:
	Telephone #: (618) 549-2171 ext. 286	Telephone #:
	Env. Contact:	E-Mail:
	Telephone #:	Title/Company:

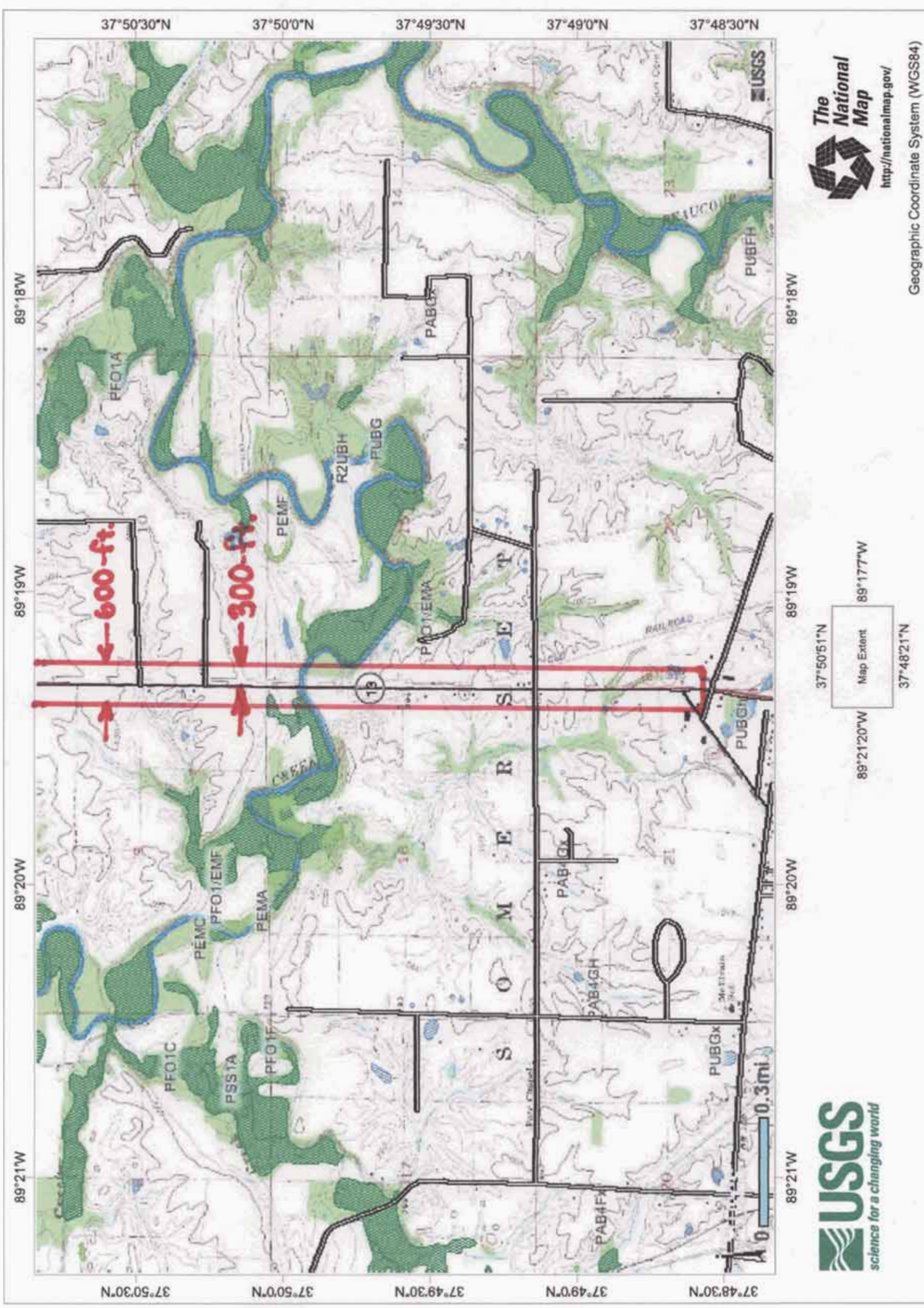
- F. ☒ Update Entire Project
☐ Addendum Only

☐ Field Sign Off (Bio & Cultural Only) ☐ Received in CO

BIOLOGICAL & WETLAND RESOURCES

NO SURVEY OR FURTHER
COORDINATION REQUIRED

Thomas C. Brooks 2/23/07
SIGNED *SL* DATE

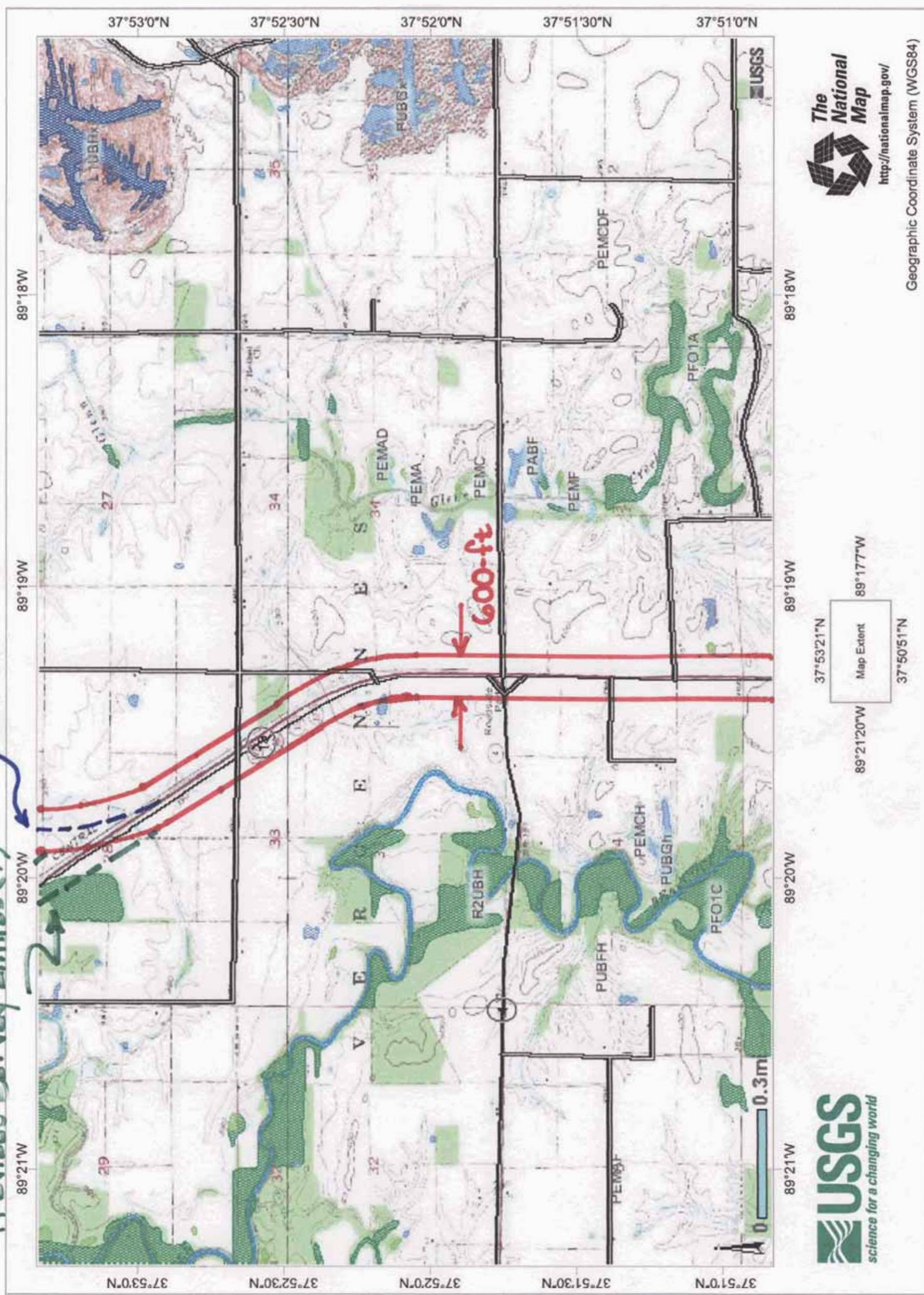


Geographic Coordinate System (WGS84)



89°21'W	89°21'20"W	89°17'7"W	89°18'W
37°50'30"N	37°50'0"N	37°49'30"N	37°48'30"N
Map Extent	Map Extent		
89°21'W	89°21'20"W	89°17'7"W	89°18'W

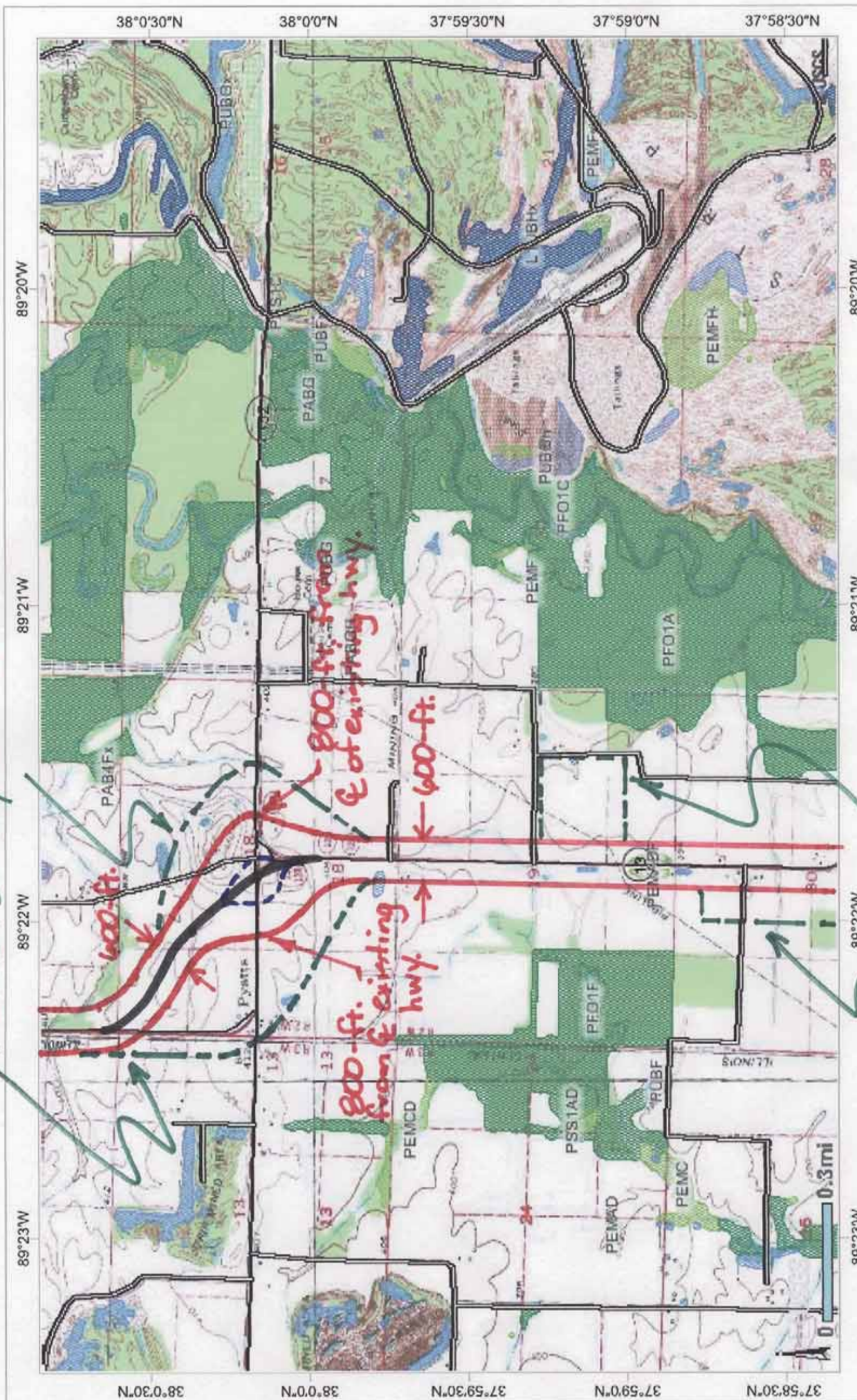
Prop.
Relocated IL 13/127





Geographic Coordinate System (WGS84)

Previous Survey Limits



USGS Previous Survey Limits

Map Extent
 89°23'25\"W 38°0'51\"N
 89°19'13\"W 37°58'21\"N



<http://nationalmap.gov/>

Geographic Coordinate System (WGS84)

Alignment of Modified W. Bypass



<http://nationalmap.gov/>

Geographic Coordinate System (WGS84)



Illinois Department of Transportation

Memorandum

To: Tom A. Zerrusen Attn: Beth A. Ponce
From: Michael L. Hine By: Thomas C. Brooks
Subject: Biological Resources Review* *Thomas C. Brooks*
Date: December 8, 2003

JAN 13 2004

*FAP 42 (IL 13/127)

Job No.: P-99-100-00 (Seq. No.: 9666)

Cities of Murphysboro, Vergennes, & Pinckneyville

From Murphysboro to Pinckneyville

Jackson and Perry County

CONCUR

By *Steve Kramer*
Division of Impact Analysis

Introduction:

1-8-04 IDOC
Consultation Closed

The proposed project involves upgrading the existing IL Route 13/127 from two to four lanes, beginning at the Ava Road intersection north of Murphysboro in Jackson County and ending just north of Pinckneyville in Perry County. Also, there will be an extension to the Du Quoin-Pinckneyville Airport due to encroachment from the project and an improvement to the intersection of IL 13/127 and IL 152. There will also be a bypass around Vergennes and a through-town couple in Pinckneyville. The length of the project is 22 miles long and approximately 375 acres of additional right of way will be required.

The proposed project is being processed as an Environmental Assessment. This Biological Resource Review describes the natural resource concerns of the preferred alignment. Based on the information your office has provided regarding the scope of work, a discussion of relevant biological resources is provided.

Endangered and Threatened Species

The U.S. Fish and Wildlife Service North Central Region "Red Book" lists the Indiana bat (*Myotis sodalis*), bald eagle (*Haliaeetus leucocephalus*), interior least tern (*Sterna antillarum*), pallid sturgeon (*Scaphirhynchus albus*) and decurrent false aster (*Boltonia decurrens*) as occurring in Jackson and Perry Counties. There is no suitable habitat for these species in the project area.

The Illinois Endangered Species Protection Board lists a number of species as occurring in Jackson, Perry, and adjacent counties. The Illinois Department of Natural Resources Natural Heritage Database has records of a listed species and natural area within the project corridor (IDNR Agency Action Report dated March 5, 2001).

According to the IDNR Natural Heritage Database map, there is an occurrence of state-threatened golden mouse near the intersection of IL 152 and IL 13/127, which is within the project area. Also, Lake Pinckneyville Woods INAI is located 0.8 miles north of Pinckneyville but is outside the project limits. This office tasked the Illinois Natural History Survey to conduct surveys for any threatened or endangered mammals, birds, amphibians and reptiles, fish, mussels, and plants.

Mammals:

INHS trapped a juvenile state-threatened rice rat within project ROW near Buffalo curve (see Fig. 3, Hofmann March 2002). However, a subsequent survey found no rice rats at this location (Hofmann June 2002).

It is most likely that the individual was a transient and was not utilizing highway ROW. Typically, rice rats inhabit wet swampy fields and marshes and disperse along streams and rivers such as the Beaucoup Creek.

Birds:

A state-threatened red-shouldered hawk was heard calling in the Beaucoup Creek bottomland forest, east of Pinckneyville and south of IL 154 (see Fig. 8, Johnson, March 2002). However, no nest was seen. In addition, INHS scientists believe that red-shouldered hawks use this area as breeding habitat. INHS looked again for red-shouldered hawks during a subsequent survey but did not see this species again (see Johnson, June 2002). It should be noted that this area is well outside the project limits.

An unknown species of state-endangered night-heron was seen roosting in a tree north of IL 13/127 between Airport/Buffalo curve (see Fig. 5, Johnson, March 2002) but quickly flew away and was not seen again during following field days for this survey. Strip mine ponds that provide foraging habitat for this species are well outside the project limits.

Amphibians and Reptiles, Fish and Mussels:

No threatened or endangered species were seen or captured during survey.

Plants:

A population of state-endangered Arkansas sedge was located 146 feet east of the centerline of IL 13/127 (see Fig. 2, Koontz 2002). This population is well beyond the construction limits. However, the location of this sedge will be noted on the contract plans.

Wetlands:

The National Wetland Inventory Map (Pinckneyville, Pyatts, Vergennes, and Murphysboro Quadrangles) depicts wetlands in the project area. The project was sent for field surveys on January 2, 2001 and December 7, 2001.

Results of the wetland studies were coordinated with the district on May 31, 2002. The wetland impacts are current as of October 27, 2003.

Copies of all wetland delineations are available upon request

Table 1: Summary of wetland impacts for the project.

Wetland Site No.	Acres Impacted	FQI	On-Site Replacement Ratio	On-Site Replacement Acreage
29R	1.64	13.7	2.5:1	4.10
31R	1.85	6.8	2.5:1	4.63
23	2.10	12.1	2.5:1	5.25
5(b)	0.90	38.3	5.5:1	4.95
5(c)	0.70	38.3	5.5:1	3.85
13	0.48	14.2	1.5:1	0.72
11	0.48	12.4	1.5:1	0.72
10	0.48	9.4	1.5:1	0.72
6R	1.45	14.7	2.5:1	3.63
1R	0.18	16.2	1.5:1	0.27
2R	1.07	21.3	5.5:1	5.89
64	0.15	18.1	1.5:1	0.23
TOTALS:	11.48			34.96

Attached are the Wetland Impact Evaluation and Preliminary Wetland Mitigation Plan. The district is proposing to create 6.57 acres of wet meadow, 24.04 acres of floodplain forest, and 4.35 acres of pond. The mitigation site has numerous soil types with hydric characteristics. Please see the attached mitigation plan for further details.

Streams:

The project crosses Beaucoup Creek, Walker's Creek Young's Creek, Chicken Creek, Opossum Creek, and two unnamed streams. In stream work will be necessary to replace structures at each of these locations.

Because of the construction activity in and around the stream, short-term sedimentation will occur. In accordance with Chapter 59, Section 8 of the BDE Manual, an erosion and sediment control plan will be designed incorporating measures to minimize sedimentation effects. With the implementation of the plan and the use of the Standard Specifications for erosion and sediment control, no long-term adverse impacts to the water quality and biological components of the stream will occur.

T. Zerrusen
December 8, 2003
Page 4

Tree Removal

Project construction will involve the removal of approximately 1.7 acres of trees. This includes 1.1 acres near Buffalo Curve and 0.6 acres just north of Pyatt's Wye. Trees should be replaced in accordance with Departmental Policy D&E-18. District 9 anticipates that ample ROW will be available for tree replacement.

Coordination

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

Conclusion

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

Attachments: INHS biological surveys
Wetland Impact Evaluation
Preliminary Wetland Mitigation Plan

cc: Steve Hamer (IDNR)
Joyce Collins (USFWS)
Keith McMullen (ACOE)

SM



Illinois Department of Transportation

Memorandum

To:	Mary C. Lamie	Attn:	Carrie L. Nelsen
From:	Eric E. Harm	By:	Thomas C. Brooks
Subject:	Biological Resources Review		<i>Thomas C. Brooks</i>
Date:	February 23, 2007		

FAP 42 (IL 13/127)
Addendum E
Job No.: P-99-100-00 (Seq. No.: 9666 E)
Jackson and Perry County

The Natural Resources Unit has reviewed this project. The project, as described on the Environmental Survey Request Form, does not require further biological or wetland surveys. The survey limits for Addendum E were previously surveyed under the limits of the original project and those results coordinated with the appropriate resource agencies.

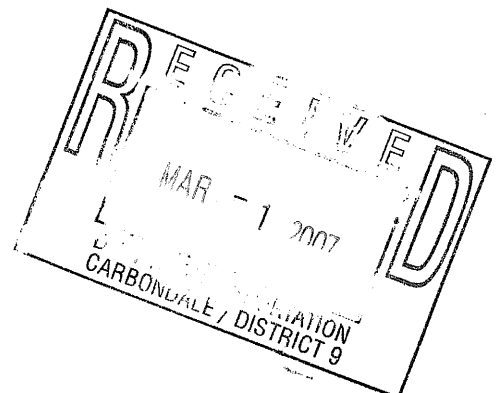
Also, the IDNR Natural Heritage Database has no records of listed species, natural areas or nature preserves within the project corridor (IDNR Agency Action Report dated July 20, 2006). IDNR has closed consultation based on these findings.

Since the preferred alignment has changed, an updated Wetland Impact Evaluation (WIE) should be coordinated with this office.

By agreement, no coordination with the Illinois Department of Natural Resources and the U.S. Fish and Wildlife Service is necessary.

Attachment

SM





This information has been obtained from the Wetland Survey Report provided by the consultant for this project. The report is a compilation of the information received in the environmental survey process. The actual wetland impacts listed above pertain to the Preferred Alternate only. If there are any questions or comments, please call Julie Klamm at (618) 351-5286 or e-mail at Julie.Klamm@illinois.gov



ILLINOIS
DEPARTMENT OF
NATURAL RESOURCES

FEB 26 2001

Ill. of Natural Resources

524 South Second Street, Springfield 62701-1787

George H. Ryan, Governor • Brent Manning, Director

**ENDANGERED SPECIES CONSULTATION PROGRAM
AGENCY ACTION REPORT**

Date Submitted: February 22, 2001
Is this a Resubmittal? [Yes / ☒ No] Please circle one
If 'Yes', enter PROJCODE: _____

PROJCODE: 0101409

Date Due: 4-12-01

For Office Use Only

Agency Name: Illinois Department of Transportation
Contact Person: Susan Dees
Agency Address: Bureau of Design and Environment, Room 330 Phone: (217)785-0150
2300 South Dirksen Parkway, Springfield, IL 62764 E-mail: _____

DESCRIBE PRECISE LOCATION OF PROPOSED ACTION

Project Name: _____ BDE Seq. No. _____
County(ies): Perry and Jackson
City/Town: Various
Township/Range/Section: Various
U.S.G.S. Quad Map Name(s): Pickneyville, Pyatts, Vergennes, and Muphysboro
Brief Description of the Proposed Action: Upgrading of IL 127 from 2-lane road to 4-lane road North of Pickneyville to Murphysboro.
Unknown amount of new ROW requested.

Please enclose a map delineating the location of the proposed action, and return to Dr. Deanna Glosser at the SPRINGFIELD address above.

FOR NATURAL RESOURCE REVIEW & COORDINATION USE ONLY

RC

QUADCODE(S): _____

Are there threatened/endangered species or natural areas located within the vicinity of the project? ☒ Yes ☐ No]

Is the proposed project likely to adversely affect the threatened/endangered species or INAI sites? ☒ Yes ☐ No]

The consultation process is terminated? [Yes | ☒ No]

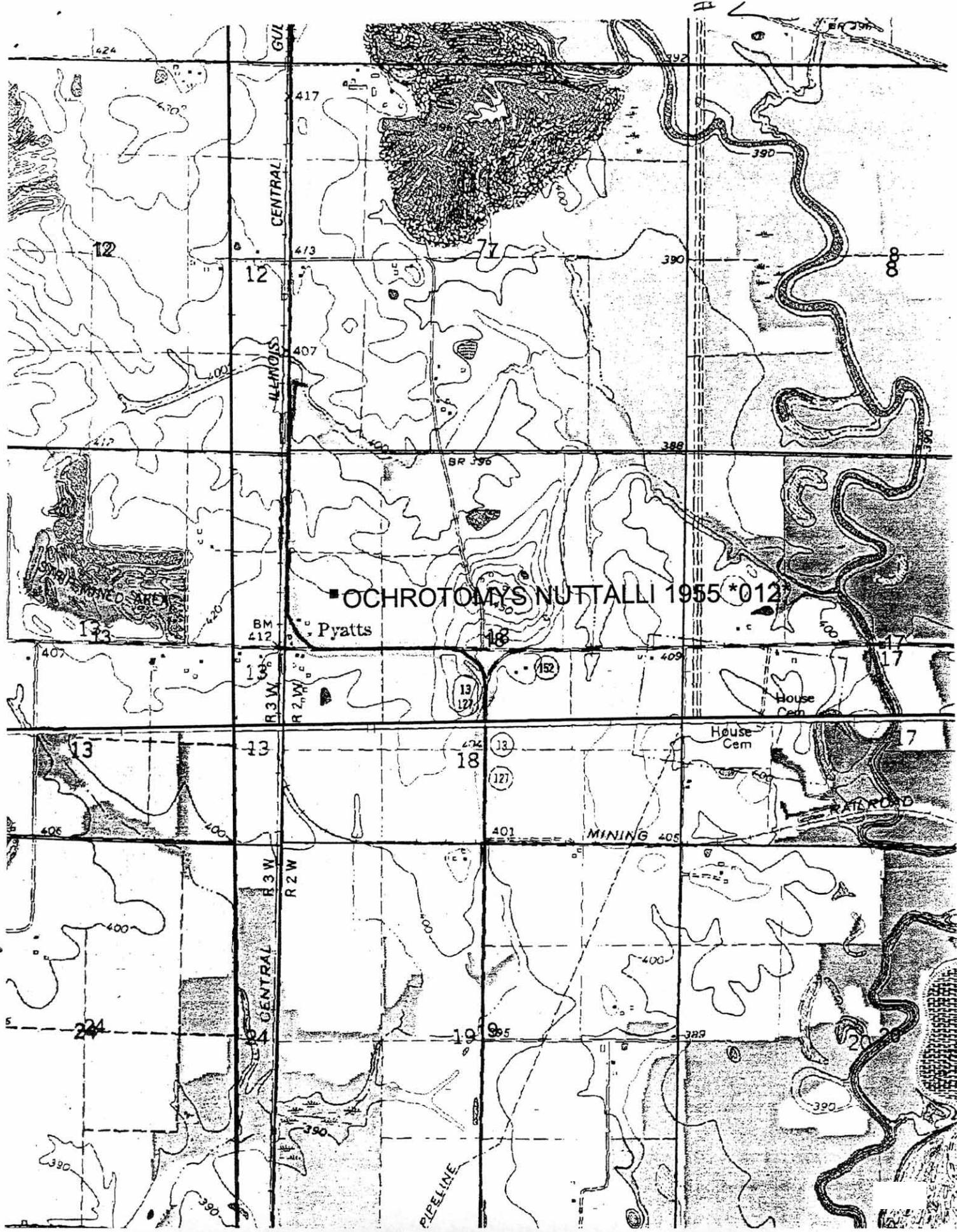
If 'No', complete the enclosed **Detailed Agency Action Report** to continue the consultation process.

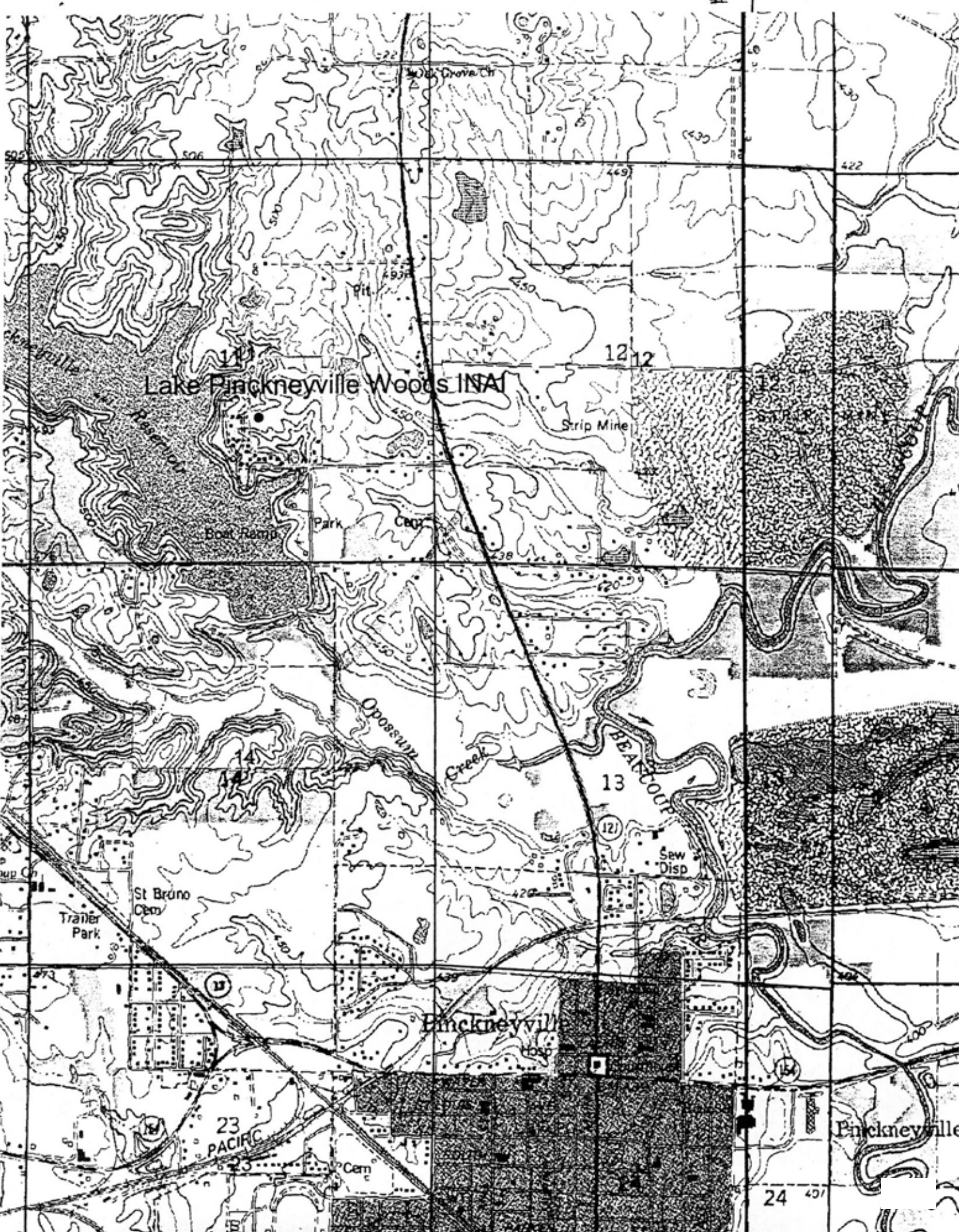
Comments: Wetlands present. Request survey for Golden Mouse and associated habitat. See attached maps.

Evaluation Approved by:

Steve Hame
Deanna Glosser, Ph.D.
Chief, Div. of Natural Resource Review & Coordination

3-5-01
Date







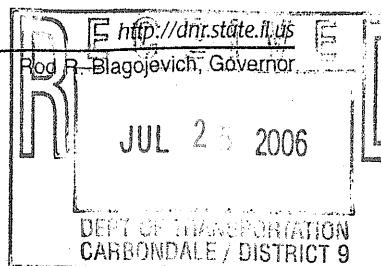
Illinois Department of Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271

DEPARTMENT OF
NATURAL RESOURCES

JUL 18 2006

OREP



CONSULTATION AGENCY ACTION REPORT

(Illinois Administrative Code Title 17 Part 1075)

Division of Resource Review and Coordination

Date Submitted: July 14, 2006
If this is a re-submittal, include previous
IDNR response if available.

FOR DEPARTMENT USE ONLY
PROJCODE: 0700525 DUE DATE: _____

Applicant: Illinois Department of Transportation
Contact Person: Susan Dees
Applicant Address: Bureau of Design and Environment, Room 330
2300 S. Dirksen Parkway, Springfield, IL 62764

Phone: (217) 785-0150

Fax: (217) 524-9356

Email: _____

LOCATION OF PROPOSED ACTION

A MAP SHOWING LOCATION OF PROPOSED ACTION IS REQUIRED

Project Name: FAP 42 (IL 13/127) Addendum E County: Jackson and Perry
Project Address (if available): _____ BDE Seq. No. 9666 E
City, State, Zip: Pickneyville IL
Township/Range/Section (e.g. T45N, R9E, S2): T 5S/R 3W/Sec. 12, 14, 23, 25, 26, & 36
Brief Description of Proposed Action: Western bypass around Pickneyville IL
Unknown amount of ROW for Addendum. Total project ROW: 10,750 ac.
Unknown amount of tree removal
Projected Start Date and End Date of Proposed Action: _____

Will state funds or technical assistance support this action? [Yes | No] If Yes, the Interagency Wetland Policy Act may apply.
Contact funding agency or this Division for details.

Local/State Agency with Project Jurisdiction: District 9

Contact: Julie Klamn

Address: Carbondale, IL

Phone: (618) 351-5286

Fax: _____

FOR DEPARTMENT USE ONLY

Are endangered/threatened species or Natural Areas present in the vicinity of the action? ☒ Yes ☐ No
Could the proposed action adversely affect the endangered/threatened species or Natural Area? ☒ Yes ☐ No
Is consultation terminated? ☒ Yes ☐ No
Comments: _____

Evaluated by:

Steve Name
Division of Resource Review & Coordination (217) 785-5500

Date

7-20-06



City of Pinckneyville

104 South Walnut Street
Pinckneyville, Illinois 62274
(618) 357-6916

Frances I. Thomas
City Clerk

April 13, 2007

Joseph Ronald Shirk
Mayor

Ms. Mary C. Lamie, Deputy Director of Highways
IDOT Division of Highways
Region 5, District 9
P.O. Box 100
Carbondale, Illinois 62903

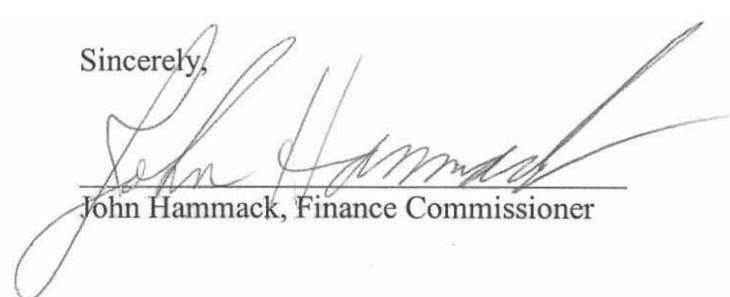
Re: Illinois Route 13/127 Modified West Bypass at Pinckneyville.

Dear Ms. Lamie:

This letter is to confirm the current status and usage of a parcel of property currently owned by the City of Pinckneyville and identified on the attached map. This parcel is located within the limits of IDOT's proposed Modified West Bypass of Illinois Route 13/127. The parcel is further located within the Pinckneyville Tax Increment Finance (TIF) District and is designated "commercial". Due to the lack of current development activities, the property is temporarily being farmed under a tenant lease, with the exception of approximately four (4) acres. This four-acre area is being temporarily used by the Perry County Soccer League for recreational soccer. In cooperation with the City of Pinckneyville, the soccer league is searching for a permanent site for the soccer fields and associated facilities. If there are any further questions or comments concerning the temporary use of the parcel, please contact Jeff Ashauer at the following:

Jeff Ashauer, Pinckneyville TIF Administrator
Perry County Courthouse
1 Public Square
Pinckneyville, IL 62274
(618) 357-2940

Sincerely,


John Hammack, Finance Commissioner

JH/pjs
(attachment)

PINCKNEYVILLE CITY COMMISSIONERS

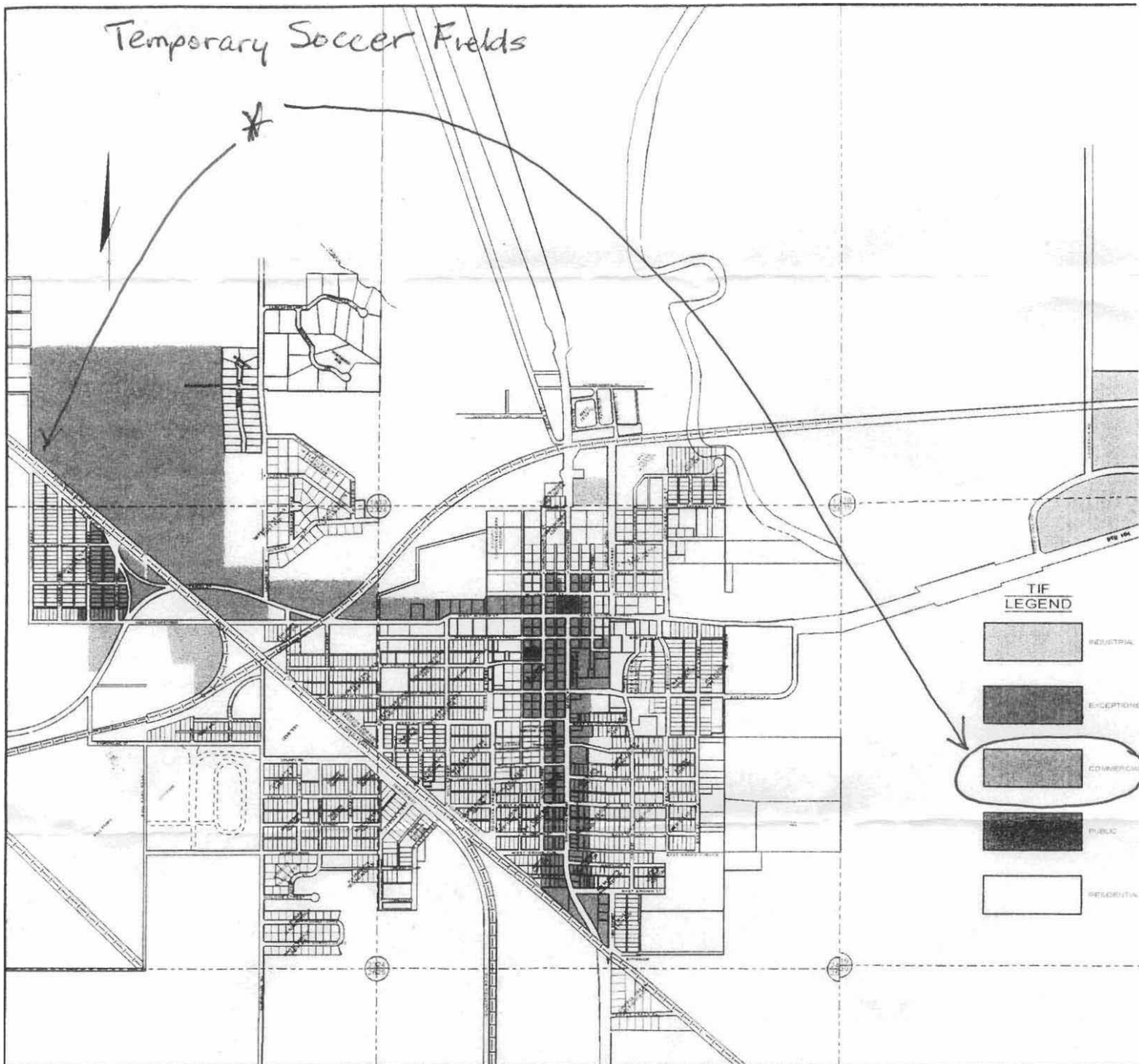
John L. Hammack
Accounts & Finance

Bret McDaniel
Public Health & Safety

Jimmie E. Wright
Streets & Public Improvements

Fred A. Pabst
Public Property

Temporary Soccer Fields



Andrea J. Bostwick

From: Fraley, Chris [Chris.Fraley@fhwa.dot.gov]
Sent: Monday, April 02, 2007 8:08 AM
To: Klamm, Julie A
Cc: Fuller, Matt; Stevenson, Jerry; Zyznieuski, Walter G
Subject: RE: 4(f) question on IL13 project
Importance: High

Julie,

Thanks for the info. After evaluation FHWA feels that this is not a 4(f) resource. If you could provide the following as supporting documentation to include in the EA that would be great.

1. A letter from the city that declares what the purpose of the land is.
2. Also, if the City has a letter or any type of documentation (i.e. meeting minutes from council meetings, etc.) that shows they informed the soccer teams that the usage of the land for soccer practice was only temporary. If the city does not have this info. please have them provide a letter outlining the key points you outlined in your March 28 email below.

Also, include in the appendix of EA any correspondence or emails regarding this subject.

If you have any questions, please let me know. Thanks.

-Chris

From: Klamm, Julie A [mailto:Julie.Klamm@illinois.gov]
Sent: Wednesday, March 28, 2007 3:18 PM
To: Fraley, Chris
Subject: RE: 4(f) question on IL13 project

There is no fence or gate closing the property from the public. The teams go there for individual team practices during the week. The area has not been graded and prepared for any regulation soccer fields. They just put up some goal posts and mow the area. This has been the case since they started using it in 2004-2005. Current approximations are 10-15 acres to be taken. Taking that portion of the site doesn't have to eliminate the use of the soccer fields at this site. There is one small parking area that will be eliminated, but the parcel of land is something like 112 acres in size and is pretty flat throughout. Even the city mentioned that they wouldn't necessarily have to move if they didn't want to. (Just move back a little on the site.) But the city is eager to find them another location and the soccer league is too. Parking at the existing site is poor (they haven't fixed up much in the line of parking because they know it's temporary.) If a commercial business or residential developer comes in and offers the city a chance to utilize this as designated with the TIF district, the soccer league is out of luck. The city is actively working with the soccer league to find them a suitable permanent home. So yes, the city is willing to work with the soccer league to relocate.

Just let me know if you will need some sort of official documentation from us stating this. Thanks!

Julie

From: Fraley, Chris
Sent: Wednesday, March 28, 2007 12:16 PM
To: Klamm, Julie A

4/24/2007

Subject: 4(f) question on IL13 project

Julie,

The following are some more questions copied from an email from JD. If you can provide the answers to the questions, it will give us some direction on where to go from here. From what you and I have discussed it would probably fall under the de Minimus. Thanks.

From JD:

I know there are organized soccer leagues utilizing the fields, but are the soccer fields open to the public pretty much all the time?

How long have the soccer fields been there?

How much land will be taken for the roadway project?

Will the land taken eliminate the use of the soccer field(s) as they are being used now - the field, spectator use areas, parking?

If so, is the City willing to build new soccer fields somewhere else and do they have the land to do so?

These are all questions that will help us know exactly the direction we need to take this. As I mentioned to you when we talked, although the intent for the use of the land is commercial development and the City looks at the soccer fields as temporary, the land is being utilized for recreational use at this time. In the public's eyes these fields are most likely very important. Based on what we know now, it looks like we will have to consider the property a 4(f) resource. However, the answers to some of the questions above will help us know if there is an actual use of a 4(f) resource. It may be that taking a small sliver of green space along the edge that would not cause an affect to the portion of the land utilized for recreational use would not require a 4(f). Or, if the City is willing to replace the soccer fields somewhere else, then we might have a De Minimis (Excuse the spelling - I never can get it right) 4(f). So, please ask the district these questions and we will be in a better position to give direction.

-Chris

RECEIVED
JUL 28 2005
**ILLINOIS
DIVISION**



U.S. Department
of Transportation

**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

Mr. Norman R. Stoner, P.E.
Division Administrator
Federal Highway Administration
Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

Thank you for your letter dated July 11, 2005 requesting that the Federal Aviation Administration (FAA) serve as a cooperating agency with the Federal Highway Administration (FHWA) within the context of the Environmental Assessment (EA) being prepared for the proposed IL 13/127 roadway project. This project has alternatives that could potentially impact the Pickneyville-Du Quoin Airport (Airport). We welcome the opportunity to participate and provide guidance where necessary.

The FAA, in partnership with Illinois Division of Aeronautics, will be working with the Airport's consultant Crawford, Murphy, and Tilly, Inc. (CMT) to develop a Master Plan and preliminary environmental analysis of upcoming airport projects. It is the FAA's understanding that the FHWA's consultant that is preparing the EA for the roadway project will be working closely with CMT to incorporate the FAA's and the Airport's alternatives and analysis.

Thank you for the opportunity to participate as a cooperating agency for this project. Please contact E. Lindsay Butler, Environmental Program Manager in the Chicago Airports District Office at 847-294-7723 or email Lindsay.Butler@faa.gov for further coordination.

Sincerely,

Jack Delaney
Assistant Manager
Chicago Airports District Office

Cc: Terry Schaddel, IL Division of Aeronautics
Brad Hamilton, CMT, Inc.

TITLE	A	I	TITLE	A	I
DA			A		
ADA			B		
QIP			PPD		
CR			M&S		
IS			S/T		
I&T			P&E		
BR			ENV		
Res/T			Metro		
F&L			TP		
FE			ROW		
MSRB					

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

of pages ► 1

To	JULIE KLANN	From	CHAS FRALEY
Dept./Agency	IDOT DISTRICT 9	Phone #	217-492-4619
Fax #	618-457-8622	Fax #	217-492-4319

NSN 7540-01-217-7000

5090-101

GENERAL SERVICES ADMINISTRATION



Illinois Department of Transportation

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

April 18, 2005

Letter of Understanding L-9-04-001

Route: FAP 42 (Illinois Route 13 & 127)
Section: 4 Lane Study
County: Perry
Job Number P-99-100-00

The Honorable Joseph Shirk
Mayor of Pinckneyville
104 South Walnut St.
Pinckneyville, IL. 62274

The Honorable John Rednour
Mayor of DuQuoin
P.O. Box 466
DuQuoin, IL. 62832

Dear Mayors Shirk and Rednour:

The District 9 office of the Illinois Department of Transportation in Carbondale is preparing plans for an improvement to FAP 42 (Illinois Route 13 & 127) from just north of Murphysboro to Pinckneyville. The scope of the project consists of constructing two new lanes of highway to facilitate a four lane expressway.

This Letter of Understanding is intended to confirm the recent conversations between staff members of your office and members of my staff concerning our proposed work and its effect to the Pinckneyville-DuQuoin Airport. This letter will be beneficial to both the Department and the Cities of Pinckneyville and DuQuoin and will help to ensure that there are no misunderstandings as the final plans are developed.

In accordance with this Letter of Understanding, the Illinois Department of Transportation agrees to:

1. Make the surveys, prepare the plans and special provisions, receive bids, award the contract, furnish engineering inspection

Letter of Understanding
Pinckneyville-DuQuoin Airport
Page 2 of 3

during construction, and cause the improvement to be built in accordance with the approved plans, specifications and contract.

2. Construct a new airport terminal access road to and from Illinois Route 13 & 127 to the north of the existing entrance for the Pinckneyville-DuQuoin Airport.
3. Acquire approximately 30 acres of land and three (3) residences to protect and extend the Runway 18 end and corresponding approach surface and allow for construction of the new airport terminal access road. The ownership of this land will be transferred to the Cities of Pinckneyville and DuQuoin for the benefit of the Pinckneyville-DuQuoin Airport.
4. Assume all land acquisition, construction, and engineering costs associated with the improvement.

In accordance with this Letter of Understanding, the Cities of Pinckneyville and DuQuoin agree to:

1. Utilizing IDOT highway project funds, the Airport Sponsor will relocate Runway 18/36 205 feet north and adjust all lighting, markings, nav aids and Standard Instrument Approach Procedures (SAIP) accordingly with this work to be paid for by the Department including related surveys, engineering and construction.
2. Transfer approximately 6 acres of property owned by the Pinckneyville DuQuoin Airport to the Department of Transportation for the proposed highway improvement, and to provide land to construct a minimum of 300 feet of roadway for the new terminal access road to Illinois Route 13 & 127.

A concept drawing has been attached showing the various improvements and responsibility for each element.

It is understood that airfield-related improvements, which will utilize IDOT project funds for this project, will be administered by the Illinois Department of Transportation – Division of Aeronautics.

Your approval of this Letter of Understanding will be considered as acceptance of these future construction provisions. This project is currently under study.

Please note that I have included three copies of this letter. I ask that you sign all copies and return them to my office. Once I have collected

Letter of Understanding
Pinckneyville-DuQuoin Airport
Page 3 of 3

all three copies with original signatures I will sign them and will return
one copy to each of you for your records.

Very truly yours,

Mary C. Lamie

Mary C. Lamie, P.E.
Deputy Director of Highways
Region Five Engineer

Approved by:

Joseph Shirk
The Honorable Joseph Shirk
Mayor of Pinckneyville

Date

7/20/05
05/16/05 FIT
APPROVED

Approved by:

John Rednour
The Honorable John Rednour
Mayor of DuQuoin

Date

5-19-05



Illinois Department of Transportation

Division of Aeronautics

1 Langhorne Bond Drive / Capital Airport / Springfield, Illinois / 62707-8415

July 7, 2005

Honorable John Rednour, Mayor
City of DuQuoin
302 East Popular
DuQuoin, Illinois 62832

Honorable Joseph R. Shirk, Mayor
City of Pinckneyville
110 South Walnut
Pinckneyville, Illinois 62274

Re: Pinckneyville-Du Quoin Airport
Perry County, Illinois
Airport Layout Plan Approval

Gentlemen:

Enclosed is one "conditionally approved" copy of the Pinckneyville-Du Quoin Airport's Layout Plan dated and signed on June 15, 2005. This approval cancels or supersedes all prior Airport Layout Plan approvals. The airport development plan approval is based upon recognition of and adherence to the following:

1. Approval of this Airport Layout Plan is not to be considered a determination of necessity or as a commitment of Federal and/or State funding for accomplishment of the projected development. Inclusion of the proposed development signifies a concurrence for planning purposes based on review of conformance with current standards for safety, utility, and efficiency. Actual facility development will be governed by adherence to development standards applicable at the time the development is undertaken. If any of the design critical aircraft or aircraft groups change, this Airport Layout Plan must be reevaluated by the Federal Aviation Administration and the Illinois Department of Transportation, Division of Aeronautics.
2. Approval of this Airport Layout Plan does not infer or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements stipulate that:
 - A. All development programs should be reasonably consistent with the plans of local and state planning agencies for the development in the airport vicinity.
 - B. That fair consideration has been given to the interest of communities in or near the airport.
 - C. That development programs provide for the protection and enhancement of the environment.
3. The Federal Aviation Administration has offered no objection to the proposed ultimate airspace utilization as depicted on the Airport Layout Plan based on considerations of safe and efficient use of airspace. The Airport Layout Plan has the status of a "Plan on File" for the purpose of 14 CFR 77, Obstruction Evaluations, and 14 CFR 152, Airport Aid Program. A review of the airside landing area development was conducted according to the following: 14 CFR 77, 14 CFR 152 and 14 CFR 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports (**Aeronautical Study Numbers 2003-AGL-778-NRA**).

Honorable John Rednour, Mayor
Honorable Joseph R. Shirk, Mayor
July 7, 2005
Page 2

This review was forwarded to the Illinois Department of Transportation through the FAA's iOE/AAA computer application program and a **Determination To Proponent** was issued for Airspace Case Number 2003-AGL-778-NRA on November 3, 2003. It should be noted that the Federal Aviation Administration cannot prevent erection of any structure near an airport. Airport environs may be protected through State enacted Hazard Zoning Regulations and/or local zoning ordinances, building regulations, and like requirements.

4. The following items must have a specific environmental approval prior to accomplishment:

- A. Extend Runway 18, 1,486-feet to the north; relocate the threshold of Runway 36 approximately 485 feet to the north; and widen the entire Runway 18-36 from 60 feet to 100 feet; for a total runway dimension of 5,000 feet by 100 feet.
- B. Closure of a portion of Shady Oaks Road to allow for the extension of Runway 18-36.
- C. Construction of a parallel taxiway 400 feet west of the existing Runway 18-36 centerline.
- D. Relocation of Visual Approach Descent Indicator (VADI) Lights that serve the threshold of Runway 36. Installation of Visual Approach Descent Indicator (VADI) Lights that serve the threshold of Runway 18.
- E. Installation of Runway End Identifier Lights (REIL) to serve both future runway ends.
- F. Construction of a new airport entrance road.
- G. Expansion of aircraft parking apron and hangar facilities.
- H. Land and/or Avigation Easement acquisition including relocation assistance associated with any of the aforementioned development items.

Any of the aforementioned development, requiring the use of Federal funds, shall not take place until the appropriate environmental processing has been approved by the Federal Aviation Administration and/or the Illinois Department of Transportation, Division of Aeronautics.

To avoid conflicts with future development, we recommend that you utilize the ALP when preparing leases. We further recommend you provide copies to the local and regional planning zoning boards and county and city officials and encourage them to adopt compatible land use criteria in and around the airport. Copies should also be distributed to Fixed Base Operators (FBO's) and airport users. The Airport and Airway Improvement Act (Section 511[a] [15]) requires the sponsor to eliminate any adverse effects on Federal facilities, or bear all costs to relocate those facilities, that are a result of an airport change. However, if AIP eligible construction/ development items adversely affect FAA facilities, then the cost of relocating the facilities may be eligible under AIP.

This approval does not include a detailed evaluation of actual construction. Prior to constructing any development on the airport, notice (FAA Form 7460-1) consistent with 14 CFR 77 must be filed with the Federal Aviation Administration and the Illinois Department of Transportation, Division of Aeronautics. This approval does not include approval for temporary construction equipment which may be used during actual construction, e.g., cranes, equipment staging areas, site access routes, etc. A separate construction safety/phasing plan for any project (unless specifically approved

Honorable John Rednour, Mayor
Honorable Joseph R. Shirk, Mayor
July 7, 2005
Page 3

by attachment to this letter) should be reviewed by the FAA no less than 60 days prior to the beginning of any project.

If development is planned without aviation trust fund investments that will change the status or geometrics of runways, taxiways, aprons, or other operating airport surfaces, notice (FAA Form 7480-1) must be filed with the Federal Aviation Administration and the Illinois Department of Transportation, Division of Aeronautics consistent with 14 CFR 157.

Approval of this Airport Layout Plan by the State of Illinois is authorized by the Federal Aviation Administration through the State Block Grant Program. Approval of this ALP will not terminate if the State Block Grant Program ceases to exist. Distribution of all approved document is based on the Great Lakes Region Planning and Coordination Procedures Desk Guide Dated January 10, 2003. We trust the foregoing provides a reasonable explanation of the conditions and terms of our approval.

If you desire further clarification, please contact Mr. Terrence L. Schaddel of my staff at (217) 785-5177 (voice), by facsimile at (217) 785-4533 or by e-mail at schaddeltl@dot.il.gov.

Sincerely,


Steven J. Long
Acting Chief Engineer

SJL/TLS
Enclosure

cc: Brad Hamilton, Crawford, Murphy & Tilly, Inc.; w/encl. (1 ALP & Letter)
Manager, FAA CHI-ADO; w/encl. (1 ALP & Letter)
Manager, FAA CHI FPO; (w/encl.). (1 ALP & Letter)
Manager, FAA AGL-471; w/encl. (1 ALP & Letter)
Manager, XOA-SMO; w/encl. (1 ALP & Letter Only)

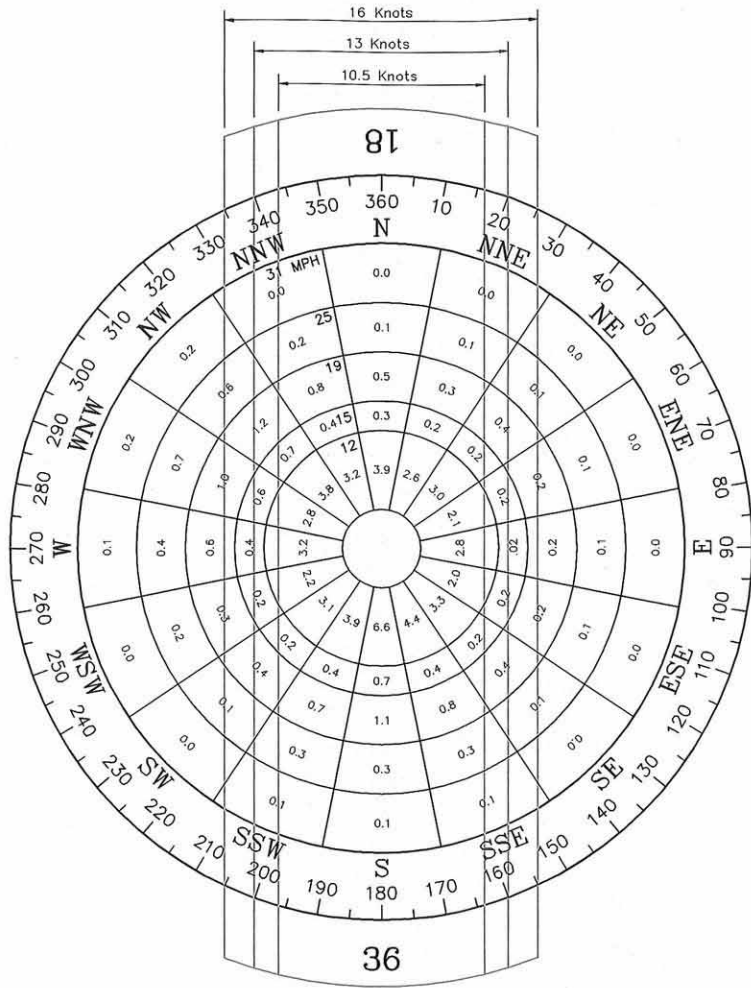
EXISTING/ INTERIM WIND COVERAGE	
RUNWAY	CROSS WIND COMPONENT
	10.5 KNOTS
18/36	91.90%

EXISTING RUNWAY END COORDINATES			
RUNWAY END	LATITUDE N.	LONGITUDE W.	ELEVATION
18	37° 59' 00.19211"	89° 21' 37.04033"	400.66'
36	37° 58' 20.66522"	89° 21' 38.17542"	394.38'

COORDINATE DATA PROVIDED BY ILLINOIS DIVISION OF AERONAUTICS GPS SURVEY IN NORTH AMERICAN DATUM 1983.

EXISTING /INTERIM RUNWAY END COORDINATES			
RUNWAY END	LATITUDE N.	LONGITUDE W.	ELEVATION
18	37° 59' 02.188"	89° 21' 36.982"	401.42'
36	37° 58' 22.655"	89° 21' 38.101"	394.42'

EXISTING/ INTERIM CRITICAL AIRCRAFT	
RUNWAY	18/36
APPROACH CATEGORY	B
DESIGN GROUP	I
DESIGN AIRCRAFT	BEECH KING AIR B100
APPROACH SPEED	111 KNOTS
DESIGN AIRCRAFT	BEECH KING AIR B100
WINGSPAN	45.8 FEET
DESIGN AIRCRAFT	BEECH KING AIR B100
TAIL HEIGHT	15.3 FEET
DESIGN AIRCRAFT	BEECH KING AIR B100
STRENGTH (MGTW)	11,800 LBS.
DESIGN AIRCRAFT	BEECH KING AIR B100
LENGTH	



ALL WEATHER WIND ROSE FOR
PINCKNEYVILLE-DU QUOIN AIRPORT
PERRY COUNTY, ILLINOIS

*WIND DATA TAKEN AT SCOTT AIR FORCE BASE
IN BELLEVILLE, ILLINOIS FROM 1939 TO 1972

FUTURE WIND COVERAGE			
RUNWAY	CROSS WIND COMPONENT		
	10.5 KNOTS	13 KNOTS	16 KNOTS
18/36	91.90%	95.50%	97.90%

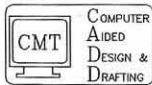
FUTURE RUNWAY END COORDINATES			
RUNWAY END	LATITUDE N.	LONGITUDE W.	ELEVATION
18	37° 59' 14.838"	89° 21' 36.598"	401.43'
36	37° 58' 25.422"	89° 21' 38.022"	394.45'

FUTURE CRITICAL AIRCRAFT	
RUNWAY	18/36
APPROACH CATEGORY	B
DESIGN GROUP	II
DESIGN AIRCRAFT	CESSNA CITATION III
APPROACH SPEED	114 KNOTS
DESIGN AIRCRAFT	CESSNA CITATION III
WINGSPAN	53.5 FEET
DESIGN AIRCRAFT	CESSNA CITATION III
TAIL HEIGHT	17.3 FEET
DESIGN AIRCRAFT	CESSNA CITATION III
STRENGTH (MGTW)	21,000 LBS.
DESIGN AIRCRAFT	CESSNA CITATION III
LENGTH	

EXISTING/ INTERIM AIRPORT DATA															
Airport Reference Code		Normal Maximum Temperature			93° F			Township		PINCKNEYVILLE		Airport Reference Point			
BI	Established Elevation of Airport			400.66 FEET			Latitude N.					Longitude W.			
	Airport Navaids		ROTATING BEACON, NDB, GPS						County		PERRY		37° 58' 40"		89° 21' 38"
RUNWAY DATA													APPROACH DATA		
Runway	Effective Length		Pavement Surface	Effective Gradient %	Runway Marking	Lighting	Pavement Loading			Runway Protection Zone	Navaids	Approach Visibility Minimums	Approach Surface	Approach Slope	
	Landing	Takeoff					Gross Weight-1,000 lbs.								
							Aircraft Gear								
							Sing.	Dual	Dual Tand.						
18	4,000'	4,000'	BIT.	0.16	NON-PREC.	MIRL	8	12.5	N/A	250' X 450' X 1000'	GPS, PAPI	1 MILE	500' X 800' X 1000'	20:1	
36	4,000'	4,000'			NON-PREC.					250' X 450' X 1000'					GPS, PAPI

FUTURE AIRPORT DATA														
Airport Reference Code		Normal Maximum Temperature			93° F			Township		PINCKNEYVILLE		Airport Reference Point		
BII		Established Elevation of Airport			401.43							Latitude N.		Longitude W.
		Airport NavAids	ROTATING BEACON, NDB, GPS, PCAL						County		PERRY		37° 58' 50"	
RUNWAY DATA									APPROACH DATA					
Runway	Effective Length		Pavement Surface	Effective Gradient %	Runway Marking	Lighting	Pavement Loading Gross Weight-1,000 lbs. Aircraft Gear			Runway Protection Zone	NavAids	Approach Visibility Minimums	Approach Surface	Approach Slope
	Landing	Takeoff					Sing.	Dual	Dual Tand.					
18	5,000'	5,000'	BIT.	0.14	VISUAL	MIRL	21	33	N/A	500' X 700' X 1000'	PAPI, REIL	VISUAL	500' X 700' X 1000'	20:1
36	5,000'	5,000'			NON-PREC.						500' X 700' X 1000'	PAPI, GPS, REIL	1 MILE	500' X 1010' X 1700'

K:\PickneyvilleAP\0306202\draw\ALP\DATA1A.dwg



COMPUTER
AIDED
DESIGN &
DRAFTING



CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

REVISIONS

NO.	BY	DATE	NO.	BY	DATE

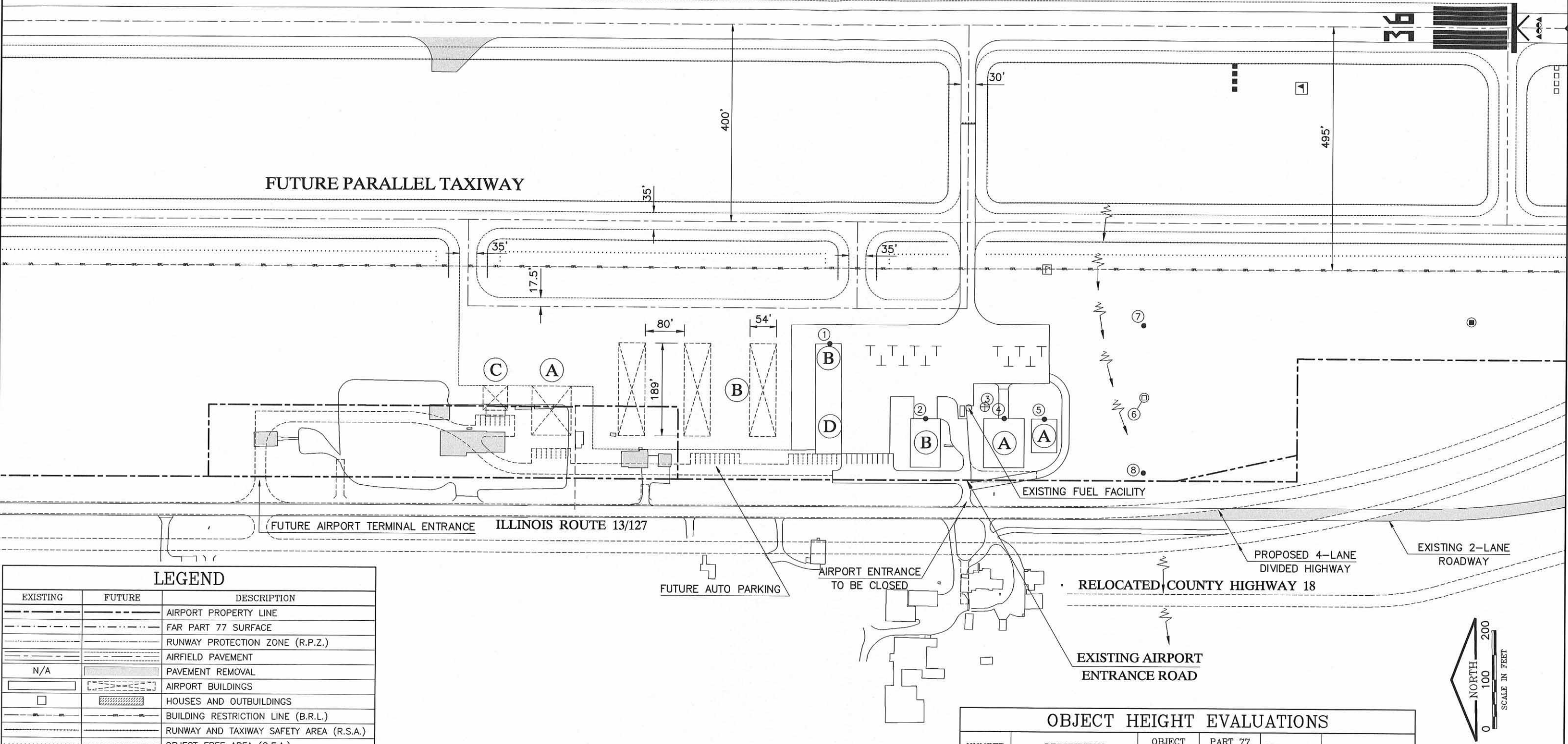
DESIGN BY	S.M.W.
DRAWN BY	B.W.N.
CHECKED BY	B.M.H.
APPROVED BY	B.M.H.

PINCKNEYVILLE-DUQUOIN AIRPORT
PERRY COUNTY, ILLINOIS

AIRPORT DATA TABLE

SCALE AS NOTED	JOB NO.
DATE 8/14/2003	03062-02
SHEET 4 OF 8	SHEETS

FUTURE RUNWAY 18/36 5,000' x 100' (N. 01°18' E.)
EXISTING RUNWAY 18/36 4,000' x 60'



LEGEND

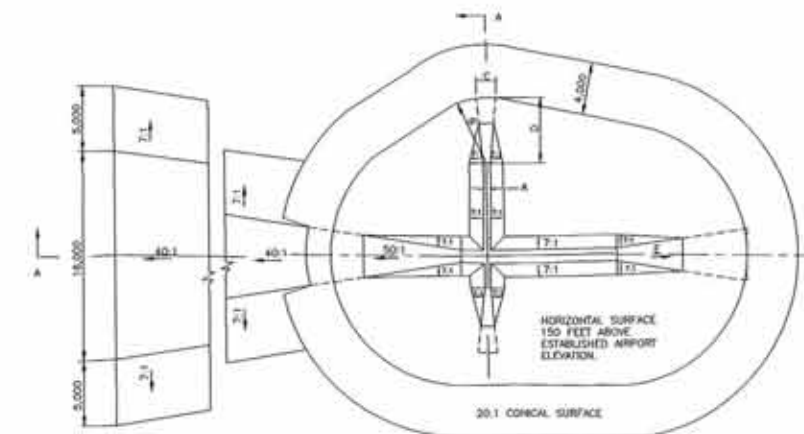
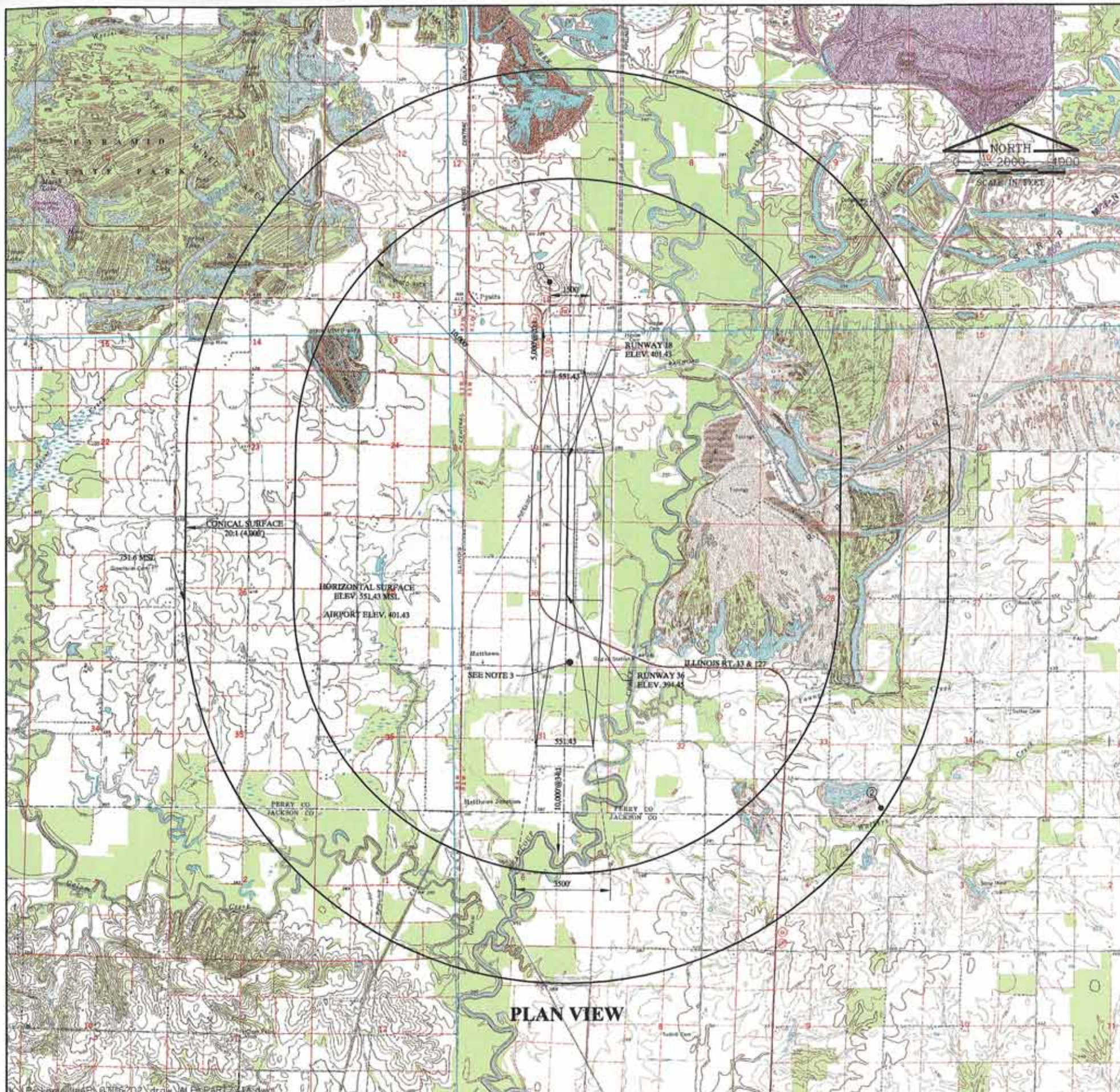
EXISTING	FUTURE	DESCRIPTION
		AIRPORT PROPERTY LINE
		FAR PART 77 SURFACE
		RUNWAY PROTECTION ZONE (R.P.Z.)
		AIRFIELD PAVEMENT
N/A		PAVEMENT REMOVAL
		AIRPORT BUILDINGS
		HOUSES AND OUTBUILDINGS
		BUILDING RESTRICTION LINE (B.R.L.)
		RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
		OBJECT FREE AREA (O.F.A.)
		ILS-GLIDE SLOPE ANTENNA & CRITICAL AREA
		ILS-LOCALIZER ANTENNA & CRITICAL AREA
		AIRPORT REFERENCE POINT (A.R.P.)
		RUNWAY END IDENTIFIER LIGHT (REIL)
		VISUAL DECENT APPROACH INDICATOR (VADI)
		THRESHOLD LIGHTS
		AIRPORT ROTATING BEACON
		WIND CONE
		WIND CONE AND SEGMENTED CIRCLE
		NON DIRECTIONAL BEACON (NDB)
	N/A	DRAINAGE SWALE

AIRPORT BUILDING TABLE

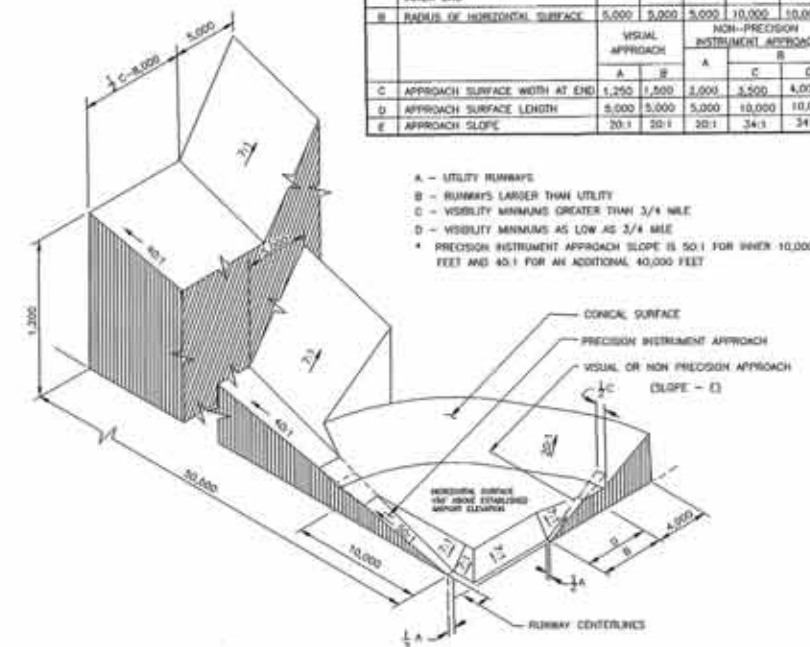
LETTER	DESCRIPTION
A	MAINTENANCE HANGAR
B	T-HANGAR
C	CORPORATE HANGAR
D	FBO/TERMINAL BUILDING

OBJECT HEIGHT EVALUATIONS

NUMBER	DESCRIPTION	OBJECT ELEVATION	PART 77 ELEVATION	CLEARANCE	ACTION
1	BUILDING	414.9	450.2	-35.3	
2	BUILDING	416.8	471.4	-54.6	
3	ROTATING BEACON	446.6	468.7	-22.1	
4	BUILDING	419.5	471.3	-51.8	
5	BUILDING	415.3	471.5	-56.2	
6	NDB EQUIPMENT SHELTER	397.8	465.2	-67.4	
7	NDB ANTENNA TOWER	446.6	444.7	-1.9	
8	NDB ANTENNA TOWER	448.5	486.7	-38.2	



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT END	350	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	18,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	24:1	24:1	*



OBJECT TABLE					
OBJECT #	TYPE	OBJECT ELEVATION		PART 77 SURFACE ELEV.	PENETRATION CLEARANCE (-)
		MSL	AGL		
1	TREE	530	70	712.6	-182.6
2	TOWER	691	280	743.0	-52.0

GENERAL NOTES

- BASEMAP TAKEN FROM THE (VERGENNES DATED 1968, PYATTS DATED 1974, AVA DATED 1968, PINCKNEYVILLE DATED 1974) U.S.G.S. 7.5 MINUTE QUADRANGLE MAPS.
- NO OBJECTS CONTAINED IN THE MAY 10, 2000 QUARTERLY OBSTACLE MEMO FOR THIS AREA.
- REFER TO THE INNER PORTION OF THE APPROACH SURFACE PLAN VIEW DETAILS FOR CLOSE IN OBSTRUCTIONS.



REVISIONS					
NO.	BY	DATE	NO.	BY	DATE

DESIGN BY	S.N.W.
DRAWN BY	B.W.N.
CHECKED BY	B.M.H.
APPROVED BY	B.M.H.

PINCKNEYVILLE-DUQUOIN AIRPORT
PERRY COUNTY, ILLINOIS

AIRPORT AIRSPACE DRAWING

SCALE AS NOTED	JOB NO.
DATE 8/14/2003	03062-02
SHEET 6 OF 8	SHEETS

EXISTING RUNWAY 18 OBSTRUCTIONS					
OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (-) PENETRATION	ACTION
1	ROAD	416.2	480.3	-64.1	
2	ROAD	413.7	480.4	-66.7	
3	ROAD	412.3	480.7	-68.4	
6	POLE	427.5	481.4	-53.9	
7	POLE	426.8	481.6	-54.8	

INTERIM RUNWAY 18 OBSTRUCTIONS					
OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (-) PENETRATION	ACTION
2	ROAD	413.7	470.3	-56.6	
4	ROAD	416.2	470.2	-54.0	
5	ROAD	412.3	470.6	-58.3	
6	POLE	427.5	471.3	-43.8	
7	POLE	426.8	471.4	-44.6	

FUTURE RUNWAY 18 OBSTRUCTIONS					
OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (-) PENETRATION	ACTION
6	POLE	427.5	407.9	19.7	LOWER/BURY
7	POLE	426.8	415.4 *	11.4	LOWER/BURY

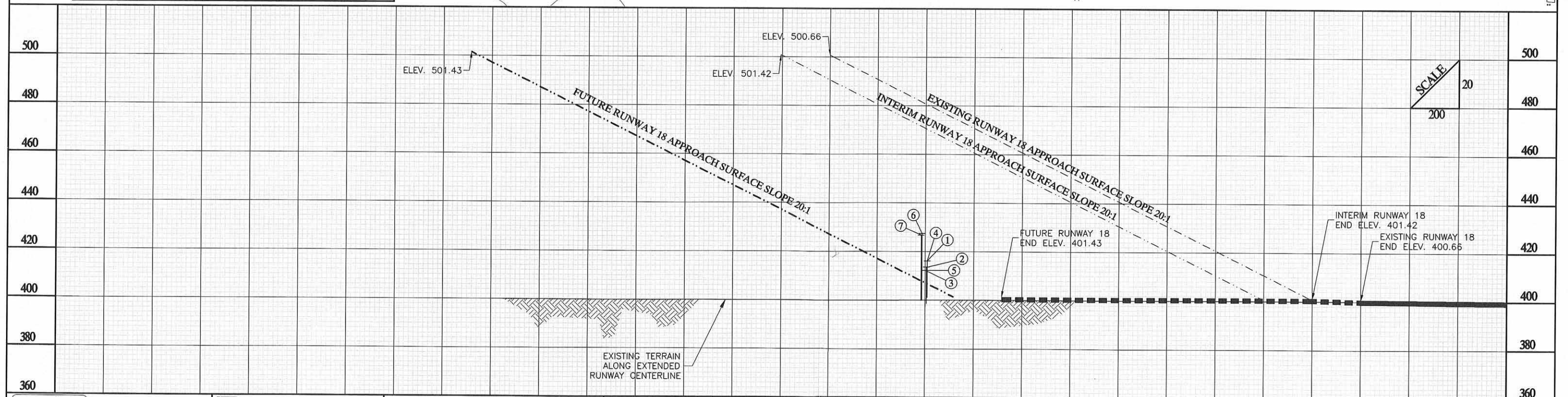
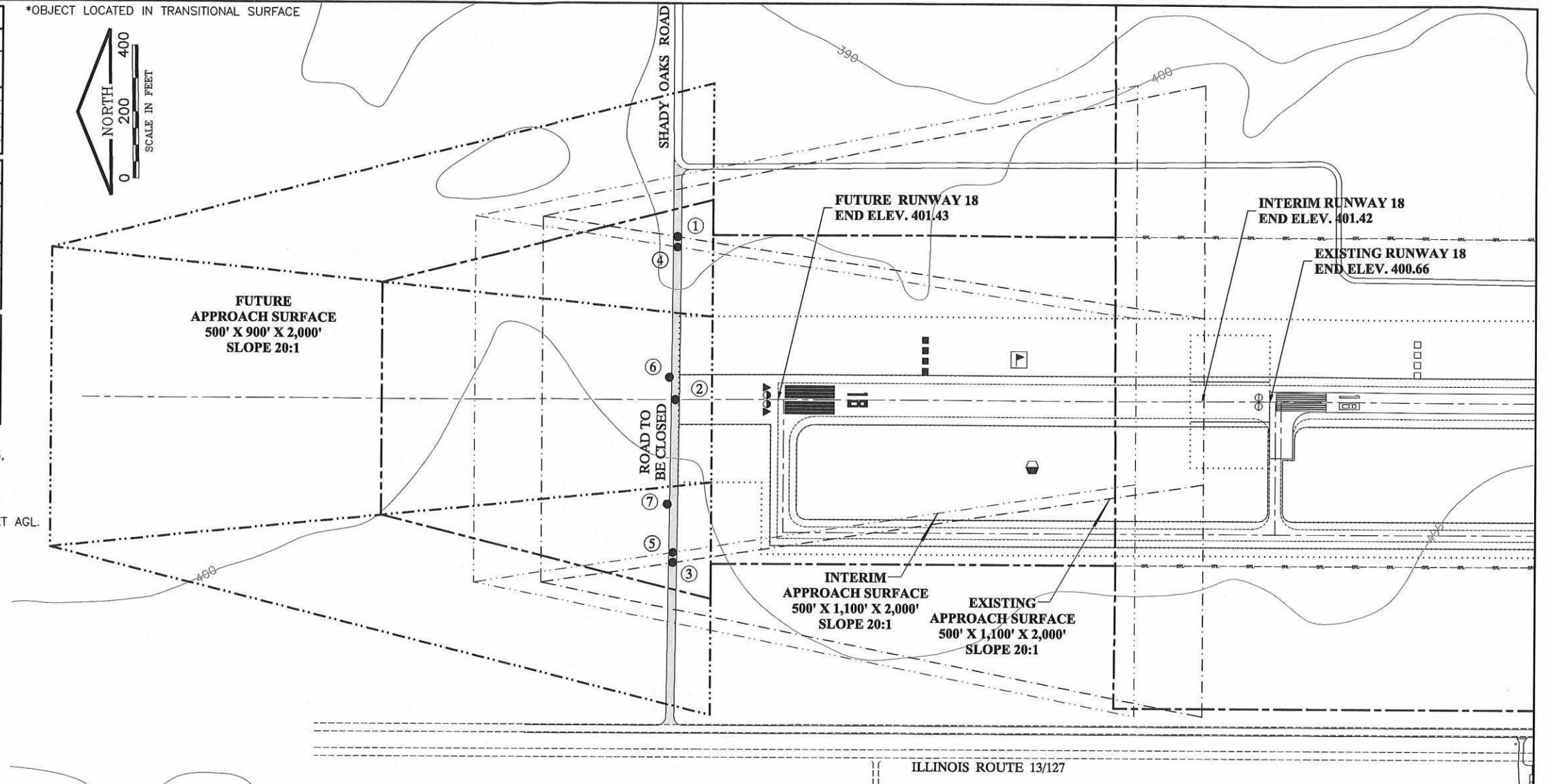
GENERAL NOTES

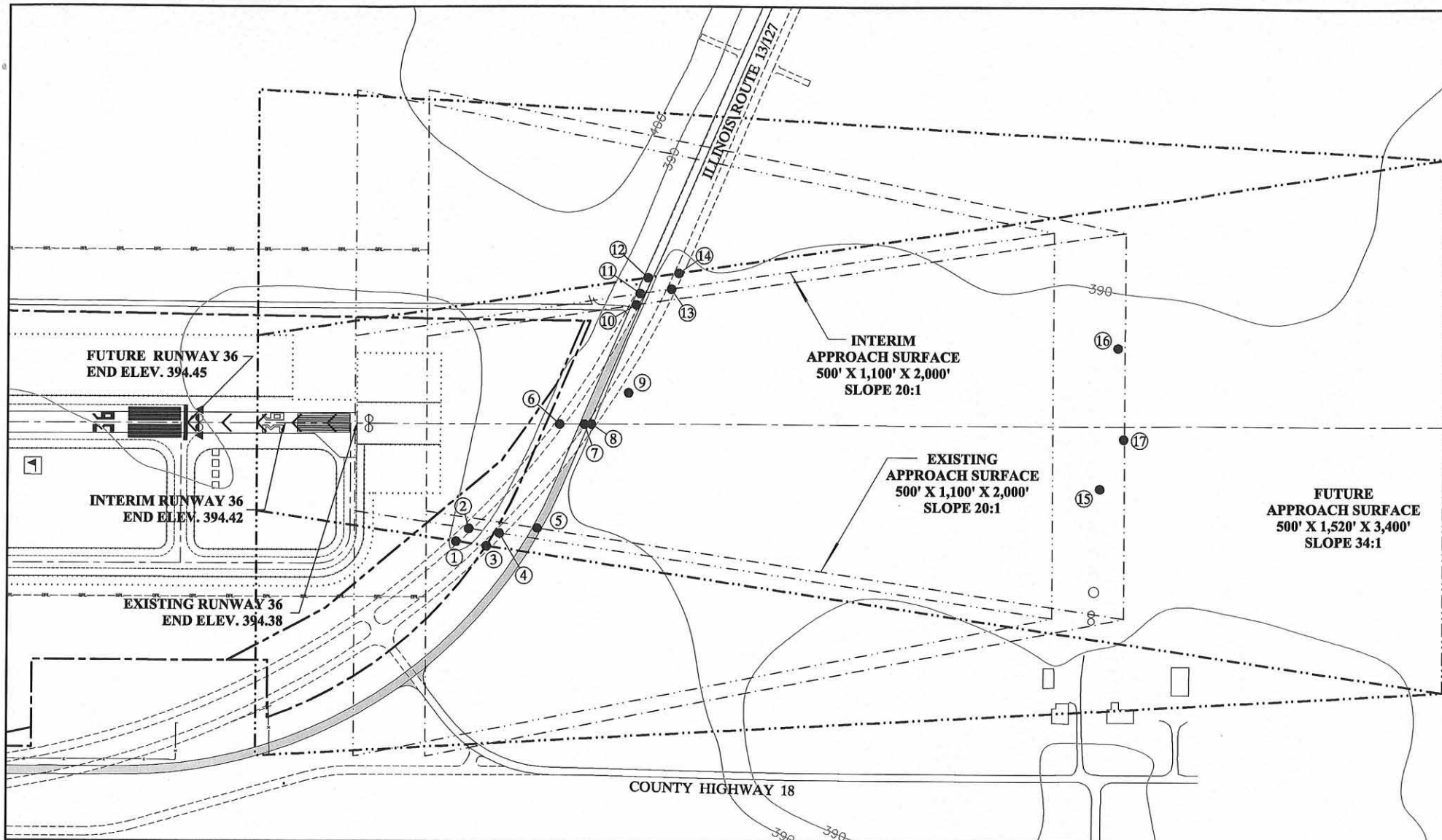
- EXISTING TOPOGRAPHIC FEATURES PROVIDED FROM IDOT AERIAL MAPPING, DATED AUGUST 5, 1999. NORTH TOWNSHIP ROAD ADJUSTED FROM FIELD SURVEYS DATED JUNE, 2001.
- OBJECT LOCATIONS AND ELEVATIONS ARE BASED UPON FIELD SURVEYS DATED JUNE, 2001.
- APPROACH SURFACE DIMENSIONS DEPICTED ON THIS SHEET ARE TO A HEIGHT OF 100 FEET AGL.

LEGEND

EXISTING	FUTURE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
---	---	RIGHT OF WAY (R.O.W.)
---	---	FAR PART 77 SURFACE
AS SHOWN	---	AIRFIELD PAVEMENT
---	---	RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
---	---	OBJECT FREE AREA (O.F.A.)
---	---	ILS-GLIDE SLOPE ANTENNA & CRITICAL AREA
---	---	ILS-LOCALIZER ANTENNA & CRITICAL AREA
△△	▲▲	RUNWAY END IDENTIFIER LIGHT (REIL)
□□	■	VISUAL GLIDE SLOPE INDICATOR (VSGI)
⊙	⊙	THRESHOLD LIGHTS
⊠	⊠	WIND CONE
920	N/A	GROUND CONTOURS

*OBJECT LOCATED IN TRANSITIONAL SURFACE





EXISTING RUNWAY 36 OBSTRUCTIONS					
OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (-) PENETRATION	ACTION
5	ROAD	409.9	410.2	-0.3	
7	ROAD	410.2	417.0	-6.8	
9	TREE	419.5	423.3	-3.8	
10	ROAD	410.1	424.3	-14.2	
15	TREE	469.2	490.8	-21.6	
16	TREE	475.1	493.4	-18.3	
17	TREE	473.0	494.2	-21.2	

INTERIM RUNWAY 36 OBSTRUCTIONS					
OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (-) PENETRATION	ACTION
2	ROAD	410.8	410.8	0.0	
4	ROAD	412.5	415.2	-2.6	
6	ROAD	410.8	423.7	-12.9	
8	ROAD	412.2	428.3	-16.1	
9	TREE	419.5	433.6	-14.1	
11	ROAD	410.4	435.2	-24.8	
13	ROAD	411.8	439.6	-27.8	

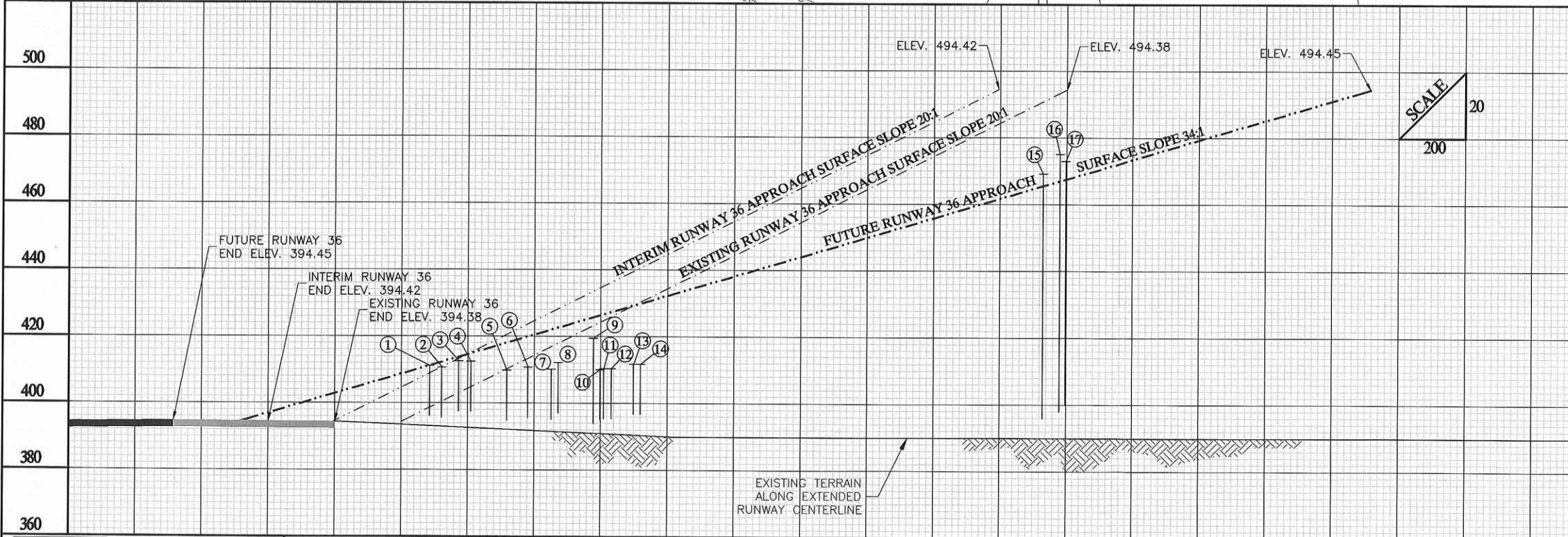
FUTURE RUNWAY 36 OBSTRUCTIONS					
OBJECT			PART 77 APPROACH SURFACE		
NUMBER	TYPE	ELEVATION	ELEVATION	CLEARANCE (-) PENETRATION	ACTION
1	ROAD	411.2	411.3	-0.1	
3	ROAD	412.6	413.8	-1.2	
6	ROAD	410.8	419.9	-9.1	
8	ROAD	412.2	422.6	-10.4	
9	TREE	419.5	425.7	-6.2	
12	ROAD	410.4	427.3	-16.9	
14	ROAD	411.8	429.9	-18.1	
15	TREE	469.2	465.5	3.7	TO BE TRIMMED
16	TREE	475.1	467.9	7.2	TO BE TRIMMED
17	TREE	473.0	466.9	6.1	TO BE TRIMMED

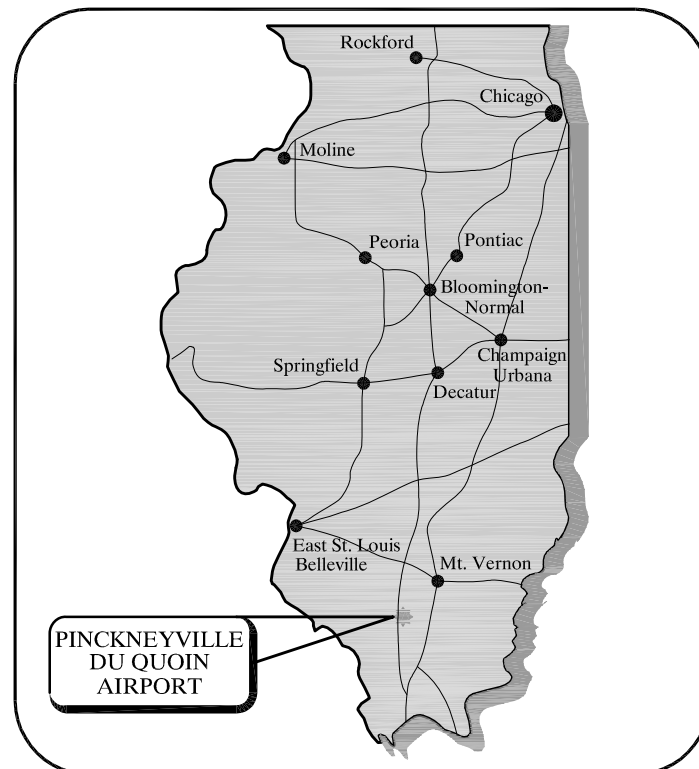
GENERAL NOTES

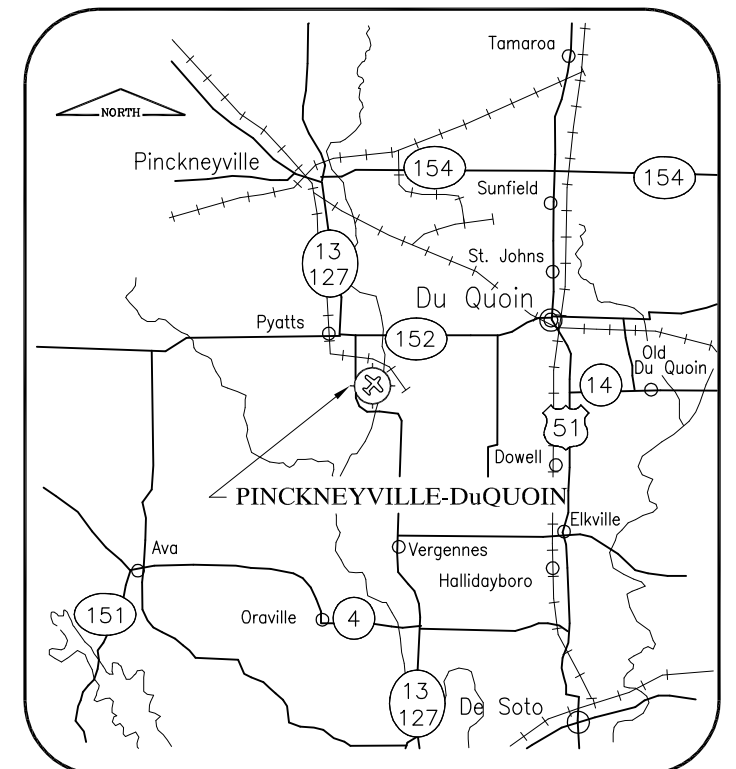
- EXISTING TOPOGRAPHIC FEATURES PROVIDED FROM IDOT AERIAL MAPPING, DATED AUGUST 5, 1999. REALIGNED ILLINOIS ROUTE 13 & 127 BASED ON IDOT CONSTRUCTION DRAWINGS.
- OBJECT LOCATIONS AND ELEVATIONS ARE BASED UPON FIELD SURVEYS DATED JUNE, 2001.
- APPROACH SURFACE DIMENSIONS DEPICTED ON THIS SHEET ARE TO A HEIGHT OF 100 FEET AGL.

LEGEND

EXISTING	FUTURE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
---	---	RIGHT OF WAY (R.O.W.)
---	---	FAR PART 77 SURFACE
AS SHOWN	---	AIRFIELD PAVEMENT
---	---	RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
---	---	OBJECT FREE AREA (O.F.A.)
---	---	ILS-GLIDE SLOPE ANTENNA & CRITICAL AREA
---	---	ILS-LOCALIZER ANTENNA & CRITICAL AREA
△△	▲▲	RUNWAY END IDENTIFIER LIGHT (REIL)
□□	■	VISUAL GLIDE SLOPE INDICATOR (VGS)
○	○	THRESHOLD LIGHTS
⊞	⊞	WIND CONE
920	N/A	GROUND CONTOURS

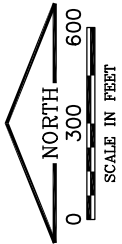






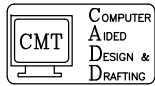
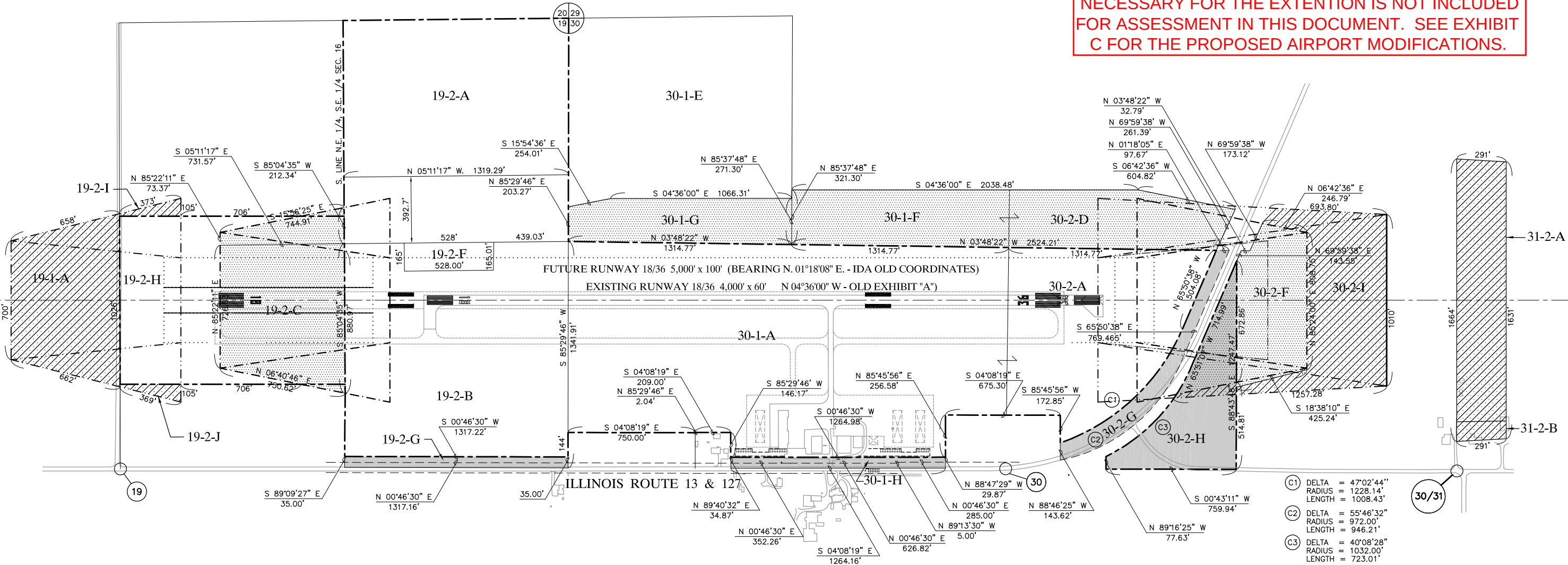
PROPERTY ACQUISITION TABLE								
PARCEL NUMBER	PREVIOUS OWNER	TOTAL ACRES	F.A.A. PARTICIPATION	NO F.A.A. PARTICIPATION	F.A.A. PROJECT NO.	DATE ACQUIRED	PROPERTY INTEREST ACQUIRED	REMARKS
19-2-A	Consolidation Coal Company	40+	11.9+	28.1		1/14/1976	Fee Simple	
30-1-A	Consolidation Coal Company	72.93+	72.93+		5-17-0037-01	1/14/1976	Fee Simple	Previously Included Parcels 30-1-H
30-2-A	Consolidation Coal Company	37.70+	37.70+		5-17-0037-01	1/14/1976	Fee Simple	Previously Included Parcels 30-1-G & 30-2-H
19-2-C	Brenda K. Epplin	15.90±	15.90±		3-17-0037-01	4/20/1980	Avigation Easement	Acquisition Includes Former Parcel 19-2-E, Previously Included Parcel 19-2-G
30-2-F	Santo Cicardo & Kathleen Cicardo	7.83+	7.83+		5-17-0037-01	5/6/1980	Avigation Easement	
30-1-D	Henry O. & Jesse L. Winter	7.77±	7.77±		5-17-0037-01	8/28/1980	Avigation Easement	
30-1-F & 30-2-D	Richard D. & Joan & M. Winter	19.41±	19.41±		5-17-0037-01	8/28/1980	Avigation Easement	
19-2-F	James Gooden, Jr. & Barbara G. Gooden	2.00±	2.00±		3-17-0037-01	3/15/1988	Fee Simple	
19-2-B	Merle J. Winter & Dorothy J. Winter	38.00±	38.00±		3-17-0037-01	8/31/1989	Fee Simple	
19-2-H	Brenda K. Epplin	30.08±					Fee Simple	
19-2-I & 19-2-J	Brenda K. Epplin	0.99±					Avigation Easement	
19-1-A	Howard and Lorraine Ozburn	12.64±					Avigation Easement	
30-2-I	Kathleen Cicardo	23.74±					Avigation Easement	
31-2-A	Kathleen Cicardo	10.25±					Avigation Easement	
31-2-B	Robert Cicardo	0.74±					Avigation Easement	

LEGEND		
EXISTING	FUTURE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
---	---	RIGHT OF WAY (R.O.W.)
---	N/A	LAND LINE
---	N/A	LOT LINE
---	---	FAR PART 77 SURFACE
---	---	RUNWAY PROTECTION ZONE (R.P.Z.)
---	---	AIRFIELD PAVEMENT
---	---	AIRPORT BUILDINGS
---	---	HOUSES AND OUTBUILDINGS
---	---	AVIGATION EASEMENT
---	N/A	PREVIOUS AIRPORT PROPERTY



PROPERTY RELEASE TABLE								
PARCEL NUMBER	NEW OWNER	TOTAL ACRES	RELEASE OF F.A.A. PARTICIPATION	ORIGINAL F.A.A. PROJECT NO.	F.A.A. RELEASE DATE	DATE TRANSFERRED	INTEREST ACQUIRED	REMARKS
19-2-G	Illinois Department of Transportation	1.06	1.06	3-17-0037-01	3/29/2000	8/16/1999	Fee Simple	
30-1-H	Illinois Department of Transportation	1.07	1.07	5-17-0037-01	3/29/2000	8/16/1999	Fee Simple	
30-2-G	Illinois Department of Transportation	4.39	4.39	5-17-0037-01	3/29/2000	8/16/1999	Fee Simple	Retained Avigation Easement in Runway Approach
30-2-H	Illinois Department of Transportation	8.89	8.89	3-17-0037-01	3/29/2000	8/16/1999	Fee Simple	Retained Avigation Easement in Runway Approach

ULTIMATE EXTENSION OF RUNWAY 18/36 TO A LENGTH OF 5,000' AND THE LAND ACQUISITION NECESSARY FOR THE EXTENTION IS NOT INCLUDED FOR ASSESSMENT IN THIS DOCUMENT. SEE EXHIBIT C FOR THE PROPOSED AIRPORT MODIFICATIONS.



REVISIONS						DESIGN BY	K.D.T.
NO.	BY	DATE	NO.	BY	DATE	DRAWN BY	M.R.W.
						CHECKED BY	B.M.H.
						APPROVED BY	B.M.H.

PINCKNEYVILLE-DUQUOIN AIRPORT
PERRY COUNTY, ILLINOIS

EXHIBIT "A" PROPERTY LINE MAP

SCALE AS NOTED	JOB NO.
DATE 11/29/2000	98062-02
SHEET 2 OF 2 SHEETS	



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

May 23, 2003

Perry County
FAP 42
IL 13/127 Addendum
Pinckneyville-DuQuoin Airport
Project: P-99-100-00

IDOT Seq. # 9666B
ITARF# 03018

FEDERAL 106 PROJECT

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

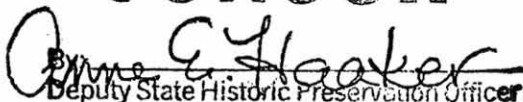
Attached is a report from the Illinois Transportation Archaeological Research Program concerning the results of survey of the 33 acre project area referenced above. No archaeological, architectural, or historic sites were identified within the proposed project rights-of way.

In accordance with the established procedure for coordination of proposed Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties, subject to protection under Section 106 of the National Historic Preservation Act of 1966 as amended, will be affected by the proposed construction activities.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR


Anne E. Haaker
Deputy State Historic Preservation Officer

Date: 5/27/03



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 29, 2003

**Perry County
FAP 42, IL 13/127
Addendum
Preferred Alignment
Project: P-99-100-00**

**IDOT Seq. # 9666
ITARF# 03126**

FEDERAL 106 PROJECT

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Attached is a report from the Illinois Transportation Archaeological Research Program concerning the results of survey of the 50 acre project area referenced above. No archaeological sites were identified within the proposed project rights-of way.

In accordance with the established procedure for coordination of proposed Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no archaeological properties, subject to protection under Section 106 of the National Historic Preservation Act of 1966 as amended, will be affected by the proposed construction activities.

Very truly yours,

John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By:
Deputy State Historic Preservation Officer

Date: 10/13/03



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

October 29, 2003

Jackson and Perry Counties
FAP 42, IL 13/127
Project: P-99-100-00

IDOT Seq. # 9666C
ITARP# 03056

FEDERAL 106 PROJECT

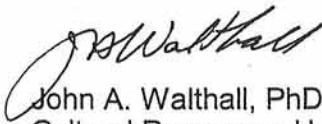
Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

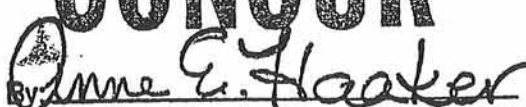
Dear Ms. Haaker:

Attached is a report from the Illinois Transportation Archaeological Research Program concerning the results of survey of the 65 acre project area referenced above. No archaeological, architectural, or historic sites were identified within the proposed project rights-of way.

In accordance with the established procedure for coordination of proposed Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties, subject to protection under Section 106 of the National Historic Preservation Act of 1966 as amended, will be affected by the proposed construction activities.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: Anne E. Haaker
Deputy State Historic Preservation Officer
Date: 10 / 31 / 03



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 13, 2007

Perry County
FAP 42
IL 13/127
Pinckneyville West By-Pass
Project: P-99-100-00

IDOT Seq # 9666E
ITARP #06103



FEDERAL 106 PROJECT

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed are two copies of an Archaeological Report and Phase I documentation completed by University of Illinois personnel concerning historical and archaeological properties and sites potentially to be impacted by the proposed project referenced above. Archaeological survey within the 24 acre project area resulted in the location of 3 prehistoric sites, 11-PY-21, 29, and 458. Sites PY-29 and 458 consisted of surface scatters of non- diagnostic lithic materials and do not appear to meet the criteria for listing on the National Register. Site PY-21 will require subsurface evaluation if it cannot be avoided.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that sites PY-29 and 458 are not cultural properties which are subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended. Site PY-21 will require further evaluation if it will be impact by this project.

Very truly yours,

A handwritten signature in dark ink, appearing to read 'John A. Walthall'.
John A. Walthall, PhD
Cultural Resources Unit

CONCUR
By: A handwritten signature in dark ink, appearing to read 'Anne E. Haaker'.
Deputy State Historic Preservation Officer
Date: SSH 4/17/07



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Marion Illinois Suboffice (ES)

8588 Route 148

Marion, IL 62959

(618) 997-3344

JAN 12 2004

January 9, 2004

Mr. Scott Marlow
Bureau of Design and Environment
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Dear Mr. Marlow:

This is in reference to the December 8, 2003, memorandum by Mr. Thomas Brooks regarding the proposed upgrade of existing Illinois Route 13/127 from two lanes to four lanes, beginning at the Ava Road intersection in Jackson County, Illinois, and ending north of Pinckneyville in Perry County, Illinois. The total length of the proposed project is 22 miles with an additional 375 acres of right-of-way required. These comments are provided under the authority of and in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.); and the Endangered Species Act of 1973, as amended.

To facilitate compliance with Section 7(c) of the Endangered Species Act of 1973, as amended, Federal agencies are required to obtain from the Fish and Wildlife Service (Service) information concerning any species, listed or proposed to be listed, which may be present in the area of a proposed action. The following is a list of species which have ranges that include the project area. This information should be provided to the Federal Highway Administration.

<u>Classification</u>	<u>Common Name (Scientific Name)</u>	<u>Habitat</u>
Endangered	Gray bat (<i>Myotis grisescens</i>)	Caves, feeding-rivers/ reservoirs adjacent to forests
Endangered	Indiana bat (<i>Myotis sodalis</i>)	Caves, mines; small stream corridors with well developed riparian woods; upland and bottomland forests

<u>Classification</u>	<u>Common Name (Scientific Name)</u>	<u>Habitat</u>
Endangered	Least tern (<i>Sterna antillarum</i>)	Bare alluvial and dredge spoil islands
Threatened	Bald eagle (<i>Haliaeetus leucocephalus</i>)	Breeds and winters along major rivers and large reservoirs
Endangered	Pallid sturgeon (<i>Scaphirhynchus albus</i>)	Mississippi River

There is no designated critical habitat in the project area at this time. Suitable habitat for the gray bat, least tern, bald eagle, or pallid sturgeon is not known to be present in the project area.

The endangered Indiana bat is listed as occurring in several Illinois counties. Indiana bats migrate seasonally between winter hibernacula and summer roosting habitats. Winter hibernacula include caves and abandoned mines. Females emerge from hibernation in late March or early April to migrate to summer roosts. Females form nursery colonies under the loose bark of trees (dead or alive) and/or cavities, where each female gives birth to a single young in June or early July. A maternity colony may include from one to 100 individuals. A single colony may utilize a number of roost trees during the summer, typically a primary roost tree and several alternates. Some males remain in the area near the winter hibernacula during the summer months, but others disperse throughout the range of the species and roost individually or in small numbers in the same types of trees as females. The species or size of trees does not appear to influence whether Indiana bats utilize a tree for roosting provided the appropriate bark structure is present. However, the use of a particular tree does appear to be influenced by weather conditions, such as temperature and precipitation.

During the summer, the Indiana bat frequents the corridors of small streams with well-developed riparian woods, as well as mature lowland and upland forests. It forages for insects along stream corridors, within the canopy of floodplain and upland forests, over clearings with early successional vegetation (old fields), along the borders of crop lands, along wooded fence rows, over farm ponds and in pastures. It has been shown that the foraging range for the bats varies by season, age, and sex and ranges up to 81 acres (33 ha). To avoid impacting this species, tree clearing activities should not occur during the period of April 1 to September 30. If it is necessary to clear trees during this time frame, mist net surveys may be necessary to determine if Indiana bats are present. This species is widely distributed throughout Illinois and has been collected in Perry and Jackson Counties. A winter hibernacula occurs in Jackson County, however, it is located more than 5 miles from the proposed project corridor.

According to the Illinois Department of Transportation (IDOT) memorandum dated there is no suitable habitat for the Indiana bat in the project area. However, according to the Illinois Natural History Survey's (INHS) memorandum dated March 29, 2002, "the potential exists for Indiana bats to occur in the vicinity of the project corridor." The proposed project includes the removal of approximately 1.7 acres of trees. No information was provided which would suggest the trees to be cleared would not provide potentially suitable habitat for Indiana bat summer roosting. Therefore, to avoid impacting this species, tree clearing should be prohibited from April 1 to September 30.

Provided the above restriction for Indiana bat is incorporated, the Service would concur that the proposed project is not likely to adversely affect any known federally listed threatened and endangered species. This precludes the need for further action on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. Should this project be modified, or the above mentioned conditions not be incorporated, or new information indicate listed or proposed species may be affected, consultation or additional coordination with this office, as appropriate, should be initiated.

Approximately 11.48 acres of wetlands will be impacted by this project. IDOT has proposed 34.96 acres of prior converted wetlands, 1 mile southeast of the Pinckneyville-Du Quoin Airport, to be restored as mitigation for the proposed project. We have reviewed the proposed Wetland Mitigation Plan and concur that the general area should provide sufficient compensatory mitigation for wetlands that will be impacted by the proposed project. However, we are concerned that portions of the mitigation wetlands are proposed for development on non-hydric soils. In addition we are concerned that portions of the floodplain forested wetlands and the wet-meadow marsh/pond wetlands are proposed to be constructed adjacent to the proposed alignment/right-of-way for the expanded highway. As such, the wetland functional value for wildlife will be reduced. At a minimum, wildlife utilizing the site will be subject to higher mortality due to highway traffic. Therefore, we suggest the following changes to the proposed wetland configuration as identified on the attached map.

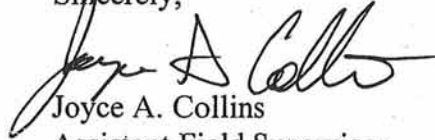
1. Create a 50-100 foot buffer strip on each side of the unnamed tributary to Beaucoup Creek to connect existing forest fragments.
2. Reduce the north east portion of the proposed floodplain forest so it is not immediately adjacent to the new highway and move the wetmeadow/pond wetlands for the same reason.
3. Expand the wetland mitigation site to the southwest on the areas identified as having Bonnie soils or inclusions of Bonnie soils (e.g., Banlic soil type)..

Mr. Scott Marlow

4

Thank you for the opportunity to provide comments on the proposed highway upgrade and wetlands mitigation plan. Please contact Mike Thomas of my staff at (618) 997-3344, ext. 345, should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Joyce A. Collins". The signature is fluid and cursive, with the first name "Joyce" and last name "Collins" clearly distinguishable.

Joyce A. Collins
Assistant Field Supervisor

Attachment

cc: IDNR (Hamer)
IDOT (Klamm)

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EXHIBIT 2
Mitigation Types
Jackson County, Illinois

0 50 100 200 Feet

THIRDROC
CONSULTANT



Illinois Department of Transportation

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

Sue Jennings
Environmental Compliance Specialist
National Park Service
Midwest Regional Office
Omaha, Nebraska 68102

RE: Illinois Route 13/127 (FAP 42)
Bridges over Beaucoup Creek
Job No.: P99-100-00
Jackson and Perry Counties, Illinois

Dear Ms. Jennings:

The project involves the removal, replacement, and expansion of the existing two-lane bridges over Beaucoup Creek at two locations. The first location is approximately 4.5 miles north of Murphysboro in Jackson County. The second location is east of the Pinckneyville-Du Quoin Airport in Perry County. Beaucoup Creek is listed on the National Rivers Inventory.

The proposed project involves expanding IL Route 13/127 from two to four lanes. New bridges will be constructed adjacent to the existing bridges at each of the Beaucoup Creek crossings. Both existing two lane bridges will be removed and replaced. Instream work will be required at each Creek crossing and will involve temporary construction access roads.

Beaucoup Creek, from its confluence with the Big Muddy River to the Route 13/127 crossing is listed on the National Rivers Inventory. The streams Outstandingly Remarkable Values (ORVs) is its scenery. It is a meandering southern Illinois stream rising in relatively flat farm country. The lower portion of the Creek flows through an area of scenic low hills. Fishing occurs only in the lower reaches of the Creek. Canoeing is fair to poor. The stream has a fairly well wooded corridor.

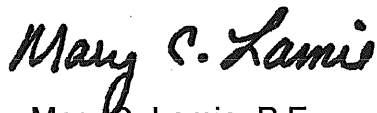
Environmental impacts are described for each crossing. Small areas of woody riparian corridor will be removed at each bridge site. At the Jackson County crossing the riparian corridor of the Creek is composed of upland woodlands, forested wetland, cropland, and wet meadow. In places, trees along the banks

are absent on one side of the Creek. A total of 4.39 acres of wetlands will be filled at this location. Losses include 1.64 acres of forested wetlands dominated by silver maple and green ash and 2.75 acres of wet meadows dominated by panicled aster and shrubby silver maple. At the Perry County crossing the riparian corridor is forested on both side of the Creek and is composed of forested wetlands. A total of 1.60 acres of wetlands will be filled. Wetland losses include 0.70 acres of wet shrubland dominated by silver maple and green ash and 0.90 acres of forested wetland dominated by pin oak, green ash, and silver maple.

The project will cause a reduction in the woody riparian vegetation at each bridge site. This loss will have minimal affects on the streams ORV (Scenery) as the losses are restricted to existing bridge crossings. After construction, the areas along the banks of Beaucoup Creek will be revegetated with native species of trees. We have concluded that the removal, replacement, and expansion of the bridges over Beaucoup Creek will not adversely affect its ORV (scenic status).

Any comments you may have are requested by August 24, 2007. If you have any questions regarding this project please contact Julie Klamm of my staff at 618-351-5286 (fax 618-457-8622) or Julie.Klamm@illinois.gov.

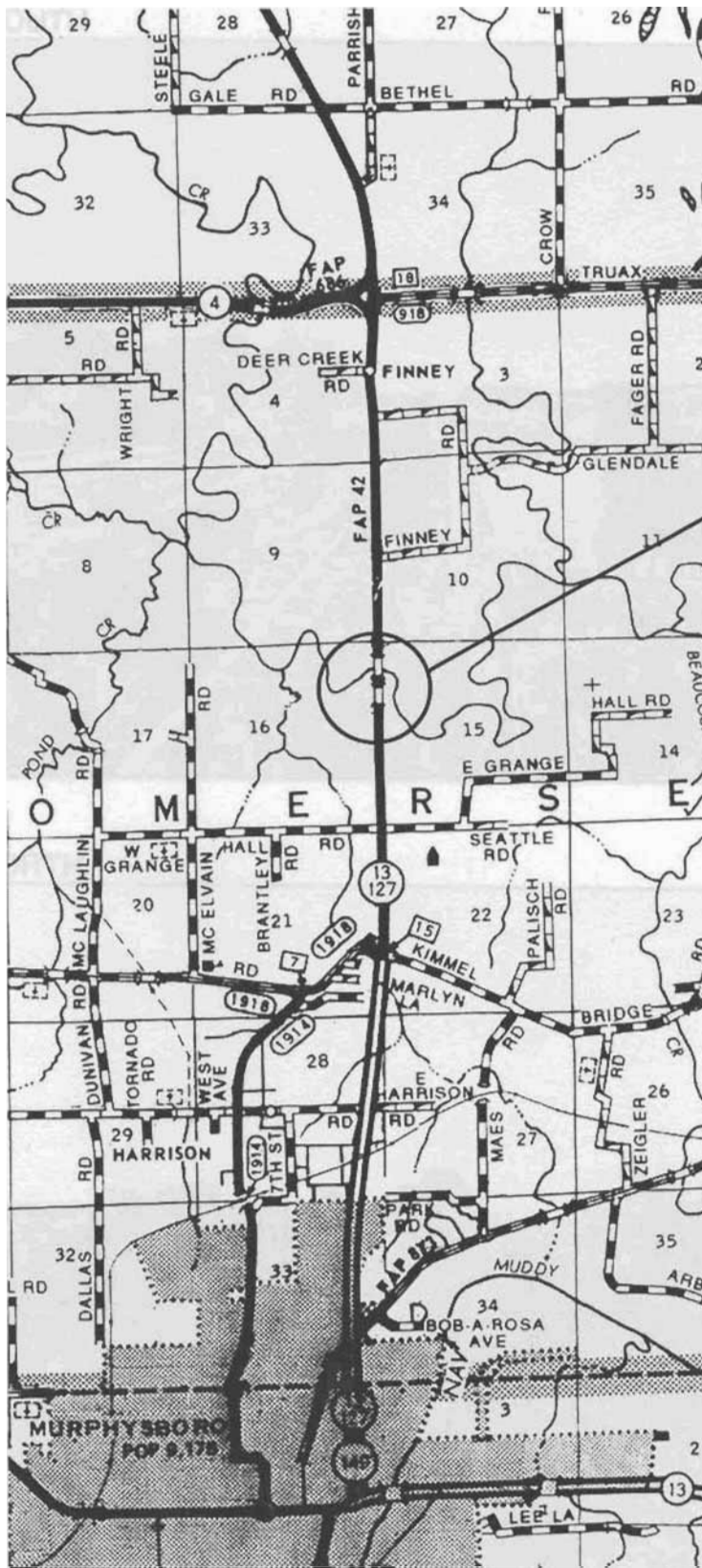
Sincerely,

A handwritten signature in black ink that reads "Mary C. Lamie". The signature is written in a cursive, flowing style.

Mary C. Lamie, P.E.
Deputy Director of Highways
Region Five Engineer

cc: Tom Brooks, Natural Resources Unit Manager

Attachments: Location map, photos



SN 039-0009 over
BEAUCOUP CREEK

LOCATION MAP

FAP ROUTE 42 (IL 13/127)
JACKSON COUNTY

IL 13/127 over BEAUCOUP CREEK (SN 039-0009)

LOOKING SOUTH



LOOKING NORTH

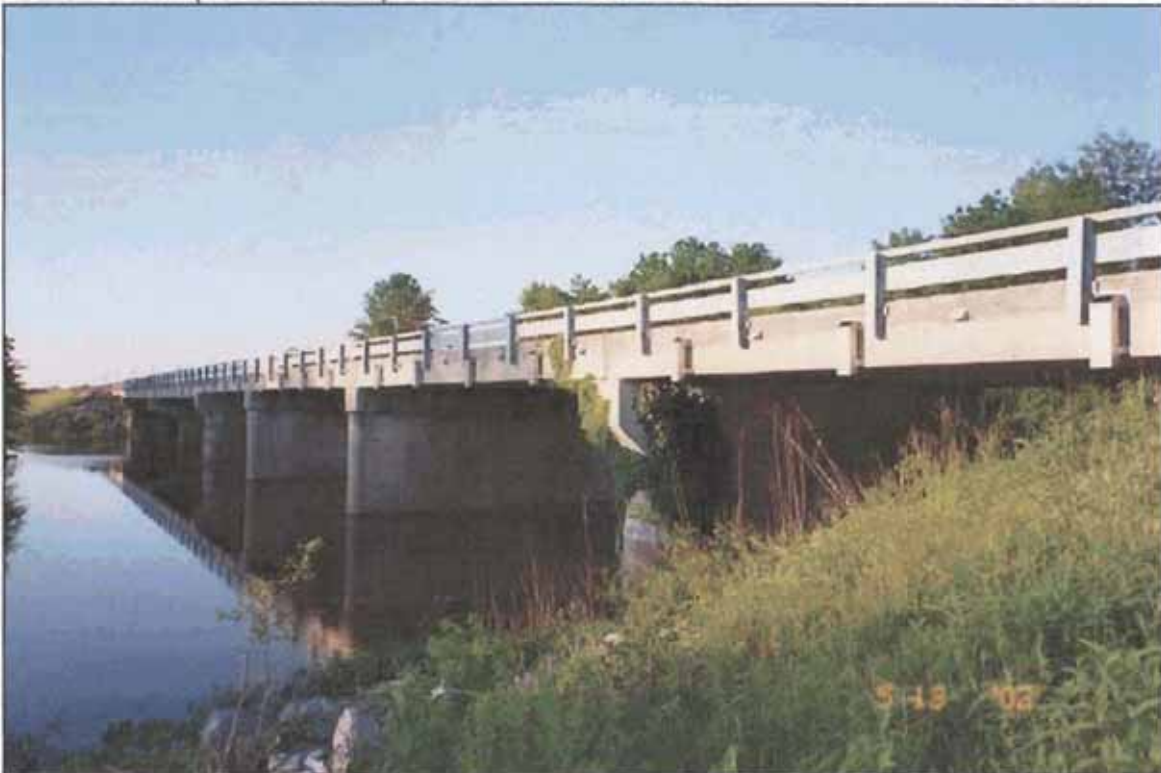


IL 13/127 over BEAUCOUP CREEK (SN 039-0009)

DOWNSTREAM (EAST SIDE) FLOODED CONDITION



UPSTREAM (WEST SIDE) FLOODED CONDITION



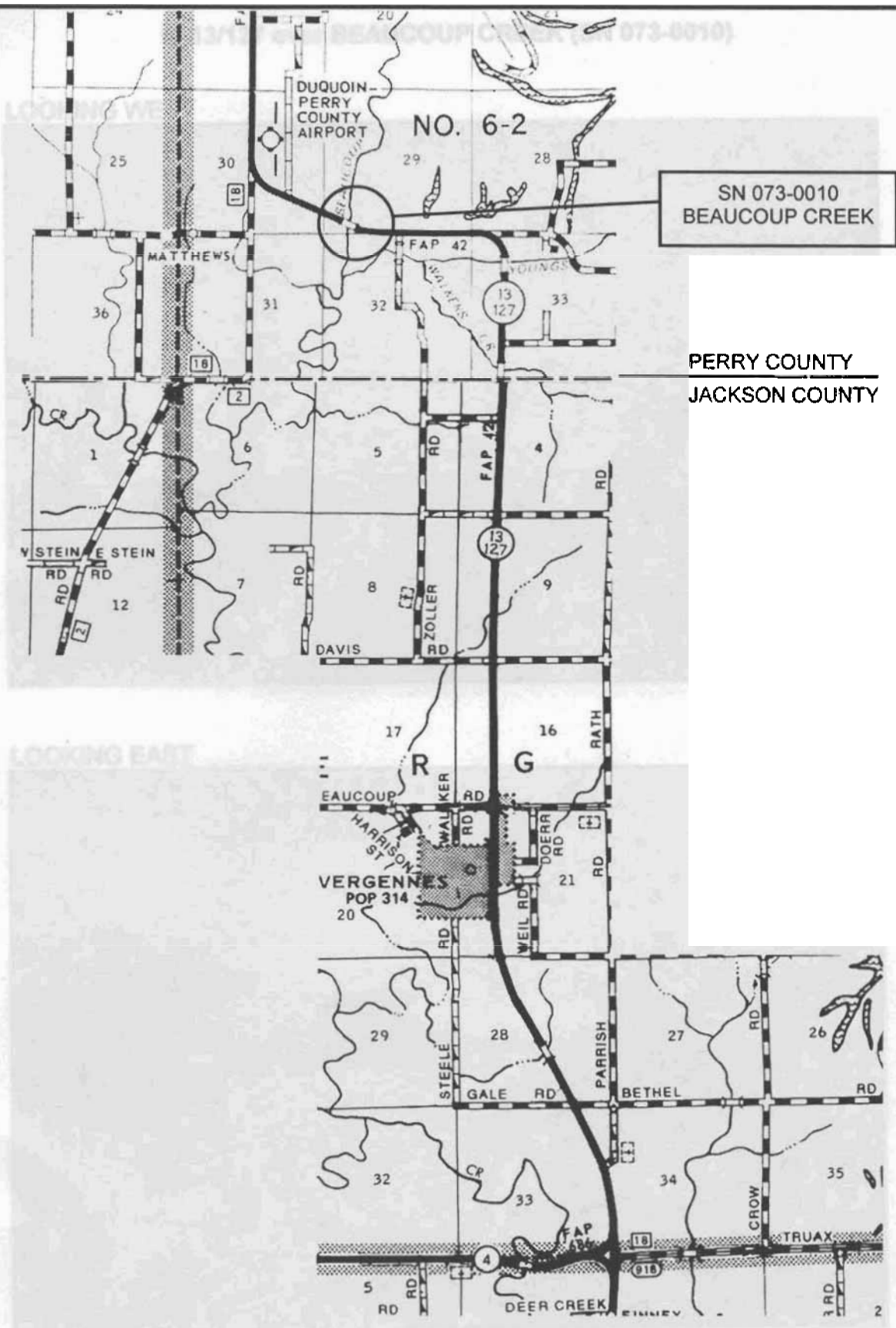
IL 13/127 over BEAUCOUP CREEK (SN 039-0009)

LOOKING UPSTREAM (FACING WEST)



LOOKING DOWNSTREAM (FACING EAST)





IL 13/127 over BEAUCOUP CREEK (SN 073-0010)

LOOKING WEST



LOOKING EAST



IL 13/127 over BEAUCOUP CREEK (SN 073-0010)

LOOKING UPSTREAM



LOOKING DOWNSTREAM



IL 13/127 over BEAUCOUP CREEK (SN 073-0010)

PIER 5, FACING NORTH



TYPICAL HAMMERHEAD PIER 5 FROM 1983, FACING EAST



-----Original Message-----

From: Sue_Jennings@nps.gov [mailto:Sue_Jennings@nps.gov]
Sent: Friday, August 03, 2007 3:59 PM
To: Klamm, Julie A
Subject: Illinois Route 13/127 (FAP 42)

Dear Ms. Klamm---

Thank you for the early coordination letter for the above subject project proposal which includes bridge replacement activities over Beaucoup Creek at two locations in Jackson and Perry Counties, Illinois. National Park Service comments are as follows:

This particular segment of the Beaucoup Creek is listed on the Nationwide Rivers Inventory (NRI) prepared by the National Park Service (NPS). The NRI is a register of rivers that may be eligible for inclusion in the National Wild and Scenic River System. These rivers were included on the NRI based on the degree to which they are free-flowing, the degree to which the rivers and their corridors are undeveloped, and the outstanding natural and cultural characteristics of the rivers and their immediate environments. Section 5(d) of the National Wild and Scenic Rivers Act requires that, "In all planning for the use and development of water and related land resources, consideration shall be given by all federal agencies involved to potential national wild, scenic and recreational river areas." In partial fulfillment of the section 5(d) requirements, NPS has compiled and maintains the NRI.

The intent of the NRI is to provide information to assist in making balanced decisions regarding use of the nation's river resources. A Presidential directive and subsequent instructions issued by the Council on Environmental Quality required that each Federal agency as part of its normal planning and environmental review processes, take care to avoid or mitigate adverse effects on rivers identified in the NRI. Further, all agencies are required to consult with NPS prior to taking actions that could effectively foreclose wild, scenic, or recreational status for rivers on the inventory.

Beaucoup Creek River was listed on the NRI because of its free-flowing condition and outstanding scenic values. To avoid/reduce impacts to the river, we recommend that the following measures are included in planning the proposed project:

1. Design access and staging areas to minimize disturbances to the bed and banks of the river.
2. To the extent practicable, utilize the same alignment for the replacement bridge in order to reduce tree removal and other impacts in the riparian zone, and to limit additional intrusion into the scenic viewshed. Placement of the piers outside the river channel is recommended.
3. Trees and other woody vegetation existing along the riverbank should not be removed unless absolutely necessary. Any vegetation removed should be replaced with the same or similar native species;
4. Integrate a bank stabilization system that includes native vegetative plantings rather than hardened systems such as riprap to the extent practicable. As a suggestion, native fieldstone should be used, covered with topsoil above the ordinary high watermark, and planted with native vegetation where practicable (excluding areas under the bridge deck).
5. Erosion control plans should be designed to incorporate measures to minimize short-term and long-term sedimentation impacts. All erosion

control devices that are installed should be monitored on a regular basis throughout the duration of the project.

6. During bridge removal, all efforts should be in place to minimize impacts to water quality and habitats at the site and downstream of the site. Shrouds, tarps or other catchment devices should be utilized to minimize debris entering the river. Equipment should be inspected for fluid leaks.

7. Minimize impacts to the river bottom if removal of existing piers and/or construction of new piers in the river channel is necessary--operating equipment from the banks is preferred. If causeways or work pads is necessary, in-stream flows should be maintained.

8. Any fill placed above the ordinary high water level should be stabilized as soon as possible;

9. Bridge design should include the use of earthtone colors (concrete tinting, paints) to minimize visual intrusion.

10. All traces of construction materials and equipment should be removed from the project site upon project completion.

We appreciate Illinois Department of Transportation's efforts to protect the rivers listed to the NRI. If you have questions or require additional information, feel free to contact me at the address/numbers below.

Thank you,

Sue Jennings
Regional Wild and Scenic Rivers Specialist
National Park Service-Midwest Regional Office
601 Riverfront Drive
Omaha, Nebraska 68102

(Office) 402/661-1848
(Fax) 402/661-1982
www.rivers.gov/

-----Original Message-----

From: Sue_Jennings@nps.gov [mailto:Sue_Jennings@nps.gov]
Sent: Wednesday, August 15, 2007 11:44 AM
To: Klamm, Julie A
Subject: RE: Illinois Route 13/127 (FAP 42)

Hi Julie,

As long as these recommendations are considered and incorporated to the extent practicable, and the scope of the project does not change, then no further coordination is necessary. As always, should you have questions, or request further assistance, we would be happy to review additional documents.

Sue

-----Original Message-----

From: Klamm, Julie A <Julie.Klamm@illinois.gov>
Sent: 08/06/2007 08:16 AM EST
To: <Sue_Jennings@nps.gov>
Subject: RE: Illinois Route 13/127 (FAP 42)

Sue,

Thank you so much for the quick response. This will be included in our planning document and included in any future design. As of now, the project is not funded for construction. Should that funding become available, will further coordination with your office on the design details be required?

Julie

*District 9
Attn: Carrie Nelsen*



Illinois Department of Transportation

Memorandum

To: Eric Harm Attn: Steven Gobelman
From: Mary C. Lamie By: Carrie Nelsen
Subject: * Special Waste Waiver Request
Date: March 9, 2007

COMMITMENT

* Illinois 13/127 (FAP 42)
Section Four Lane Study
Murphysboro to Pinckneyville
Jackson and Perry Counties
P-99-100-00
ISGS #1309C PMA #9666

*ok
52*

In accordance with BDE 27-2.06, the District requests a waiver so that design approval may be obtained prior to performing the phase II testing for the above listed project. The basis for this request is that the project has not yet been funded and programmed for construction. As a commitment, a special waste re-evaluation will be performed upon notification of funding and program status. If necessary, the District will request that the Illinois State Geological Survey perform updated surveys at that time. As outlined in the BDE Manual, this design approval request is based on the following information:

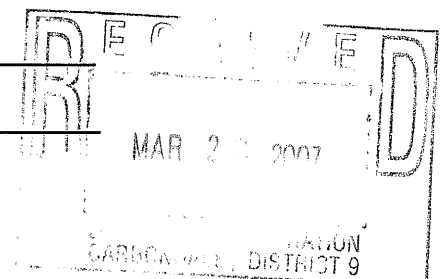
- The project involves adding lanes to the existing alignment, but also involves some areas of roadway relocation. These relocations involve only a single alignment which has been identified as the preferred alignment for this project.
- Design approval is requested subject to the condition that acquisition of any contaminated parcel will not proceed until the PSI and subsequent studies, if needed to determine the cost of addressing the contamination, are completed.
- The District will reflect in the commitment file for the project the requirement for completing the PSI and other related studies, if needed, prior to commencing acquisition of any contaminated parcel and will ensure follow-through on the commitment once the project is programmed.

This task will be posted in the project's **commitment file**. If further information is required, please call (618) 351-5286.

Concur *Barbara Stevens*
Barbara Stevens
Environment Section Chief
Bureau of Design and Environment

Date *March 19, 2007*

Discuss _____





Illinois Department of Transportation

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

July 1, 2003

Mr. Dave Phillips, Regional Land Manager
Illinois Department of Natural Resources
Region V Headquarters
11731 State Highway 37
Benton, IL 62812

Dear Mr. Phillips:

The Illinois Department of Transportation, District 9, is currently conducting preliminary engineering and environmental studies for the improvement of IL 13/127 from just north of Murphysboro to just north of Pinckneyville. The District is developing an Environmental Assessment in connection with improving this existing two-lane roadway to a four-lane limited access facility essentially on the same alignment.

A NEPA 404/Merger Meeting was held in Peoria, IL on April 28, 2003. At that time, Steve Hamer, Transportation Roadway Manager for the Division of Resource Review & Coordination (IDNR), concurred with all three concurrence points presented at this meeting: the Purpose and Need, the Alternatives to Carry Forward, and the Preferred Alternate. The U.S. Fish & Wildlife Service and U.S. Army Corps of Engineers have also recently provided concurrence on all three points.

Examination of the construction limits through the Pyramid State Park area just south of Pinckneyville reveals that additional right-of-way will be required in the area shown on the attached plan view. In accordance with the Department's policies for Section 4(f) evaluations, the District requests the following information:

1. Size in acres, as well as property plat and site plan.
2. Available recreational activities.
3. Facilities existing and planned (description and location.)
4. Usage (approximate number of users for each activity.)
5. Relationship to other similarly used lands in the vicinity.
6. Access (both pedestrian and vehicular.)
7. Ownership and applicable clauses affecting title, such as covenants, restrictions or conditions, including forfeiture, or federal encumbrances (i.e. LAWCON funds.)
8. Unusual characteristics of the property (flooding, vegetation, terrain conditions or any other features.)

Mr. Dave Phillips
Page 2
July 1, 2003

Due to the nature of the improvement (adding lanes to an existing facility) and the small acreage required (< 10%), the District anticipates conducting a programmatic Section 4(f) evaluation for a federally-aided highway project with minor involvement with public parks. In association with the preparation of this document, the District looks forward to your response. If you have any questions, please contact Julie Klamm at (618) 549-2171, ext. 284.

Very truly yours,



Thomas A. Zerrusen
District Engineer

JAK:cb

cc: Cha Hill
Steve Hamer
Walt Zyznieuski
File



Illinois Department of Transportation

Memorandum

To: File

From: Julie Klamm

Subject: * 4(f) Issues at Pyramid State Park (Minutes of Meeting)

Date: August 15, 2003

* Illinois 13/127 (FAP 42)
Section Four Lane Study
Murphysboro to Pinckneyville
Jackson and Perry Counties
P-99-100-00

A meeting was held on Thursday, August 14, 2003 at the Park Office of Pyramid State Park. The meeting was scheduled to discuss 4(f) issues involved with the acquisition of property from the park. In attendance were:

Steve Hamer, IDNR Transportation Program Manager
Dave Phillips, IDNR Regional Land Manager, Region V
Cha Hill, Site Superintendent, Pyramid State Park
Ned Enrietto, IDNR
Joe Zdankiewicz, IDOT Dist. 9 Studies & Plans Engineer
Carrie Nelsen, IDOT Dist. 9 Project Engineer
Julie Klamm, IDOT Dist. 9 Environmental Studies Manager

The meeting commenced with a brief project description. The meeting then addressed the individual points outlined in the agenda (attached.)

Purpose & Need: Concurrence had been obtained from IDNR on the Purpose & Need statement at the NEPA 404/Merger Meeting held on April 28, 2003. It was agreed at this time that a detailed review of this statement was not needed.

Programmatic Section 4(f) Evaluation: Attention turned to the section of the Environmental Assessment that will address the issues involved with impacts to Pyramid State Park.

Description of Park Property: Cha Hill agreed that the total acreage of the park was approximately 19,700. The area of impact to the park is currently approximated to be 5.5 acres. This represents less than 0.1% of the total park acreage. Therefore, it was agreed that it could be considered to be "minor involvement."

Discussion then focused on the specific area of impact. Dave Phillips and Cha Hill confirmed that a very small portion of the pond that parallels the existing highway is indeed owned by Vic Epplin. Mr. Epplin cooperates with IDNR fully and has posted No Trespassing signs on his property and around this portion of the pond to prohibit usage in that area. Cha Hill identified the location of an existing access to the pond directly off of IL 13/127. This access is currently a very small area that allows a fisherman to park and drag a boat to the pond.

Impacts on 4(f) Property: Carrie Nelsen provided an exhibit showing the location of the proposed R.O.W. through the area. This R.O.W. is approximately 5.5 acres in size. The proposed improvement does not currently allow for the existing access to the pond to remain in place. Based on the small amount of users of this specific pond and the considerable difficulty in accessing it, the IDNR agreed that the acquisition of approximately 5.5 acres from the site and the removal of the existing access was not considered to be a significant impact.

Avoidance Alternatives: Julie Kamm described the avoidance alternatives that are listed in the Preliminary Draft Environmental Assessment. These included the No-Action Alternative, Improvement without Use of 4(f) Property, and Use of a Different Alignment. It was agreed that there was no prudent and feasible alternative to the use of park property through this area of the improvement.

Measures to Minimize Harm: Joe Zdankiewicz and Carrie Nelsen explained how the use of steeper foreslopes and guardrail through this area has minimized the amount of additional R.O.W. and has avoided impact directly to the pond itself. Mitigation for the 5.5 acres of property was then discussed. Ned Enrietto suggested a new access to the pond on its northern border, off of Galum Church Road. Factors that prohibit the construction of a new access at this site include: existing contamination along the existing alignment of Galum Church Road, poor location and geometry due to the access control policy, and poor topography. It was agreed to dismiss this proposition. Ned Enrietto then suggested the prospect of interagency cooperation to construct a bicycle/hiking trail from Pinckneyville, Illinois to Pyramid State Park. Primary items associated with the trail that were discussed included funding, construction, location and maintenance. It was agreed that the trail would be investigated. If the concept of a new trail doesn't culminate, it was agreed that mitigation for the impacts at this location could be accomplished by applying compensation of equal value to improvements within the Pyramid State Park system.



Illinois Department of Transportation

Memorandum

To: File

From: Julie Klamm

Subject: * 4(f) Issues at Pyramid State Park (Minutes of Meeting)

Date: August 27, 2003

* Illinois 13/127 (FAP 42)
Section Four Lane Study
Murphysboro to Pinckneyville
Jackson and Perry Counties
P-99-100-00

A breakout meeting was held on Wednesday, August 20, 2003 at the Program Development Meeting held that week at the Crowne Plaze in Springfield, Illinois. The meeting was scheduled to discuss the project's impact on 4(f) property at Pyramid State Park. In attendance were:

Robin Helmerichs, FHWA Transportation Engineer
Beth Ponce, IDOT Program Development Engineer
Joe Zdankiewicz, IDOT Dist. 9 Studies & Plans Engineer
Carrie Nelsen, IDOT Dist. 9 Project Engineer
Julie Klamm, IDOT Dist. 9 Environmental Studies Manager

The meeting commenced with a brief review of the interagency meeting held on August 14, 2003 at the Pyramid State Park Office. (See Minutes of 8-14-03 Meeting.) A request was made by IDOT District 9 to process the 4(f) work as a Nationwide Programmatic Evaluation for Minor Involvements. This request was backed by the following information:

- The impact of 5.5 acres represents only 0.03% of the 19,700 ac. size of the park; there is only a small amount of users at this particular site; and current and potential access is poor.
- IDNR concurrence was obtained at the August 14, 2003 meeting at Pyramid State Park.

Ms. Robin Helmerichs of the FHWA concurred that this action met the criteria for processing as a Nationwide Programmatic Evaluation for Minor Involvements.

jk

> -----Original Message-----

> From: Klamm, Julie A [mailto:KlammJA@nt.dot.state.il.us]

> Sent: Monday, August 25, 2003 2:11 PM

> To: Helmerichs, Robin

> Subject: IL 13/127 (Pyramid State Park 4(f))

>

>

> Robin, The District requests e-mail concurrence on the agreement to process the 4(f) involvement at the Pyramid State Park just south of Pinckneyville, Illinois as a Nationwide Programmatic Evaluation for Minor Involvements. This request is a follow-up to the meeting on August 20, 2003 at which this subject was discussed. Please call if you have any questions.

>

> Julie Klamm

> Environmental Coordinator

> Illinois Department of Transportation, Dist. 9

> 2801 W. Murphysboro Rd.

> Carbondale, IL 62901

> (618) 351-5284

> klammja@nt.dot.state.il.us

>

>

>

>

> -----Original Message-----

> From: Helmerichs, Robin

> Sent: Monday, August 25, 2003 3:02 PM

> To: Klam, Julie A

> Subject: RE: IL 13/127 (Pyramid State Park 4(f))

>

> Julie,

>

> FHWA concurs with the Programmatic 4(f) with Pyramid State Park as discussed on August 20, 2003. This is valid as long as the scope remains the same and agreement with the State Park is signed.

>

> Thanks and let me know if you need anything else,

> Robin Helmerichs

> Transportation Engineer

> FHWA- IL Division

> 217-492-4615

>

>



Illinois Department of Transportation

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

August 27, 2003

Mr. Steve Hamer, Transportation Program Manager
Illinois Department of Natural Resources
Division of Resource Review & Coordination
1 Natural Resources Way
Springfield, IL 62702-1271

Dear Mr. Hamer:

The Illinois Department of Transportation is currently performing preliminary engineering and environmental studies for IL 13/127 from just north of Murphysboro, IL to north of Pinckneyville, IL in Jackson and Perry County. On August 14, 2003, representatives from IDOT and IDNR met to discuss the subject project and its potential affect on Pyramid State Park property. (Refer to attached minutes.)

As stated in the minutes, 5.5 acres of property will be required from the park in the area of the Cudgetown Road intersection. The section of the Environmental Assessment that discusses the 4(f) involvement at this location was reviewed. Avoidance alternatives were reviewed and it was agreed that there was no 'prudent and feasible alternative' to using the park property at this location. IDNR agreed that the land acquisition and the removal of the existing access would not be considered to be a significant impact for the following reasons: the impact of 5.5 acres represents only 0.03% of the 19,700 ac. size of the park; there is only a small amount of users at this particular site; current and potential access is poor. Therefore, IDNR concurred that this 4(f) involvement could be processed as a minor involvement to the State Park.

Measures to minimize harm were also discussed. IDOT has agreed to steepen the foreslopes and place guardrail to avoid direct impacts to the pond that is located on the park property. However, the proposed R.O.W. line will encroach upon the water's edge in places due to the irregular nature of the pond's boundary. This IDOT R.O.W. boundary was agreed to by IDNR. It was then agreed that mitigation for the 5.5 acres of park property would be accomplished by assessing the value of the property, then providing improvements of equal value to the system of park roads or trails at Pyramid State Park. This official agreement will be finalized during the design phase of the project.

A meeting was then held on August 22, 2003 with representatives of IDOT District 9, IDOT Central Office BD&E and FHWA. Concurrence to process this involvement as a Nationwide Programmatic 4(f) with Minor Involvement to a State Park was granted by Ms. Robin Helmerichs, FHWA Transportation Engineer. (Refer to attached minutes.)

IDOT District 9 is requesting your final concurrence on the aforementioned agreements pertaining to this action. (See attached concurrence form.) This information will then be conveyed in the final Environmental Assessment for the project. The Federal Highway Administration will ultimately be the agency to sign-off on this issue by reviewing and signing the Environmental Assessment. If you have any further questions or comments, please contact Julie Klamm at (618) 549-2171 (ext. 284) or e-mail klammja@nt.dot.state.il.us.

Very truly yours,

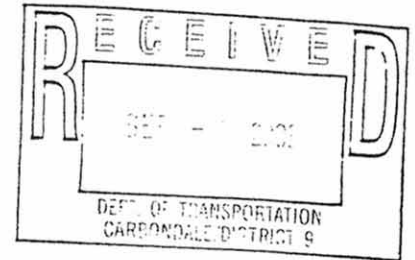
Thomas A. Zerrusen
District Engineer

By: Beth A. Ponce
Program Development Engineer

JAK:cb

cc: Ned Enrietto, Dave Phillips, Cha Hill
Attachments

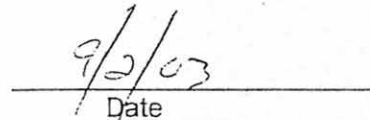
Illinois 13/127 (FAP 42)
Section Four Lane Study
Murphysboro to Pinckneyville
Jackson and Perry Counties



As an official having jurisdiction over the Section 4(f) land, I concur that the project meets the established criteria and conditions for using the Nationwide Programmatic Section 4(f) Evaluation for Minor Involvements. It has been determined and agreed upon that the impact to Pyramid State Park is insignificant and that there is no prudent and feasible alternative. Measures to minimize harm include the following:

- To avoid the pond, proposed foreslopes will be steepened and guardrail will be placed.
- Mitigation for the 5.5 acres of park property will be accomplished by assessing the value of the property then providing improvements of equal value to the system of park roads or trails at Pyramid State Park.


Signature


Date

Tom Flattery, Office Director
IL Dept of Natural Resources, Office of Realty and Environmental Planning



Illinois Department of Transportation

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

Date: July 27, 2007

Mr. Steve Hamer, Transportation Program Manager
Illinois Department of Natural Resources
Division of Resource Review & Coordination
1 Natural Resources Way
Springfield, IL 62702-1271

Dear Mr. Hamer:

The Illinois Department of Transportation is proposing an action to provide an improved transportation system along Illinois 13/127 from Murphysboro in Jackson County, Illinois to Pinckneyville in Perry County. (See Project Location Map.) The proposed improvement is necessary to address the purpose and need for the project, including system continuity and regional access, existing roadway deficiencies, traffic safety, traffic flow and capacity deficiencies, and regional economic development.

The proposed project involves upgrading existing Illinois Route 13/Illinois Route 127 from two lanes to four lanes beginning at the Business Route 13 (Ava Road) intersection north of Murphysboro in Jackson County and ending on Illinois 127 just north of Pinckneyville in Perry County. The length of the proposed improvement is approximately 23 miles. The project would be constructed to meet expressway standards and would bypass the Village of Vergennes and the City of Pinckneyville. Illinois Route 4 and Elkhart Road would be served initially by at-grade intersections; however, right of way would be purchased to allow the construction of a diamond interchange at each location at sometime in the future. The existing intersection at Illinois 152, near the entrance to Pyramid State Park, would be upgraded to a diamond interchange. The Modified West Bypass would cross Illinois 154 at the west edge of Pinckneyville with a parclo interchange. The proposed action is the implementation of the Build Alternative.

Pyramid State Park lies just west of Illinois 13/127 and north of County Highway 4 in Perry County. The Illinois Department of Natural Resources (IDNR) maintains jurisdictional authority over the Park and has provided property descriptions for use in this project. A small portion of Park land would be needed to expand the existing roadway to four lanes. All alternatives were considered to avoid and minimize the impacts to the property.

The first area of encroachment on the Park would begin approximately 2,650 feet south of Cudgetown Road and extend north for approximately 5,775 feet along the Park's eastern edge. (See Area #1 Location Map.) The impact in this location involved utilizing an old mining railroad bed to place the additional lanes on the west side of the existing roadway alignment. A strip mine pond is adjacent to the old railroad bed in this area and access is poor, resulting in few users. To avoid impacts to the existing strip mine pond, it was proposed to steepen the foreslopes and place guardrail. Total impact in this location was 5.1 acres and involves only the old railroad bed.

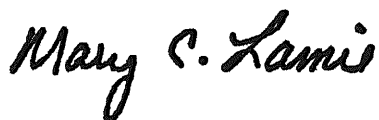
The second area of encroachment involves an outlier parcel of park property located on the west side of Pinckneyville near the Perry County Fairground. (See Area #2 Location Map.) This parcel is currently leased out by the Illinois Department of Natural Resources for crop production. A Modified West Bypass of Pinckneyville was the resulting recommendation of the Citizens Advisory Council, a regional council on which yourself and Dave Phillips, then the Pyramid Park Superintendent, provided support information on natural resources and the Park. This council considered all alternatives for the project in the Pinckneyville area and unanimously recommended a western bypass to be modified by IDOT to be the most prudent and feasible alternative with respect to overall impacts. This preferred alternative results in 14 acres of impact to the parcel.

The total acreage of impact to Park property is 19.1. The total size of Pyramid State Park is 19,700 acres. The impact represents less than 0.1% of the park size. Because of this minimal impact to the park and the lack of recreational park functionality at each specific impact site, this letter serves as notification that IDOT will pursue a 4(f) finding of "de minimus" as outlined in Section 6009 of SAFETEA-LU.

Following the final public comment period for the Environmental Assessment, IDOT will submit a letter to your office requesting concurrence on a determination of no adverse effect. This information will then be conveyed in the final documentation for the project.

If you have any questions or comments concerning the above please call Julie Klamm, Environmental Studies Coordinator, District 9 at (618) 549-2171 ext. 286.

Sincerely,

A handwritten signature in black ink that reads "Mary C. Lamie". The signature is written in a cursive, flowing style.

Mary C. Lamie, P.E.
Deputy Director of Highways,
Region Five Engineer



Exhibit 1
Project Location Map
Illinois 13/127

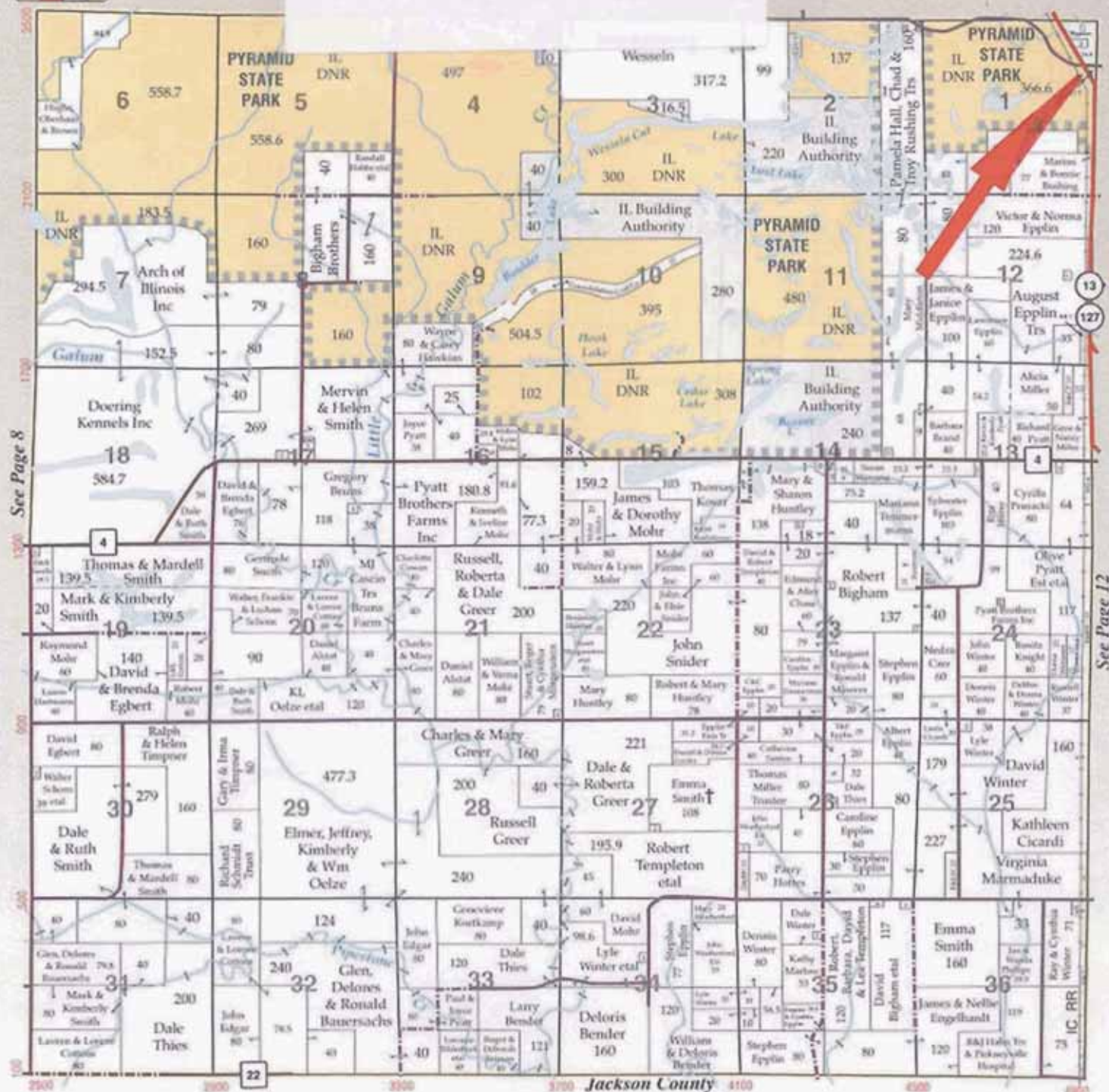


2. T.6S.

©2002 cloud cartographics

Area #1 Location Map

R.3W.

CONSOLIDATED
GRAIN AND BARGE CO.Mel Gajewski
MANAGER

207 W. OZBURN • PINKNEYVILLE, IL 62274

BUS (618) 357-9331 • TOLL FREE (800) 626-7993 • (618) 357-8913

EMAIL: gajewski@cgb.com • http://www.cgb.com

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FIRST NATIONAL BANK

Complete Banking Service For Your Farm Needs

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P.O. Box 98

Ava, IL 62907

(618) 426-3303

409 Main Street

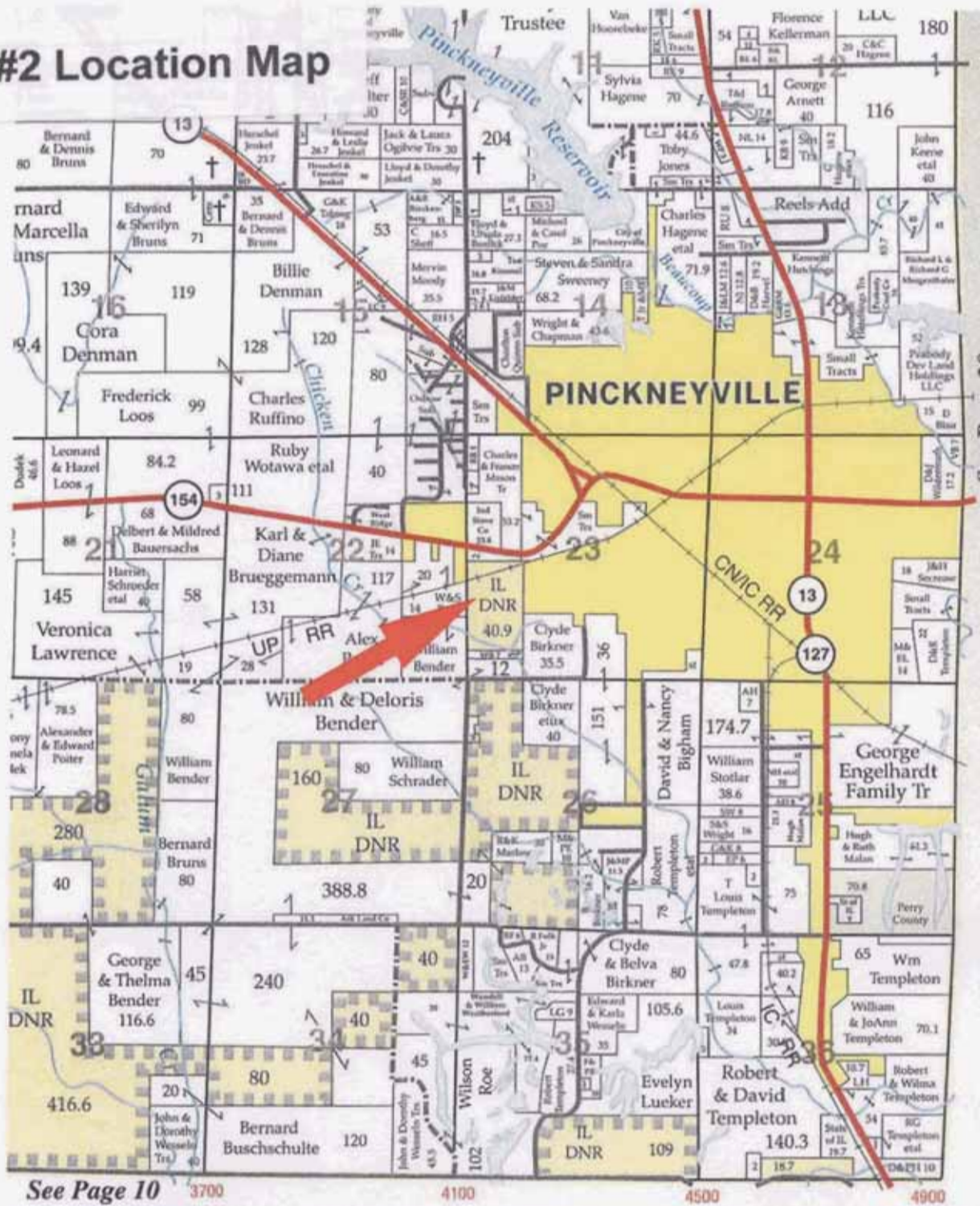
Mississippi Valley Facility

Box 95 - Gorham, IL 62940

(618) 565-2311



Area #2 Location Map



See Page 10

See Page 28

First National Bank
Pinckneyville
 Buyers Program
 Real Estate Loans

Loan Experts!
Main Street
57-9393



FIRST NATIONAL
INSURANCE SERVICES, INC.
 PINCKNEYVILLE, IL

Peggy L. Sims
 A Full Service Insurance Agency

101 South Main Street
 Pinckneyville, Illinois 62274-0100

Phone: 618-357-2139



DEPARTMENT OF THE ARMY
ST. LOUIS DISTRICT, CORPS OF ENGINEERS
1222 SPRUCE STREET
ST. LOUIS, MISSOURI 63103-2833
June 30, 2003

REPLY TO
ATTENTION OF:

Regulatory Branch
File Number: 200303250

Mr. Jon-Paul Kohler
U.S. Department of Transportation
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

RECEIVED
JUL 09 2003
ILLINOIS
DIVISION

Name	Alt	Name	Alt
DA		PPD	
ADA		UME	
DM		CR	
ENP		P&E	
ET		TP	
ER		ENV	
FTY		ROW	
TESTE		ADMIN	

Dear Mr. Kohler:

We have reviewed your submittal which included the minutes from the April 28, 2003 meeting that discussed the NEPA/404 merger process relative to FAP Route 42 (Illinois Route 13/127), Murphysboro to Pinckneyville. The study is for a proposal to develop FAP Route 42 into a four lane highway from Murphysboro in Jackson-County to Pinckneyville in Perry County. The project would involve several tributaries to the Big Muddy River.

A complete discussion of the project as well as the aforementioned meeting was provided. We reviewed all the material and concur with the purpose and need of the proposal. In addition, we concur with the alternatives analysis discussed and agree with the alternative selected to be carried forward. Lastly, we are in concurrence with the preferred alternative selected.

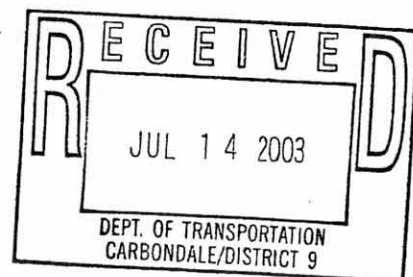
We look forward to working with you through the NEPA/404 merger process. Please keep us updated with any additional information as it becomes available.

If you have any questions, please contact me at (314) 331-8582.

Sincerely

Keith A. McMullen

Keith A. McMullen
Assistant Chief
Regulatory Branch



June 27, 2003

Mr. Jon-Paul Kohler
Federal Highway Administration
3250 Executive Drive
Springfield, Illinois 62703

Dear Mr. Kohler:

This is in reference to the information provided to this office regarding the proposed FAP (IL 13/127) project in Jackson and Perry Counties, Illinois. As we were unable to attend the recent NEPA/404 Merger Meeting, the Fish and Wildlife Service was requested to review the documentation and meeting minutes and to provide our concurrence or nonconcurrence on the Purpose and Need, Alternatives to Carry Forward and Preferred Alternative selected for the project. We have reviewed the information and concur with the Purpose and Need, Alternatives to Carry Forward and Preferred Alternative.

Thank you for the opportunity to review the information and provide input. We look forward to working with the Illinois Department of Transportation and the Federal Highway Administration as planning for this project proceeds.

Sincerely,

Joyce A. Collins
Assistant Field Supervisor

IDNR (Hamer)
USACE (McMullen)
IDOT (Ames)

-----Original Message-----

From: Joyce_Collins@fws.gov [mailto:Joyce_Collins@fws.gov]

Sent: Wednesday, June 06, 2007 8:36 AM

To: Klamm, Julie A

Cc: Matt.Fuller@fhwa.dot.gov; Stevenson, Jerry; Stevens, Barbara H; Zyznieuski, Walter G; Perino, Charles H; HAMER, STEVE; Keith.A.McMullen@mvs02.usace.army.mil; ellens.newton@epa.gov

Subject: District 9 Projects - Concurrence Points

Julie,

I finally had a chance to review the information for the two projects and offer the following:

1. IL 13 (Marion to Carterville) - I concur with the purpose and need for the project.

As you move into analyzing the effects of this project, the indirect and cumulative effects of upgrading IL 13 on Crab Orchard NWR need to be evaluated. We, the Service, think that all the development and growth occurring along the IL 13 corridor is having a very detrimental impact on the Refuge. This is mostly due to increased stormwater resulting in higher lake levels, which is in turn impacting forest resources. We are also concerned about chemicals that are most likely being transferred into the lake as well. Some amount of friction exists with local landowners as they think the Refuge is causing increased flooding to occur on their properties. We contend that it's all the development causing more runoff that's creating the problem. As stated in the Purpose and Need discussion, traffic congestion is now somewhat controlling (e.g., limiting) the amount of future development that may occur. With improved traffic flow, more development will come and more stormwater with it. All this should be evaluated and mitigative actions developed and implemented as appropriate.

2. IL 13/127 (Murphysboro to Pinkneyville) - I concur with the alternatives carried forward and preferred alternative.

The table that lists the Costs and Impacts for all the Alternates identifies that no known federally-listed threatened or endangered species occur in the project area. A non-reproductive female Indiana bat was collected south west of Pyramid State Park along Gallum Creek in late August 1988. According to the table, approximately 90 acres of woodland will be impacted by the project. With this amount of forest impacts and a prior record in the county, the impacts should consider the potential presence of Indiana bats in the area.

I apologize for not getting a response sooner. Let me know if you have any questions regarding any of the above.

Thanks,

Joyce

Joyce A. Collins
Assistant Field Supervisor
U.S. Fish and Wildlife Service
Marion Illinois Sub-Office
8588 Route 148
Marion, Illinois 62959
phone: 618/997-3344, ext. 340
fax: 618/997-8961
email: joyce_collins@fws.gov

-----Original Message-----

From: "Klamm, Julie A" <Julie.Klamm@illinois.gov>
Sent: Thursday, 05/31/2007 03:54
To: <Joyce_Collins@fws.gov>
Subject: RE: Upcoming NEPA/404 Merger meeting

Hi Joyce,

Just an update on the 404 Merger meeting held this past Tuesday.

IL 13/127 Murphysboro to Pinckneyville

Received concurrence on Alternatives and Preferred Alternative for the project. USEPA concurred on the condition that the EA would provide discussion on why the Preferred Alternative changed. This language is now in the updated EA. (Which is due to go out to everyone soon.) IEPA concurred. US Army Corps of Engineers concurred on the condition that the document state that an individual 404 Permit would be required. That language is now in the updated EA. IDNR concurred. IDOA concurred.

IL 13 Carterville to Marion

Received concurrence on Purpose and Need with no conditions stated.

Just checking to see if you had any further questions or comments?
Concurrence? Just let us know when you get a chance. Thanks Joyce,

Julie Klamm
Environmental Studies Coordinator
IDOT, Division of Highways, Region 5, District 9 PO Box 100
2801 W. Murphysboro Rd.
Carbondale, IL 62903
Phone: (618) 351-5286
Fax: (618) 457-8622
E-mail: Julie.Klamm@illinois.gov

-----Original Message-----

From: Joyce_Collins@fws.gov [mailto:Joyce_Collins@fws.gov]
Sent: Friday, May 04, 2007 10:41 AM
To: Klamm, Julie A
Cc: Matt.Fuller@fhwa.dot.gov; Stevenson, Jerry; Stevens, Barbara H; Perino, Charles H
Subject: Upcoming NEPA/404 Merger meeting

Julie,

I won't be attending the upcoming NEPA/404 Merger meeting in Springfield as I will be out of town that week. I'll plan to review the materials provided for the two District 9 projects and provide feedback via email.
If for some reason we need to meet, I'm hoping we could do that locally.

Let me know if this causes any problems.

Thanks,
Joyce

Joyce A. Collins
Assistant Field Supervisor
U.S. Fish and Wildlife Service
Marion Illinois Sub-Office
8588 Route 148
Marion, Illinois 62959
phone: 618/997-3344, ext. 340
fax: 618/997-8961
email: joyce_collins@fws.gov



VILLAGE OF VERGENNES

RESOLUTION

EXPANSION OF ROUTE 13-127

WHEREAS, the Mayor and Board of Trustees recognizes and supports the Illinois Department of Transportation plan to expand Routes 13-127 to a four lane road from Murphysboro to north of Pinckneyville.

WHEREAS, this road improvement will reduce travel time, and create a safer drive to I-64, i.e. St Louis northerly or I-57, I-24 southerly i.e. Marion, Paducah.

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF VERGENNES we do hereby request an access to the 13-127 four lane roadway on the south end of the Village. The limit of only one access on the north end i.e. Elkhville Road will create congestion as well as an unnecessary hardship on the residents of the Village.

PASSED by the Board of Trustees of the Village of Vergennes on the 14th day of April, 2003.


Donald H. Wisely, Mayor


William Batteau, Village Clerk



Illinois Department of Transportation

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

June 26, 2003

The Honorable Donald Wisely
Mayor, Village of Vergennes
P.O. Box 171
Vergennes, IL 62994

Dear Mayor Wisely:

I am writing to acknowledge receipt of the village of Vergennes' resolution dated April 14, 2003, concerning the Department's proposed expansion of IL 13/127. In that resolution, the village states its support of expanding IL 13/127 from two to four lanes and requests an additional access point to the new four-lane facility at the south end of the village.

We very much appreciate your support of this project, which is vitally important to the travelling public and to the economic health of southern Illinois, and look forward to your continued interest and involvement in the project's development.

Our staff has reviewed your request to add an access point to the proposed new facility at the south end of the Village and offers the following observations and comments.

We appreciate your concern about potential traffic congestion. With a bypass of Vergennes in place, the traffic volumes within the village would be reduced significantly, improving internal traffic flow as well as traffic and pedestrian safety. The only point where congestion might need to be addressed is the proposed new Elkhville Road intersection, which would be the major access point to Vergennes. However, traffic volume projections show this intersection would be able to operate smoothly, safely, and at a high level of service through out the 20 year design period. Congestion should not be a problem.

One of the Department's major concerns in the design of an expressway, such as proposed for IL 13/127, is the number and frequency of access points allowed. Each additional point of access is

The Honorable Donald Wisely
Page 2
June 26, 2003

a point of vehicular conflict increasing the potential for accidents and decreasing the efficiency of vehicular operations

Given these circumstances, we believe it is in the best public interest to allow only the Elkhville Road access to Vergennes. We recognize that, given this arrangement, trips originating in Vergennes and going south would entail a small amount of additional travel, while trips to the north, east and west would involve no additional travel.

We hope this information meets with your understanding and look forward to working with you on this project in the future. Again, thank you for your continued interest and support.

Very truly yours,

A handwritten signature in black ink, appearing to read "Thomas A. Zerhusen", with a stylized flourish at the end.

Thomas A. Zerhusen
District Engineer

RECEIVED
JUL 28 2005
**ILLINOIS
DIVISION**



U.S. Department
of Transportation

**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

TITLE	A	I	TITLE	A	I
DA			A		
ADA			B		
QIP			PPD		
CR			M&S		
IS			S/T		
I&T			P&E		
BR			ENV		
Res/T			Metro		
F&L			TP		
FE			ROW		
MSRB					

Mr. Norman R. Stoner, P.E.
Division Administrator
Federal Highway Administration
Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

of pages ► 1

To	JULIE KLANN	From	CHAS. FRACLEY
Dept./Agency	IDOT DISTRICT 9	Phone #	217-492-4619
Fax #	618-457-8622	Fax #	217-492-4319

NSN 7540-01-217-7000

5090-101

GENERAL SERVICES ADMINISTRATION

Dear Mr. Stoner:

Thank you for your letter dated July 11, 2005 requesting that the Federal Aviation Administration (FAA) serve as a cooperating agency with the Federal Highway Administration (FHWA) within the context of the Environmental Assessment (EA) being prepared for the proposed IL 13/127 roadway project. This project has alternatives that could potentially impact the Pickneyville-Du Quoin Airport (Airport). We welcome the opportunity to participate and provide guidance where necessary.

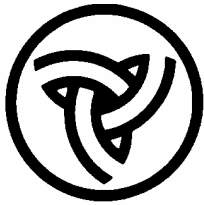
The FAA, in partnership with Illinois Division of Aeronautics, will be working with the Airport's consultant Crawford, Murphy, and Tilly, Inc. (CMT) to develop a Master Plan and preliminary environmental analysis of upcoming airport projects. It is the FAA's understanding that the FHWA's consultant that is preparing the EA for the roadway project will be working closely with CMT to incorporate the FAA's and the Airport's alternatives and analysis.

Thank you for the opportunity to participate as a cooperating agency for this project. Please contact E. Lindsay Butler, Environmental Program Manager in the Chicago Airports District Office at 847-294-7723 or email Lindsay.Butler@faa.gov for further coordination.

Sincerely,

Jack Delaney
Assistant Manager
Chicago Airports District Office

Cc: Terry Schaddel, IL Division of Aeronautics
Brad Hamilton, CMT, Inc.



Illinois Department of Transportation

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

February 26, 2007

Pyramid State Park
Cha Hill, Park Superintendent
1562 Pyramid Park Rd.
Pinckneyville, IL 62274

Dear Mr. Hill:

The Illinois Department of Transportation is in the planning phase of a project to expand Illinois Route 13/127 to a four-lane facility between Murphysboro and Pinckneyville. Over the past years, many alternatives have been considered in the Pinckneyville area. In 2004, the Pinckneyville Area Citizens Advisory Council unanimously voted to recommend a western bypass of the town.

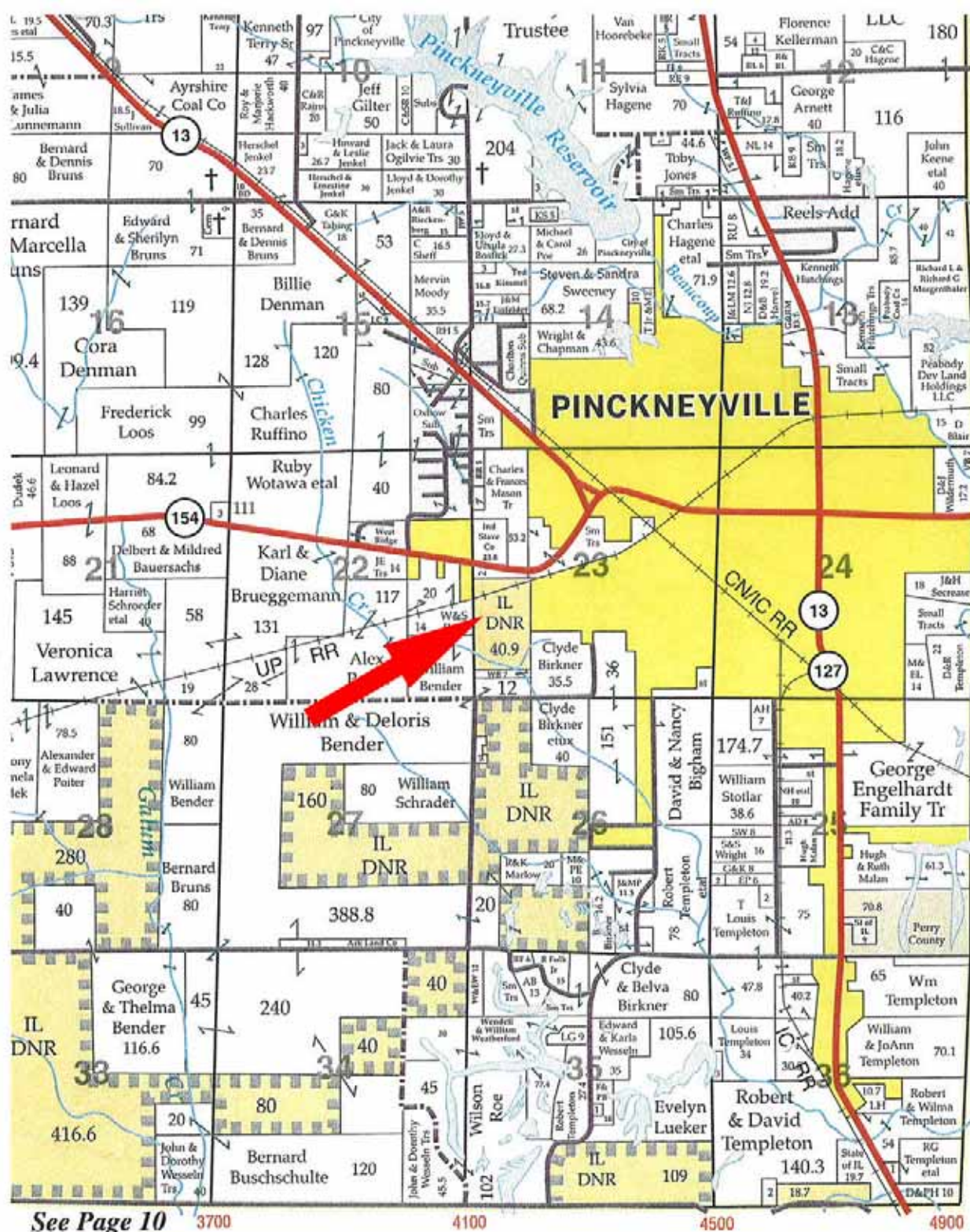
The modified alignment of this bypass, as shown on the attached drawing, bisects a parcel of property owned by the Illinois Department of Natural Resources. Based on land use, please determine if the identified parcel contains any public park, recreation area, wildlife or waterfowl refuge of National, State or local significance or any land from a historic site of National, State or local significance. This determination will establish the level of 4(f) involvement for the project.

If you have any questions or comments concerning this information please call Julie Klamm, Environmental Studies Coordinator, District 9 at (618) 549-2171 ext. 286. Thank you for your assistance in this matter.

Very truly yours,

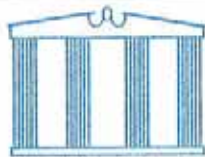
Mary C. Lamie, P.E.
Deputy Director of Highways,
Region Five Engineer

By: Carrie Nelsen
Program Development Engineer



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neyville
Buyers Program
ae Loans

an Experts!
Main Street
57-9393



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INSURANCE SERVICES, INC.

PINCKNEYVILLE, IL

Peggy L. Sims

A Full Service Insurance Agency

101 South Main Street
 Pinckneyville, Illinois 62274-0100

Phone: 618-357-2139



Illinois Department of Natural Resources

Rod R. Blagojevich, Governor

Pyramid State Park • 1562 Pyramid Park Rd • Pinckneyville, IL 62274
(618) 357-2574 <http://dnr.state.il.us>

Sam Flood, Acting Director

April 13, 2007

Julie Klamm
Illinois Department of Transportation
Division of Highways / District 9
PO Box 100
Carbondale, IL 62903-0100

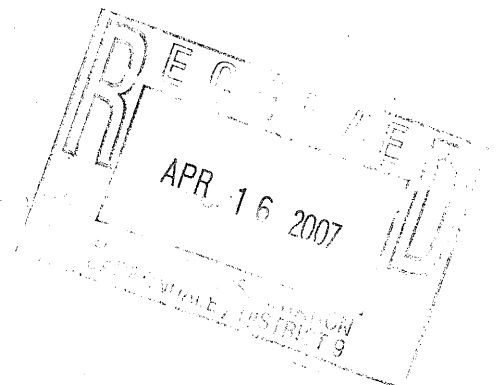
Dear Julie:

The 40.9 acre parcel of property of Pyramid State Park mentioned in your letter has been leased to The American Thresherman Association in Pinckneyville. They leased the property from us last August for field demonstration plots.

The association was made aware of the fact that this parcel was in line for the new highway if it was put in.

Yours Truly,

Cha Hill
Site Superintendent
Pyramid State Park



Appendix C



Rod R. Blagojevich, Governor • Chuck Hartke, Director

Bureau of Land and Water Resources

State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 • 217/782-6297 • TDD 217/524-6858 • Fax 217/557-0993

July 17, 2007

Mr. Greg Michaud
Johnson, Depp & Quisenberry
6417 Cherylwood Drive
Springfield, Illinois 62707

Re: IL 13/127 (FAP 42)
Murphysboro to Pinckneyville
Addendum to USDA NRCS Form AD-1006
Pinckneyville Airport Entrance and Project Mitigation Site

Dear Mr. Michaud:

Enclosed are two copies of the USDA Natural Resources Conservation Service Form AD1006 for the new entrance access/road realignment to the Pinckneyville Airport and for the project mitigation site. One copy is for inclusion in the Draft Environmental Assessment; the other is for your files.

Should you have any questions, please don't hesitate to call me at 217-785-4458.

Sincerely,

A handwritten signature in cursive script, appearing to read "Teresa J. Savko".

Teresa J. Savko
Bureau of Land and Water Resources

Enclosures-2

cc: Julie Klamm, IDOT, District 9
Agency Project File

U.S. Department of Agriculture

Addendum

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request <u>6-04-07</u>	
Major Crop(s) <u>IL 13/127 (FAP 42) Murphyboro to Pinckneyville</u>		Federal Agency Involved <u>FHWA</u>	
Proposed Land Use <u>Airport Entrance relocation - Hwy ROW</u>		County And State <u>Jackson/Perry, Illinois</u>	
PART II (To be completed by SCS)		Date Request Received By SCS <u>6-05-07</u>	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes ☒ No ☐	Acres Irrigated <u>372</u>
Major Crop(s) <u>Corn, soybeans, wheat, hay</u>	Farmable Land In Govt. Jurisdiction Acres: <u>29,633,500</u> % <u>97</u>	Amount Of Farmland As Defined In FPPA Acres <u>27,695,900</u> % <u>91</u>	
Name Of Land Evaluation System Used <u>ILLINOIS</u>	Name Of Local Site Assessment System <u>statewide</u>	Date Land Evaluation Returned By SCS <u>6-06-07</u>	
PART III (To be completed by Federal Agency)		AIRPORT	
A. Total Acres To Be Converted Directly		Site A	Alternative Site Rating
B. Total Acres To Be Converted Indirectly		Site B	Site C
C. Total Acres In Site		Site D	
PART IV (To be completed by SCS) Land Evaluation Information			
A. Total Acres Prime And Unique Farmland		<u>28.35</u>	
B. Total Acres Statewide And Local Important Farmland		<u>28.35</u>	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		<u>24.13</u>	
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		<u>4.22</u>	
PART V (To be completed by SCS) Land Evaluation Criterion <u>150*</u>		<u>0.0001</u>	
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		<u>73.3</u>	
PART VI (To be completed by Federal Agency)		<u>111</u>	
Site Assessment Criteria (These criteria are explained in 7 CFR 650.5(b))	Maximum Points		
1. Area In Nonurban Use			
2. Perimeter In Nonurban Use			
3. Percent Of Site Being Farmed			
4. Protection Provided By State And Local Government			
5. Distance From Urban Builtup Area			
6. Distance To Urban Support Services			
7. Size Of Present Farm Unit Compared To Average			
8. Creation Of Nonfarmable Farmland			
9. Availability Of Farm Support Services			
10. On-Farm Investments			
11. Effects Of Conversion On Farm Support Services			
12. Compatibility With Existing Agricultural Use			
TOTAL SITE ASSESSMENT POINTS	<u>150*</u>	<u>100</u>	
PART VII (To be completed by Federal Agency)			
Relative Value Of Farmland (From Part V)	<u>150*</u>	<u>100</u>	
Total Site Assessment (From Part VI above or a local site assessment)	<u>150*</u>	<u>111</u>	
TOTAL POINTS (Total of above 2 lines)	<u>300*</u>	<u>43</u>	
		<u>154</u>	

Site Selected:

Date Of Selection

Was A Local Site Assessment Used?

Reason For Selection:

*When using the State Assessment CORRIDOR Factors, 150 points are assigned to the Land Evaluation portion and 150 points to the Site Assessment portion for a maximum 300 point total.

**Illinois Route 13/127 (FAP 42) Realignment
Perry County Airport Entrance Relocation
Perry County, Illinois
Federal Highway Administration Funds**

PART VI-B Illinois Site Assessment <i>CORRIDOR</i> Factors	Maximum Points	Site A
1. Amount of Agricultural Land Required	30	28
2. Location of the Proposed Alignment	30	15
3. Acres of Off-Site Agricultural Land Required for Borrow Materials	15	0
4. Acres of Prime and Important Farmland Required for Mitigation	15	0
5. Creation of Severed Farm Parcels	10	0
6. Creation of Uneconomical Remnants	10	0
7. Creation of Landlocked Parcels	10	0
8. Creation of Adverse Travel	10	0
9. Relocations of Rural Residences and Farm Buildings	10	0
10. Utilization of Minimum Design Standards	10	0
TOTAL SITE ASSESSMENT <i>CORRIDOR</i> POINTS	150	43

PART VII

Relative Value of Farmland	150	111
Total Site Assessment <i>CORRIDOR</i> Factors	150	43
TOTAL ILLINOIS LESA POINTS	300	154



FAX TRANSMISSION

From: Terry Savko
Illinois Department of Agriculture
Bureau of Land and Water Resources
State Fairgrounds, P.O. Box 19281
Springfield, Illinois 62794-9281

Phone: 217-785-4458 FAX: 217-557-0993 E-mail: terry.savko@illinois.gov

DATE: March 30, 2007

PLEASE DELIVER TO: Andrea Bostwick
Johnson, Depp & Quisenberry
phone: 529.4534
FAX: 217.529.8278

NUMBER OF PAGES: 3 (*includes* cover sheet)

Hi Andrea,

Here is the AD-1006 form for the IL13/127 final alignment. I will put two copies in the mail to you. One is for inclusion in the EA. The other is for your files.

Questions? Please call me.

A handwritten signature in cursive script, appearing to read "Terry".

United States Department of Agriculture



Natural Resources Conservation Service
2118 W. Park Court
Champaign, IL 61821
Phone: 217-353-6600

www.il.nrcs.usda.gov

February 15, 2007

Steve Chard, Acting Bureau Chief
Attn: Teresa Savko
IDA, Bureau of Land & Water Resources
State Fairgrounds, P.O. Box 1981
Springfield, Illinois 62794-9281

Re: IL 13/127 Murphysboro to Pinckneyville
Job No. P-99-100-00
Jackson and Perry Counties, Illinois



Dear Mr. Chard:

Enclosed is Form AD-1006 for the above project. If you have questions, please call me.

Sincerely,

A handwritten signature in cursive script that reads "James B. Johnson - For".

Robert L. McLeese
State Soil Scientist

Enclosures

cc: Greg Michaud, Manager, Environmental Services, Springfield, IL

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date of Land Evaluation Request 2/9/2007			
Name of Project	Illinois 13/127 (FAP 42) Murphysboro to Pinckneyville	Federal Agency Involved		FHWA	
Proposed Land Use	Highway	County And State		Jackson & Perry, IL	
PART II (To be completed by NRCS)		Date Request Received by NRCS 2/12/2007			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes ☒	No ☐	Acres Irrigated ---	Average Farm Size 372
Major Crop(s) Corn, Soybeans, Wheat, Hay	Farmable Land in Govt. Jurisdiction Acres: 29,633,500 % 97	Amount of Farmland As Defined in FPPA Acres: 27,695,900 % 91			
Name Of Land Evaluation System Used Illinois	Name of Local Site Assessment System Statewide	Date Land Evaluation Returned by NRCS 2/15/2007			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Section 1W (Interchange)	Section 2B (Interchange)	Section 5B (Interchange)	Modified West Bypass
A. Total Acres To Be Converted Directly		95.80	121.06	67.55	240.82
B. Total Acres To Be Converted Indirectly		0.00	0.00	0.00	0.00
C. Total Acres In Site		95.80	121.06	67.55	240.82
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		23.40	104.52	39.35	139.28
B. Total Acres Statewide And Local Important Farmland		58.16	16.54	27.78	39.08
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.00034	0.00043	0.00024	0.00086
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		86.0	73.3	73.3	86
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 150 Points)*		91.5	111.0	111.0	94.5
PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use					
2. Perimeter in Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Farm Support Services					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS*		150			
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		150	92	111	95
Total Site Assessment (From Part VI above or a local site assessment)		150	84	120	120
TOTAL POINTS (Total of above 2 lines)		300	176	231	215
Site Selected:	Date of Selection:	Was A Local Site Assessment Used? Yes ☒ No ☐ Statewide Corridor			
Reason For Selection:					

* When utilizing the State Site Assessment Corridor Factors, 150 points are assigned to the Land Evaluation Portion and 150 points are assigned to the Site Assessment Portion, for a maximum score of 300 points.

**Illinois Route 13/127 (FAP 42)
Murphysboro to Pinckneyville
Jackson and Perry Counties, Illinois
Federal Highway Administration Funds**

PART VI-B Illinois Site Assessment CORRIDOR Factors	Maximum Points	1W	2B	5B	West Bypass
1. Amount of Agricultural Land Required	30	19	30	30	30
2. Location of the Proposed Alignment	30	15	30	15	20
3. Acres of Off-site Agricultural Land Required for Borrow Materials	15	15	15	15	15
4. Acres of Prime and Important Farmland Required for Mitigation	15	15	15	15	15
5. Creation of Severed Farm Parcels	10	0	10	0	10
6. Creation of Uneconomical Remnants	10	0	0	0	0
7. Creation of Landlocked Parcels	10	0	0	0	0
8. Creation of Adverse Travel	10	0	10	10	10
9. Relocations of Rural Residences and Farm Buildings	10	10	0	0	10
10. Utilization of Minimum Design Standards	10	10	10	10	10
TOTAL SITE ASSESSMENT CORRIDOR POINTS	150	84	120	95	120

PART VII

Relative Value of Farmland	150	92	111	111	95
Total Site Assessment CORRIDOR Factors	150	84	120	95	120
TOTAL ILLINOIS LESA POINTS	300	176	231	206	215



2118 W. Park Court
Champaign, IL 61821
Phone: 217/353-6641

Fax: 217/353-6678

Website: www.il.nrcs.usda.gov

March 5, 2003

Attn: Teresa Savko
IDOA, Bureau of Land & Water Resources
State Fairgrounds, P.O. Box 1981
Springfield, Illinois 62794-9281

Re: FAP 42 Illinois 13/127
Murphysboro to Pinckneyville
Jackson and Perry Counties, Illinois

Dear Ms. Savko:

Enclosed is Form AD-1006 for the above project. If you have questions, please call me.

Sincerely,



Robert L. McLeese
State Soil Scientist

Enclosures

cc: Greg Michaud, ESM, Springfield, IL.

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date of Land Evaluation Request 2/20/2003			
Name of Project	Illinois 13/127 (FAP 42) Murphysboro to Pinckneyville	Federal Agency Involved		FHWA	
Proposed Land Use	Highway	County And State		Jackson & Perry, IL	
PART II (To be completed by NRCS)		Date Request Received by NRCS 2/28/2003			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes ☒	No ☐	Acres Irrigated	Average Farm Size
				---	372
Major Crop(s)	Farmable Land in Govt. Jurisdiction	Amount of Farmland As Defined in FPPA			
Corn, Soybeans, Wheat, Hay	Acres: 29,633,500 % 97	Acres: 27,695,900 % 91			
Name Of Land Evaluation System Used	Name of Local Site Assessment System	Date Land Evaluation Returned by NRCS			
Illinois	Statewide	3/5/2003			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Section 1E	Section 1W	Section 2A	Section 2B
A. Total Acres To Be Converted Directly		71.79	67.05	0.00	79.68
B. Total Acres To Be Converted Indirectly		0.00	0.00	0.00	0.00
C. Total Acres In Site		71.79	67.05	0.00	79.68
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		31.17	29.16	0.00	66.32
B. Total Acres Statewide And Local Important Farmland		35.60	31.07	0.00	13.36
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.00025	0.00024	0.00000	0.00028
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		86.0	86.0	0.0	86.0
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 150 Points)*		107.0	96.0	0.0	110.0
PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use		15	15	6	9
2. Perimeter in Nonurban Use		10	10	4	6
3. Percent Of Site Being Farmed		20	20	4	20
4. Protection Provided By State And Local Government		20	20	20	20
5. Distance From Urban Builtup Area		N/A	N/A	N/A	N/A
6. Distance To Urban Support Services		N/A	N/A	N/A	N/A
7. Size Of Present Farm Unit Compared To Average		0	0	0	0
8. Creation Of Farm Support Services		0	0	0	1
9. Availability Of Farm Support Services		0	0	0	0
10. On-Farm Investments		4	4	0	0
11. Effects Of Conversion On Farm Support Services		0	0	0	0
12. Compatibility With Existing Agricultural Use		0	0	0	2
TOTAL SITE ASSESSMENT POINTS*		150	69	34	58
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		150	107.0	96.0	0.0
Total Site Assessment (From Part VI above or a local site assessment)		150	69	34	58
TOTAL POINTS (Total of above 2 lines)		300	176.0	165.0	168.0
Site Selected:	Date of Selection:	Was A Local Site Assessment Used? Yes ☐ No ☒ Statewide Corridor			

Reason For Selection:

* When utilizing the State Site Assessment Corridor Factors, 150 points are assigned to the Land Evaluation Portion and 150 points are assigned to the Site Assessment Portion, for a maximum score of 300 points.

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date of Land Evaluation Request 2/20/2003			
Name of Project	Illinois 13/127 (FAP 42) Murphysboro to Pinckneyville	Federal Agency Involved		FHWA	
Proposed Land Use	Highway	County And State		Jackson & Perry, IL	
PART II (To be completed by NRCS)		Date Request Received by NRCS 2/28/2003			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes ☒	No ☐	Acres Irrigated	Average Farm Size
				---	372
Major Crop(s)	Farmable Land in Govt. Jurisdiction	Amount of Farmland As Defined in FPPA			
Corn, Soybeans, Wheat, Hay	Acres: 29,633,500 % 97	Acres: 27,695,900 % 91			
Name Of Land Evaluation System Used	Name of Local Site Assessment System	Date Land Evaluation Returned by NRCS			
Illinois	Statewide	3/5/2003			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Section 3E	Section 3W	Section 4A	Section 4B
A. Total Acres To Be Converted Directly		27.4	26.18	64.92	43.08
B. Total Acres To Be Converted Indirectly		0.00	0.00	0.00	0.00
C. Total Acres In Site		27.4	26.18	64.92	43.08
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		15.49	21.38	36.86	30.65
B. Total Acres Statewide And Local Important Farmland		11.91	2.08	28.06	12.43
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.00009	0.00009	0.00023	0.00015
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		86.0	86.0	86.0	73.3
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 150 Points)*		101.0	101.0	110.0	111.0
PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use		15	15	12	12
2. Perimeter in Nonurban Use		10	10	8	8
3. Percent Of Site Being Farmed		20	20	16	16
4. Protection Provided By State And Local Government		20	20	20	20
5. Distance From Urban Builtup Area		N/A	N/A	N/A	N/A
6. Distance To Urban Support Services		N/A	N/A	N/A	N/A
7. Size Of Present Farm Unit Compared To Average		0	0	0	0
8. Creation Of Farm Support Services		0	0	1	0
9. Availability Of Farm Support Services		0	0	0	0
10. On-Farm Investments		4	3	1	1
11. Effects Of Conversion On Farm Support Services		0	0	0	0
12. Compatibility With Existing Agricultural Use		0	0	1	0
TOTAL SITE ASSESSMENT POINTS*		150	69	68	57
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		150	101.0	101.0	110.0
Total Site Assessment (From Part VI above or a local site assessment)		150	69	68	57
TOTAL POINTS (Total of above 2 lines)		300	170.0	169.0	168.0
Site Selected:	Date of Selection:	Was A Local Site Assessment Used? Yes ☐ No ☒ Statewide Corridor			

Reason For Selection:

* When utilizing the State Site Assessment Corridor Factors, 150 points are assigned to the Land Evaluation Portion and 150 points are assigned to the Site Assessment Portion, for a maximum score of 300 points.

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date of Land Evaluation Request 2/20/2003			
Name of Project	Illinois 13/127 (FAP 42) Murphysboro to Pinckneyville	Federal Agency Involved		FHWA	
Proposed Land Use	Highway	County And State		Jackson & Perry, IL	
PART II (To be completed by NRCS)		Date Request Received by NRCS 2/28/2003			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes ☒	No ☐	Acres Irrigated	Average Farm Size
				---	372
Major Crop(s)	Farmable Land in Govt. Jurisdiction	Amount of Farmland As Defined in FPPA			
Corn, Soybeans, Wheat, Hay	Acres: 29,633,500 % 97	Acres: 27,695,900 % 91			
Name Of Land Evaluation System Used	Name of Local Site Assessment System	Date Land Evaluation Returned by NRCS			
Illinois	Statewide	3/5/2003			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Section 5A	Section 5B	Section 6E	Section 6W
A. Total Acres To Be Converted Directly		37.28	22.28	17.48	19.29
B. Total Acres To Be Converted Indirectly		0.00	0.00	0.00	0.00
C. Total Acres In Site		37.28	22.28	17.48	19.29
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		29.49	18.85	2.78	3.72
B. Total Acres Statewide And Local Important Farmland		7.79	3.43	8.81	8.60
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.00013	0.00008	0.00006	0.00006
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		50.5	50.5	88.6	88.6
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 150 Points)*		113.0	114.0	75.0	71.0
PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use		15	15	12	12
2. Perimeter in Nonurban Use		10	10	8	8
3. Percent Of Site Being Farmed		20	20	9	9
4. Protection Provided By State And Local Government		20	20	20	20
5. Distance From Urban Builtup Area		N/A	N/A	N/A	N/A
6. Distance To Urban Support Services		N/A	N/A	N/A	N/A
7. Size Of Present Farm Unit Compared To Average		0	0	0	0
8. Creation Of Farm Support Services		1	0	0	0
9. Availability Of Farm Support Services		0	0	0	0
10. On-Farm Investments		0	0	0	0
11. Effects Of Conversion On Farm Support Services		0	0	0	0
12. Compatibility With Existing Agricultural Use		3	0	0	0
TOTAL SITE ASSESSMENT POINTS*		150	69	65	49
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		150	113.0	114.0	75.0
Total Site Assessment (From Part VI above or a local site assessment)		150	69	65	49
TOTAL POINTS (Total of above 2 lines)		300	182.0	179.0	124.0
Site Selected:		Date of Selection:		Was A Local Site Assessment Used? Yes ☐ No ☒ Statewide Corridor	

Reason For Selection:

* When utilizing the State Site Assessment Corridor Factors, 150 points are assigned to the Land Evaluation Portion and 150 points are assigned to the Site Assessment Portion, for a maximum score of 300 points.

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date of Land Evaluation Request 2/20/2003			
Name of Project	Illinois 13/127 (FAP 42) Murphysboro to Pinckneyville	Federal Agency Involved		FHWA	
Proposed Land Use	Highway	County And State		Jackson & Perry, IL	
PART II (To be completed by NRCS)		Date Request Received by NRCS 2/28/2003			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes ☐	No ☐	Acres Irrigated	Average Farm Size
Major Crop(s) Corn, Soybeans, Wheat, Hay	Farmable Land in Govt. Jurisdiction Acres: 29,633,500 % 97	Amount of Farmland As Defined in FPPA Acres: 27,695,900 % 91			
Name Of Land Evaluation System Used Illinois	Name of Local Site Assessment System Statewide	Date Land Evaluation Returned by NRCS 3/5/2003			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Far East Bypass	Near East Bypass	Louist/Walnut Couple	5-Lane Main
A. Total Acres To Be Converted Directly		260.20	138.48	61.47	61.47
B. Total Acres To Be Converted Indirectly		0.00	0.00	0.00	0.00
C. Total Acres In Site		260.20	138.48	61.47	61.47
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		154.65	104.05	29.92	29.92
B. Total Acres Statewide And Local Important Farmland		54.67	19.40	21.81	23.28
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.00093	0.00050	0.00022	0.00022
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		86.0	86.0	86.0	86.0
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 150 Points)*		90.0	102.0	104.0	105.0
PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use		15	10	1	1
2. Perimeter in Nonurban Use		10	7	1	1
3. Percent Of Site Being Farmed		20	9	0	0
4. Protection Provided By State And Local Government		20	20	20	20
5. Distance From Urban Builtup Area		N/A	N/A	N/A	N/A
6. Distance To Urban Support Services		N/A	N/A	N/A	N/A
7. Size Of Present Farm Unit Compared To Average		0	0	0	0
8. Creation Of Farm Support Services		3	2	1	1
9. Availability Of Farm Support Services		0	0	0	0
10. On-Farm Investments		0	9	9	9
11. Effects Of Conversion On Farm Support Services		0	0	0	0
12. Compatibility With Existing Agricultural Use		10	8	1	1
TOTAL SITE ASSESSMENT POINTS*		150	78	65	33
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		150	90.0	102.0	104.0
Total Site Assessment (From Part VI above or a local site assessment)		150	78	65	33
TOTAL POINTS (Total of above 2 lines)		300	168.0	167.0	137.0
Site Selected:		Date of Selection:		Was A Local Site Assessment Used? Yes ☐ No ☒ Statewide Corridor	

Reason For Selection:

* When utilizing the State Site Assessment Corridor Factors, 150 points are assigned to the Land Evaluation Portion and 150 points are assigned to the Site Assessment Portion, for a maximum score of 300 points.

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date of Land Evaluation Request 2/20/2003			
Name of Project	Illinois 13/127 (FAP 42) Murphysboro to Pinckneyville	Federal Agency Involved		FHWA	
Proposed Land Use	Highway	County And State		Jackson & Perry, IL	
PART II (To be completed by NRCS)		Date Request Received by NRCS 2/28/2003			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes ☒	No ☐	Acres Irrigated	Average Farm Size
				---	372
Major Crop(s)	Farmable Land in Govt. Jurisdiction	Amount of Farmland As Defined in FPPA			
Corn, Soybeans, Wheat, Hay	Acres: 29,633,500 % 97	Acres: 27,695,900 % 91			
Name Of Land Evaluation System Used	Name of Local Site Assessment System	Date Land Evaluation Returned by NRCS			
Illinois	Statewide	3/5/2003			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		West Bypass			
A. Total Acres To Be Converted Directly		138.47			
B. Total Acres To Be Converted Indirectly		0.00			
C. Total Acres In Site		138.47			
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		72.70			
B. Total Acres Statewide And Local Important Farmland		50.28			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.00049			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		86.0			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 150 Points)*		98.0			
PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use		8			
2. Perimeter in Nonurban Use		6			
3. Percent Of Site Being Farmed		11			
4. Protection Provided By State And Local Government		20			
5. Distance From Urban Builtup Area		N/A			
6. Distance To Urban Support Services		N/A			
7. Size Of Present Farm Unit Compared To Average		0			
8. Creation Of Farm Support Services		2			
9. Availability Of Farm Support Services		0			
10. On-Farm Investments		15			
11. Effects Of Conversion On Farm Support Services		0			
12. Compatibility With Existing Agricultural Use		6			
TOTAL SITE ASSESSMENT POINTS*		150	68		
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		150	98.0		
Total Site Assessment (From Part VI above or a local site assessment)		150	68		
TOTAL POINTS (Total of above 2 lines)		300	166.0		
Site Selected:		Date of Selection:		Was A Local Site Assessment Used? Yes ☐ No ☒ Statewide Corridor	

Reason For Selection:

* When utilizing the State Site Assessment Corridor Factors, 150 points are assigned to the Land Evaluation Portion and 150 points are assigned to the Site Assessment Portion, for a maximum score of 300 points.

Appendix D

Illinois Route 13/127 Regional Opinion Survey Contact List September, 2002

Agriculture

Jackson County Farm Bureau – Bob Hall
Jackson County U of I Extension – David Bobell
Perry County Farm Bureau – Ryan Ford
Perry County U of I Extension – Larry Paszkiewicz
USDA / NRCS – Randy Dietz
USDA / NRCS – Robert Spencer District Conservationist

Business

Bost Transportation – Gene Bost
Carbondale Chamber of Commerce – Sara Berkbighler
Cox Trucking – Lin Cox
Downstate Transportation – David Wallace, Manager
GS Metals – Dale Dressler
Illinois Fish Farmers Coop – Steve Killian
Jackson County Ambulance Service
Jackson County Mass Transit District – Dava Shorb, Managing Director
Levieta Fred Trucking
Murphysboro Chamber of Commerce – Jacqueline Trammell, Executive Director
Pinckneyville Ambulance Service – Georgia Zacher, Board of Directors
Pinckneyville Chamber of Commerce – Kent Epplin, President
Pinckneyville-DuQuoin Airport – Jeff Gilters
REDCO, Inc. – Thomas Wimberly, Executive Director
Southern IL Regional Landfill – Will Flower or Gary Pearson
Thomson Multimedia – Gary Vaughan

City Government

Anna City Administrator & Economic/Industrial Development Contact – Steven Guined
Carbondale Mayor – Neil Dillard
Jonesboro Mayor – Randy Tucker
Murphysboro Mayor – Ron Williams
Pinckneyville Mayor – Harlan Yeager
Pinckneyville Economic Development Director – Tom Denton
Vergennes Mayor – Donald Wisely

Education

John A. Logan Community College – Robert L. Mees, Preseident
Perry County Regional Superintendent of Schools – Don Brewer
Rend Lake College – Mark Kern, President
Shawnee Community College – Terry Ludwig, President

Southern Illinois University – Dorothy McComb, Executive Director, Special Event
Southern Illinois University – Dr. Raymond Lenzi, Associate Chancellor for Economic
Development

Jackson County Government

County Board Chairman – Gary Hartlieb
County Health Administrator – Miriam Link-Mullison

Perry County Government

County Board Chairman – Danny Wildermuth
County Health Administrator – Bonita Griffin

Planning Commissions

Greater Egypt Regional Planning & Development Commission – Ike Kirkikis, Executive
Director
Southeastern Illinois Regional Planning & Development Commission – Kim Watson,
Executive Director
Southern Five Regional Planning and Development Commission – Lisa Thurston,
Executive Director
Southwestern Illinois Metropolitan and Regional Planning Commission – Tom Wobbe,
Director

Recreation

Crab Orchard Wildlife Refuge – Joyce Collins
DuQuoin State Fairgrounds – Sammye Fark
Giant City State Park – Bob Martin
Johnson Creek Recreational Area- Karen Tinkle, Ranger
Kincaid Lake State Rec. Area and Lake Murphysboro State Park – Bob Catt
Pyramid State Park – Dave Phillips or Cha Hill
Shawnee Forest M'boro Station – Jonesboro/Murphysboro Ranger District

Special Interest Groups

League of Illinois Bicyclists – Ed Barsotti, Executive Director

Tourism

Carbondale Convention & Tourism Bureau – Debbie Moore

City of Anna

Dave Tellor
City Commissioner

Alan Roberts
City Commissioner

Glenn Rosson
City Commissioner

Lawrence Boyer
City Commissioner

123 West Davie Street
Anna, Illinois 62906
618-833-8528
FAX: 618-833-3933

Steve Hartline
Mayor

Steve Guined
City Administrator

Wes Wilkins
City Attorney



September 4, 2002

Illinois Department of Transportation
Karl Bartelsmeyer
State Transportation Building
P.O. Box 100
Carbondale, IL 62903

RE: Rt. 13/127 Highway Project

The City of Anna would like to offer its support for the Rt. 13/127 Highway Project.

We acknowledge that it would have limited affect on the City of Anna. However, we feel that this project would offer a tremendous boost to the Southern Illinois region.

We appreciate the opportunity to comment on this proposed development.

Sincerely,

Steve Guined
City Administrator

CITY HALL
202 North 11th Street
684-2121



General John A. Logan
Memorial Day Founder

PUBLIC WORKS COMPLEX
316 North 12th Street
684-2961



Birthplace of General John A. Logan

CITY OF MURPHYSBORO, ILLINOIS

DAUM BUILDING
1101 Walnut Street
MURPHYSBORO, ILLINOIS 62966
684-4961

RON WILLIAMS, Mayor
FRANK RILEY, City Clerk
JOYCE COTTONARO, City Treasurer
PATRICK M. McCANN, City Attorney
DR. H. GENE BIBY, City Administrator

September 12, 2002



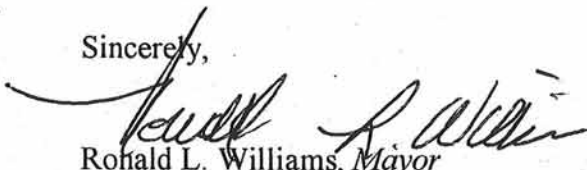
Karl Bartelsmeyer
P.O. Box 100
Carbondale, Illinois
62903-0100

Dear Mr. Bartelsmeyer,

The City Administration of Murphysboro, Illinois supports the expansion and improvement to Illinois Routes 13 & 127 north of Murphysboro to Pinckneyville, Illinois. The Administration of Murphysboro also supports further expansion of Illinois Route 127 to Interstate 64 north of Nashville, Illinois.

The ease of access to Interstate 64 is vital to growth and future prosperity in our region. Transportation is one of the key elements as industries determine a location for new or expanded operations. Many of our residents use Illinois Routes 13 & 127 as they travel to St. Louis and Metro East for services and entertainment,

Sincerely,


Ronald L. Williams, Mayor
City of Murphysboro

ALDERMEN:

WARD ONE
BILL DAUM

WARD TWO
AUSTIN RIGGIO

WARD THREE
MARK COSTA

WARD FOUR
TIM BOWERS

WARD FIVE
THERESA BLANKENSHIP

City of Nashville

190 N. EAST COURT STREET, CITY HALL, NASHVILLE, ILLINOIS 62263

TELEPHONE: AREA CODE 618-327-3058

MAYOR RAYMOND KOLWEIER



30 August 2002

Re: 4-127 Highway Project (FAP 42)

Karl Bartelsmeyer, District Engineer
Illinois Dept. of Transportation
Division of Highways/District 9
P.O. Box 100
Carbondale, IL 62903-0100

Dear Karl,

Recognizing Nashville's location on Illinois Route 127, with direct access to I-64, and the continuing growth and development of industrial and commercial enterprises in our community, we are pleased to lend our support to the "4-127" project to expand Route 127 to 4-lanes from Murphysboro to the north side of Pinckneyville. Completion of this important transportation link is definitely needed as a major, first step to link Southern Illinois to the St. Louis Metropolitan Area. Obviously, the residents of Nashville and Washington County are keenly interested in having Route 127 as a 4-lane highway that will extend our badly needed transportation corridor all the way from I-64 to Murphysboro, from which an excellent 4-lane highway now exists eastward to Carbondale and Harrisburg.

Simply stated, it is my view that our economic future is largely dependent upon a good and safe highway network that will provide unobstructed traffic flow between and through areas that are prime for economic development that will benefit both our local citizens and the State of Illinois as a whole. As you know, the Route 127 corridor is the "Black Diamond Trail". Ultimately, diversification of our energy reserves will include coal from Southern Illinois. And, ultimately, it will be economically attractive to best use a significant amount of our coal reserves as close to the source as possible. In order for our short-term and long-term economic development strategies to become a reality, the "4-127" project cannot happen soon enough.

On behalf of the citizens of Nashville, we express our support for this important project. Please do not hesitate to call upon me if I and the City Council can lend further support to make this project a reality.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Raymond Kolweier".

Mayor Raymond Kolweier

cc: Honorable Dave Luechtefeld
Honorable Dan Reitz
City Council

CLERK

LLOYD DINKELMAN
TREASURER
ROSE ANN HUNTER

COUNCIL MEMBERS

KURT ELSESSER
TERRY KOZUSZEK
JOYCE E. SHERIDAN

HARRY REINHARDT
LINDA SCHULTZ
CHARLES PARKER



Carbondale Business Development
C O R P O R A T I O N

September 4, 2002

Mr. Karl Bartelsmeyer
District 9 Engineer
Division of Highways
Illinois Department of Transportation
P. O. Box 100
Carbondale, IL 62903-0100

Re: Letter of Support 4-127 Initiative

Dear Mr. Bartelsmeyer:

I am writing on behalf of the Board of Directors of Carbondale Business Development Corporation (CBDC) this letter of support for the 4-127 highway project. This is an issue of critical importance to each of us.

Expanding Route 13/127 to a four-lane highway provides us with the best access to St. Louis for the future and provides the all-important transportation corridor to move our goods and services to the metro area and beyond. This is a critical link to allow economic growth for much of southern Illinois.

If I can assist you in any way, please feel free to contact me at 529-4978 or e-mail me at jlinehan@carbondale-cbdc.org.

Sincerely,

JOHN A. LINEHAN
Executive Director

cc:

Mike Bost
David Luechtefeld
Jerry Costello



Carbondale Business Development
C O R P O R A T I O N



September 24, 2002

Mr. Karl Bartelsmeyer
District Engineer
Illinois Department of Transportation
P. O. Box 100
Carbondale, IL 62903-0100

Re: Resolution Supporting the Expansion of Illinois Route 13/127 (FAP Route 42)

Dear Mr. Bartelsmeyer:

I am writing on behalf of Carbondale Business Development Corporation to notify you the Board of Directors of CBDC unanimously approved a resolution in support of the expansion of Illinois Route 13/127 (FAP Route 42) from two lanes to four lanes from Murphysboro to north of Pinckneyville. The Board is keenly aware of the regional significance of this expansion for all of southern Illinois. We encourage IDOT to give this project priority consideration and approval.

CBDC also supports the further upgrade of Route 127 from north of Pinckneyville to Interstate 64. This would provide the transportation system necessary to allow the southern Illinois region to efficiently access the St. Louis metropolitan area. An improved four-lane highway is sorely needed if we are to experience regional growth and development in southern Illinois.

Sincerely,

WILLIAM L. OLIVER
President

Cc:
Mike Bost
David Luechtefeld
Jerry Costello

714 East Walnut Street
Eastgate Shopping Center
Carbondale, Illinois
62901



Phone 618-549-2146
Fax 618-529-5063
E-mail ccc@midwest.net
<http://www.midwest.net/ccc>



August 28, 2002

Mr. Karl Bartelsmeyer
IDOT
Div. of Highways/Dist. 9
PO Box 100
Carbondale, IL 62903-0100

Dear Mr. Bartelsmeyer:

On behalf of the Carbondale Chamber of Commerce, I would like to express to you our support of expanding Rt. 127 to a four-lane road between Murphysboro and I-64.

The subject of a four-lane road linking Carbondale, IL and I-64 has been discussed for over 35 years. This expansion is vital to the future economic development for the west central portion of southern Illinois. Access to this area of the state from I-64 is difficult and makes it very difficult for us to attract the industry we need to sustain our economy. Furthermore, it is important to the future growth of Southern Illinois University, directly linking the university to markets in St. Louis area, Springfield, and other west central Illinois communities.

We understand that there are many projects around the state that are require funding. However, this project has been discussed since 1965 and deserves to be a priority for the southern part of Illinois. It is imperative to our potential growth as a municipality and region.

For these reasons, we hope that the state and federal governments will make the expansion of Rt. 127 to a four-lane highway a priority.

Sincerely,

P. Michael Kimmel
President

Cc: Rep. Mike Bost
Sen. David Luechtefeld
Congressman Jerry Costello



"The Mission of the Carbondale Chamber of Commerce is to advance the interests of business and make Carbondale a great place to live, work, visit, play, and invest."



Carbondale

CONVENTION & TOURISM BUREAU

...Serving Jackson & Perry Counties



University Mall • 1185 E. Main Street, Suite 1046
Carbondale, Illinois 62901-3128

September 16, 2002

Mr. Karl L. Bartelsmeyer
District Engineer
Illinois Department of Transportation
Division of Highways/District 9
PO Box 100
Carbondale, IL 62903-0100

Dear Mr. Bartelsmeyer:

Please accept this correspondence as confirmation of our positive support of the four-lane upgrade to Illinois Route 13/127 between Murphysboro and Pinckneyville. We believe that this upgrade would have great impact on the numbers of travelers visiting our region from the St. Louis area.

Over the past ten years, the Carbondale Convention and Tourism Bureau has conducted a series of zip code cluster analysis projects. Our results have reflected that from fourteen percent to twenty-two percent of our visitors come from the St. Louis region. We continue to believe that the St. Louis market has considerable growth potential for our region. Improving the travelers' 100-mile trip, by enhancing Illinois Route 127, will only enhance our abilities to lure increased numbers of visitors.

Thank you for this opportunity to express our support of this project. If you have questions, or desire additional information, please don't hesitate to contact our Executive Director, Debbie Moore.

Sincerely,

Wanda Vahle, President
Carbondale Convention and Tourism Bureau
Board of Directors



September 30th, 2002

Carbondale Main Street



Mr. Karl Bartelsmeyer
District Engineer
Illinois Department of Transportation
P.O. Box 100
Carbondale, IL 62903-0100

Re: Resolution supporting the Expansion of Illinois route 13/127 (FAP route 42)

Dear Mr. Bartelsmeyer:

I am writing on behalf of Carbondale Main Street Inc. to notify you the Board of Directors of CMS, unanimously support the expansion of Illinois Route 13/127 (FAP Route 42) from two lanes to four lanes from Murphysboro to north of Pinckneyville. The Board realizes the significance of this expansion for Carbondale and all of southern Illinois. We encourage IDOT to give this project priority consideration and approval.

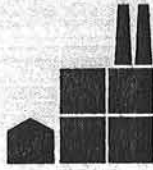
CMS also supports the further upgrade of Route 127 from north of Pinckneyville to Interstate 64. this would provide the transportation system necessary to allow the southern Illinois region to efficiently access the St. Louis metropolitan area. An improved four – lane highway is a key component in southern Illinois's regional growth and development.

Sincerely,

STEVEN PAYNE
President

Cc:
Mike Bost
David Luechtefeld
Jerry Costello

FILE



**Jackson County Business
Development Corporation**



August 20, 2002

Mr. Karl Bartelsmeyer, P.E.
District Engineer
Illinois Department of Transportation
State Transportation Building
P.O. Box 100
Carbondale, IL 62901

Dear Mr. Bartelsmeyer:

The Jackson County Business Development Corporation fully supports the concept of expanding Route 13/127 to a four-lane highway between Murphysboro and Interstate 64. We feel that the planned expansion is vitally important to Jackson County if we are to realize the tremendous growth potential that exists in our immediate area. Jackson County, and the surrounding areas, possess all the necessary qualities for economic development with the notable exception of swift and safe access to the metro-east market and beyond. We view this planned project as an opportunity for the area to fully capitalize on the many advantages available to us.

We feel that the successful completion of the planned expansion will result in the creation of many new job opportunities, which will ultimately lead to an increased property tax base which translates into increased revenue sources for all units of government.

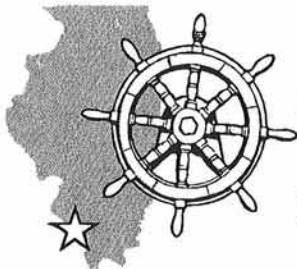
The Jackson County Business Development Corporation welcomes the opportunity to work with IDOT in promoting and ultimately bringing to a successful conclusion the Route 13/127 project. Please call on us any time for assistance.

Sincerely

Lee Roy Brandon

Executive Director

Jackson County Business Development Corporation



Jackson • Union Counties Regional Port District

Post Office Box 244 • Murphysboro, Illinois 62966
Tel (618) 687-4777 • Fax (618) 687-2284



August 26, 2002

**Karl Bartelsmeyer, IDOT
Division of Highways/District 9
P.O. Box 100
Carbondale, Illinois 62903-0100**

Dear Mr. Bartelsmeyer:

On behalf of the Board of Commissioners of the Jackson/Union Counties Regional Port District, this is to express our strong support for the 42 mile four-lane expansion of Route 13/127 from Murphysboro to its' intersection with Interstate 64 at Nashville.

It is our opinion that this proposed transportation corridor would allow Southern Illinois an opportunity to take a major step toward achieving our goal of reaching the economic development potential already realized by the majority of the State of Illinois.

We consider this project to be extremely important to the future growth and success of our region.

Sincerely,



**James L. Seed
General Manager**

**CC: Ken Chilman
John Linehan**

September 3, 2002

Mr. Karl Bartelsmeyer, IDOT
Division of Highways/District 9
P.O. Box 100
Carbondale, IL 62903-0100



Dear Mr. Bartelsmeyer,

This is a letter of support for the proposed upgrading of Illinois Route 13/127 from two to four lanes between Murphysboro and Pinckneyville, Illinois.

I am presently serving as Chairman of the Jackson Union Counties Port District. We are an economic development group initiated by development of the shipping port on the Mississippi River several years ago. Since then we have worked on several projects and are presently working to get an ethanol plant built in the Carbondale area. So we are very aware of the importance of an improved transportation system.

We believe that the upgrading of Illinois Route 13/127 would greatly benefit both the development and later utilization of the proposed ethanol plant and similar projects. In addition, it would provide easier travel to the St. Louis area by other southern Illinois businesses and population.

Sincerely,
Kenneth C. Chelman
Chairman, Port District



MURPHYSBORO CHAMBER OF COMMERCE

May 6, 2003

The Honorable James Nihofe
United States Senate
453 Russell Senate Office Building
Washington, D.C. 20510



My Dear Senator Nihofe:

The Murphysboro Chamber of Commerce passed a resolution on Tuesday, April 15, 2003 in support of the 4-127 project being conducted by the Illinois Department of Transportation (IDOT). The Chamber recognizes the commercial impact this project could bring to the Southern Illinois area, especially to our city.

Representatives from our chamber have met with IDOT representatives and feel that the \$80 million cost estimate for the Murphysboro/Pinckneyville phase appears to be within the projected parameters. The Murphysboro Chamber acknowledges the potential boost to the economies of area cities and to Murphysboro this project will bring.

While we realize that this phase of the project has only been proposed for I-127 up to the Pinckneyville junction, it is also our hope that future funding will be available to complete the link from Pinckneyville all the way through Nashville to the I-64 junction.

Respectfully,

Curtis H. Kohring
President

CC: Senator Peter Fitzgerald
ATTN: Ms. Maggie Hickey
230 S. Dearborn, Suite 3900
Chicago, IL 60604

Mr. Tom Zerrusen
District 9 IDOT Engineer
PO Box 100
Carbondale, IL 62903

Carbondale Bus. Dev. Corp.
John Linehan
131 S. Illinois Ave.
Carbondale, IL 6290

HOME OF GENERAL JOHN A. LOGAN & THE MURPHYSBORO APPLE FESTIVAL

203 S. 13th St., P.O. Box 606
Murphysboro, Illinois 62966
Visit us at: www.Murphysboro.com

Phone: 618-684-6421
Fax: 618-684-2010
E-Mail: executive@GlobalEyes.net



October 9, 2002

SPARTA AREA CHAMBER of COMMERCE

P.O. Box 93

Sparta, Illinois 62286
(618)443-2917 Ext. 190



Mr. Karl Bartlesmeyer
Illinois Dept. of Transportation
District 9
P. O. Box 100
Carbondale, IL 62901

Re: Project "4-127", 4-Lane Route 127

Dear Mr. Bartlesmeyer:

The Sparta Area Chamber of Commerce would like to confirm its support for the "4-127" project, which involves the widening of Route 127 to four lanes from Murphysboro to Pinckneyville. We are also in favor of expediting the continuation of the four-lane highway from Pinckneyville. For many years we have supported construction of a four-lane highway through Southern Illinois to the metro-east and St. Louis area. We feel that all counties in Southern Illinois will benefit from this improvement to our highway system.

If we can be of assistance or if you should have any questions, please feel free to contact me at the Chamber telephone number 618-443-2917 ext. 190. Thank you for your assistance in the consideration of this project.

Sincerely,

Deborah K. Thies
President

cc: U.S. Sen. Richard J. Durbin
U.S. Sen. Peter Fitzgerald
U.S. Cong. Jerry F. Costello
Ill. Sen. David Luechtefeld
Ill. Rep. Dan Reitz
Bruce Dinkheller, IDOT District 8
Don Norton, Illinois Chamber

"We'd Like Your Company"

Steeleville Chamber of Commerce

P.O. BOX 177

STEELEVILLE, ILLINOIS 62288-0177

October 31, 2002

Gov. George Ryan
207 Statehouse
Springfield, IL 62706

Governor Ryan,

The Steeleville Chamber of Commerce wishes to encourage completion of the Route 13/127 four-lane highway project from Southern Illinois to St. Louis. The chamber is in favor of the Murphysboro to Pinckneyville leg.

Our first choice from Pinckneyville is to go northwest to Red Bud using highway 154. This would give industry the incentive to locate in Steeleville and /or Randolph County. If that's not possible, then it is more likely that Steeleville people might use IL 13/127 if the highway was constructed on the west side of Pinckneyville.

The second choice from Pinckneyville is to go northwest on highway 13. Steeleville would also sooner utilize this four-lane highway when travelling to St. Louis. It would also benefit Randolph County more.

All roads lead to Steeleville, "The Biggest Little City in Southern Illinois." Thanks for all the work you do!

Yours truly,

Olin H. Edler

Olin H. Edler
Secretary, Steeleville Chamber of Commerce

"The Biggest Little City in Southern Illinois"



Egyptian Electric Cooperative Association

HEADQUARTERS
P.O. Box 38 • 1005 W. Broadway
Steeleville, Illinois 62288
Telephone: (618) 965-3434
Fax: (618) 965-3111



DISTRICT OFFICE
10169 Old Highway 13
Murphysboro, Illinois 62966
Telephone: (618) 684-2143
Fax: (618) 684-4060

September 24, 2002

Mr. Karl Bartlesmeyer
IDOT—District 9
P. O. Box 100
Carbondale, IL 62901

Dear Mr. Bartlesmeyer:

RE: 4-Lane/Route 127

As Manager/CEO of Egyptian Electric Cooperative, I wanted to let you know that we wholeheartedly support the 4-lane project on Route 127. Being an electricity provider in this area, the project will indirectly benefit our company as industries relocate along this highway or new homes be constructed. The additional traffic through this area will facilitate new businesses starting up which will be a plus for this area. As we all know, steady employment is needed in our southern Illinois counties. This corridor will provide a faster link between Rt. 64 and the Murphysboro/Carbondale area, which would be of value to northern residents migrating to Southern Illinois University in Carbondale.

Although the exact route has not been decided, please do not let that be a deterrent to the project. We are in favor of both segments of this project and would like to see funding allocated in the near future. Please continue with your efforts to make this 4-lane a reality. Thank you.

Very truly yours,

EGYPTIAN ELECTRIC COOPERATIVE

Mark A. Stallons
General Manager/CEO

br

cc US Senator Richard Durbin
US Senator Peter Fitzgerald
US Representative Jerry Costello
Senator Dave Luechtefeld
Senator Larry Woolard
Representative Dan Reitz
Representative Mike Bost



Feirich/Mager/Green/Ryan
ATTORNEYS

August 28, 2002

Mr. Karl Bartelsmeyer
IDOT
Division of Highways/District 9
P.O. Box 100
Carbondale, IL 62903-0100



Dear Mr. Bartelsmeyer:

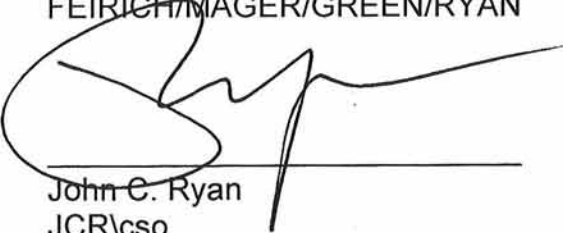
I'm writing to offer my heartfelt support of IDOT's plans for the four lane expansion of Route 13/127. The need and feasibility for this "freeway" has been studied for decades and it would appear that IDOT's plans to pursue this project in stages (Murphysboro to Pinckneyville and Pinckneyville to I-64) is the most realistic approach to solving our transportation need for access to the Metro East area.

By providing a direct link to the Metro East area from Southern Illinois, the state will greatly enhance the area's economic development opportunities and provide us all with quick, safe and efficient access to the Metro East area and Mid American Airport. This transportation corridor will be economically advantageous to both Southern Illinois and the Metro East area as well.

We wish the department well in its efforts to secure the funding for this necessary transportation link and look forward to its eventual completion.

Sincerely yours,

FEIRICH/MAGER/GREEN/RYAN



John C. Ryan
JCR\cso

cc: Representative Mike Bost
Senator David Luechtefeld
Congressman Jerry Costello

Richard A. Green/John C. Ryan/Michael F. Dahlen/Kevin L. Mechler
Pieter N. Schmidt/John S. Rendleman, III/Gary B. Nelson
Edward Renshaw/Jeffrey S. Berkgigler/Kara L. Jones
John R. Daly/Thomas R. Frenkel/R. James Giacone, II/Cheryl L. Erdman
John K. Feirich (1909 - 1998) T. Richard Mager (1934 - 2002)
2001 West Main Street/Post Office Box 1570/Carbondale, Illinois 62903
PH: 618-529-3000/FAX 618-529-3008

FILE

LAW OFFICES OF
GILBERT, KIMMEL, HUFFMAN, PROSSER & HEWSON, LTD.

JOHN W. HUFFMAN
DON E. PROSSER
P. MICHAEL KIMMEL
WEBB H. SMITH
PATRICK J. HEWSON*

102 ORCHARD DRIVE
P.O. BOX 1060
CARBONDALE, ILLINOIS 62903-1060
TELEPHONE 618/457-3547
FAX 618/457-8017
E-Mail gkhp@gkhplaw.com

OF COUNSEL
EVERETT PROSSER

PHILO GILBERT (1901-1981)
JOHN G. GILBERT (1912-1989)

*ALSO LICENSED IN MISSOURI

August 27, 2002



Mr. Karl L. Bartelsmeyer, District Engineer
IDCT
P.O. Box 100
Carbondale, IL 62903-0100

RE: Route 13/127 Expansion to Four Lanes

Dear Mr. Bartelsmeyer:

I am an attorney and lifelong resident of the city of Carbondale. In addition, I teach for Southern Illinois University in their off-campus program. Because of my employment, both as an attorney and in my teaching capacity, I am required to go to St. Louis quite often. In addition, my family has always had extensive contacts in St. Louis, both business and pleasure. Because of this, road access to St. Louis is critical. I strongly believe that under the current situation the expansion of Route 127 between Murphysboro and I-64 is the best possible solution. It would be a substantial improvement in getting to St. Louis for my business trips, as well as personal activities in the St. Louis metro area. Therefore I strongly support expansion of Route 127 to four lanes.

I would ask that this support letter be included in any information you are putting together, including the public information meetings in Murphysboro and Pinckneyville.

Very truly yours,

A handwritten signature in cursive script, appearing to read "P. Michael Kimmel".

P. Michael Kimmel

PMK/jt

9/16/02
Copied JPB, SKL, AUB, GRM

MUMS

Matsushita Universal Media Services LLC of America

5466 State Rte. 154, Pinckneyville, IL 62274

Tel (618) 357-2167 • Fax (618) 357-3640



September 6, 2002

Honorable Senator David Luechtefeld
700 N. Front Street
Okawville, IL 62271

Dear Senator Luechtefeld:

As a major employer located in Pinckneyville and a vital part of the Southern Illinois economy Matsushita Universal Media Services strongly supports the IDOT proposed project to connect Murphysboro/Pinckneyville with the Interstate Highway I-64 at Nashville. For many years the remoteness of being located in Pinckneyville, several miles away from a fully improved interstate highway, has hindered efforts to expand our manufacturing plant. With global competition for manufacturing sector jobs we can use every advantage we can get to survive.

Please support FAP Route 42 Four Lane Project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Gary W. Vaughn".

Gary W. Vaughn
Chief Operating Officer

GWV/pjc

CC: Harlan Yeager, Mayor City of Pinckneyville
Karl Bartelsmeyer, IDOT



OLD NATIONAL

509 S. University Ave.
P.O. Box 10005 • Carbondale, IL 62902-9005
Tel: (618) 457-3381 • Fax: (618) 529-1145



September 4, 2002

Mr. Karl Bartelsmeyer
IDOT
Division of Highways/District 9
P.O. Box 100
Carbondale, IL 62903-0100

Re: Route 13/127 four-lane expansion project

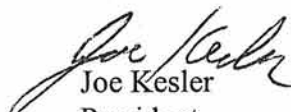
Dear Mr. Bartelsmeyer:

I am writing this letter in support of the Route 13/127 expansion project. As president of a large financial institution in Southern Illinois with several branches, I can see only positive results in the proposed expansion. The concept of a "freeway" between Southern Illinois and the Metro-East area has been studied for years. I believe a more convenient route to St. Louis would provide an important corridor for Southern Illinois' goods and services.

Thank you for the opportunity to express my support of this project.

Sincerely,

Old National Bank


Joe Kesler
President

cc: John A. Linehan
Lee Roy Brandon



**Oliver &
Associates** INC
I N S U R A N C E

1170 Cedar Court • Carbondale, Illinois 62901



August 21, 2002

Mr. Karl Bartelsmeyer
Division of Highways/District 9
P.O. Box 100
Carbondale, IL 62903-0100

Re: FAP 42 (IL 12/127)
Four Lane Project

Dear Mr. Bartelsmeyer:

This is a letter of support for proposed upgrade of Illinois Route 13/127 from two to four lanes between Murphysboro and Pinckneyville. I also support the proposed upgrade between Pinckneyville and the metro-east area as this would complete the efficient transportation route so critically needed between the St. Louis metro area and southern Illinois.

Completion of this improved, four-lane highway would create an urban complex from St. Louis to Harrisburg. It would create a positive economic benefit in both directions and serve as a catalyst for an improved quality of life in our region.

I feel that the time and effort put into the concept of a freeway between southern Illinois and Metro-East area has shown that the project is needed and universally supported. I hope the Illinois Department of Transportation and appropriate Federal authorities will give this matter priority consideration and approval.

Sincerely,

William L. Oliver

Copy: State Senator David Luechtefeld
State Representative Mike Bost



Janice Burns Payne & Associates

Certified Public Accountants



1106 West Main Street
PO Box 727
Carbondale, IL 62903-0727
618.529.9393
Fax. 618.529.9595

August 29, 2002

Mr. Karl Bartelsmeyer
IDOT
Division of Highways/District 9
P.O. Box 100
Carbondale, IL 62903-0100

RE: FAP Route 42 (IL 13/127)

Dear Mr. Bartelsmeyer:

I support the FAP Route 42 (IL 13/127) Highway Project currently under consideration.

A four-lane expansion would significantly improve the transportation system for our region. The positive economic impact from the expansion would be dramatic and enduring.

Thank you for your assistance.

Very truly yours,


Janice Burns Payne
JBP/sh



PENN ALUMINUM INTERNATIONAL, INC.

P.O. Box 490 • Murphysboro, IL 62966



618/684-2146

• Fax 618/684-6463

September 16, 2002



Mr. Karl Bartlesmeyer
IDOT
District 9
P.O. Box 100
Carbondale, IL 62901

Re: "Project 4-127"

Dear Mr. Bartlesmeyer:

As a manufacturer in Southern Illinois I would like to express my support for the widening project of Illinois Route 127.

I feel a good highway system into our area is essential to attract new manufacturers to the region and support companies that are currently in place.

Yours truly,

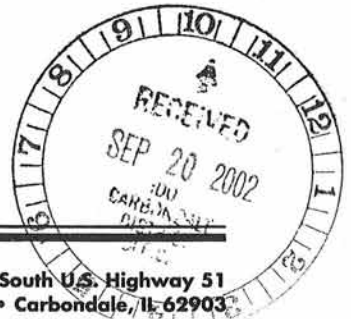
Richard D. Smith
President

RDS:cr



A member of The Marmon Group of companies

Planning & Management Consultants, Ltd.



September 19, 2002

6352 South U.S. Highway 51
P.O. Box 1316 • Carbondale, IL 62903
618.549.2832
Fax 618.529.3188
www.pmcil.com

Mr Karl L. Bartelsmeyer, District Engineer
Illinois Department of Transportation
P.O. Box 100
Carbondale, IL 62903-0100

Dear Mr. Bartelsmeyer:

Thank you for bringing the details of the proposed upgrading of Illinois Routes 13/127 from two lanes to four lanes between Murphysboro and Pinckneyville, Illinois during recent public information meetings in our local area. The presence of so many of my business colleagues and their strong support for the proposed four-lane expansion brings continuing emphasis to our pervasive regional need to prepare our high volume road network to accommodate future commercial, tourism, and residential needs. I join with them to urge you and your staff to move rapidly through the study phase and on to construction on a clear and streamlined action path.

The alternatives can be disastrous for our region and southern Illinois. My personal observation of traffic growth and congestion on Highways 13/127 reflects real concern for the economic health and safety of our citizens and visitors. The total 42-mile project from Murphysboro to I-64 needs Federal commitment now or our region will become the victim of stunted economic growth. Southern Illinois needs this expansion to accommodate the steady growth of business and the high-pitched market interest to locate high-tech and commercial enterprise where high traffic use of the proposed expanded corridor becomes a crucial key to our future success and business livelihood. Moreover, the existing two-lane road is a life line to all sorts of vehicles and equipment, ranging from tractor-trailer rigs to commercial retail trucks, passenger vehicles to slow moving farm machinery and equipment. The frequent bumper-to-bumper density invites passing accidents by those drivers unwilling to wait through these delays to make appointments or scheduled airline flights.

My Company needs rapid highway access to St. Louis and we will face relocation decisions if our transportation costs in both dollars and time continue to grow. Please fight for this much needed improvement and get our fair piece of the IDOT budget to get this important project underway and completed in time to meet our needs.

Thank you for making the right things happen for us in southern Illinois.

Sincerely,

John F. Langowski, Jr., Ph.D.
President

cc: Congressman Jerry Costello
Representative Mike Bost
Senator David Luechtefeld
John Linehan, CBDC



SOUTHERN ILLINOIS HEALTHCARE

August 27, 2002

Mr. Karl Bartelsmeyer, IDOT
Division of Highways/District 9
PO Box 100
Carbondale, Illinois 62903-0100



University Mall TEL 618.457.5200
1239 East Main Street
PO Box 3988
Carbondale, Illinois
62902-3988 www.sih.net

EXT 67031
FAX 618.549.7522
E MAIL tom.firestone@sih.net

Re: 13/127 Highway Project

Dear Mr. Bartelsmeyer:

I am writing this letter to support the proposed upgrading of Illinois 13/127 from two to four lanes beginning at Business Route 13 north of Murphysboro and ending north of Pinckneyville. This project appears to address several concerns about developing an adequate transportation corridor to promote regional growth in this region. It seems logical that this project will also improve existing roadway deficiencies and help to improve traffic safety.

Our organization is a significant provider of health care services for southern Illinois. We feel the benefits of this project will have a positive impact on our ability to promote access to health care for our residents. I understand that other areas of the state have significant need for highway projects, but encourage you to view this one somewhat unique; southern Illinois is definitely at a major disadvantage for transportation services. This project can assist the region in improving one major part of the problem.

If I can be of any further help with this project, please let me know. Thank you for your attention to this matter.

Sincerely,

Thomas J. Firestone, M.D., FACEP
President and Chief Executive Officer/SIH
Board Member, Carbondale Business Development

TJF/smr

c: Senator David Luechtefeld
Representative Mike Bost
Representative Jerry Costello
John Linehan, Executive Director/CBD
Lee Roy Brandon, Executive Director/JCBD
Phil Schaefer, VP/Business & Strategic Development/SIH



JOHN A. LOGAN COLLEGE
700 Logan College Road
Carterville, Illinois 62918



September 16, 2002

Mr. Karl Bartelsmeyer
Illinois Department of Transportation
State Transportation Building
P. O. Box 100
Carbondale, IL 62901

Dear Mr. Bartelsmeyer:

I would like to indicate my strong support for the Route 127 Road Improvement Project. This would be great for the entire southern Illinois region. It would not only provide better access to the metro St. Louis area, but it would be a tremendous asset in expanding business and industry in our region.

I personally make numerous trips to the St. Louis area and to Springfield each year and this would greatly enhance the drive and the driving time significantly.

Again, I would encourage the Illinois Department of Transportation to aggressively pursue this project.

Sincerely,

Robert L. Mees, Ph.D.
President

RLM:cal

DIRECT EXTENSION ACCESS: (618) 985-2828 or 457-7676
OPERATOR: (618) 985-3741, 549-7335, 542-8612, 937-3438, TTY 985-2752
WEB SITE: <http://www.jal.cc.il.us>

*John A. Logan College does not discriminate on the basis of race,
religion, color, national origin, disability, age, or gender.*

August 30, 2002

Mr. Karl Bartelsmeyer, P.E.
District Engineer
Illinois Department of Transportation
State Transportation Building
P.O. Box 100
Carbondale, IL 62901



Dear Mr. Bartelsmeyer:

I am in support of the Route 13/127 expansion to a four-lane highway between Murphysboro and Interstate 64 north of Nashville. Planned growth is vital to this region if we are to continue to expand business and industry in the region.

Expansion of this project will facilitate job retention and creation in the region. Improved transportation is vital to southern Illinois's growth. I would welcome any comments or questions from your office

Sincerely,

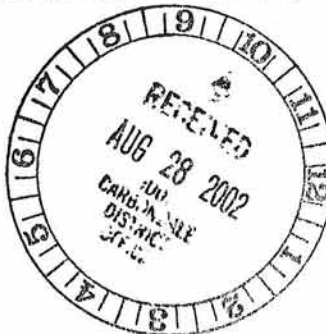
A handwritten signature in black ink, appearing to read "K. Harfst".

Kyle L. Harfst, Manager
Small Business Incubator



August 21, 2002

Mr. Karl Bartelsmeyer, P.E.
District Engineer
Illinois Department of Transportation
State Transportation Building
P.O. Box 100
Carbondale, IL 62901

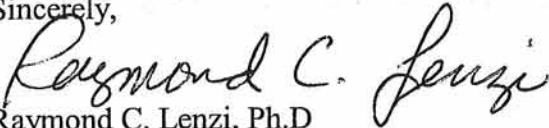


Dear Mr. Bartelsmeyer:

This is to express my support of the Route 13/127 expansion to a four-lane highway between Murphysboro and Interstate 64 north of Nashville. Planned growth is vital to this region if we are to continue to expand business and industry in the region. Additionally, the university would receive benefits to this expansion project in ease of access to the greater St. Louis area.

Expansion of this project will facilitate job retention and creation in the region. Improved transportation is vital to southern Illinois's growth. Please contact me should you or your staff have any questions.

Sincerely,


Raymond C. Lenzi, Ph.D
Associate Chancellor for Economic Development

cc: Chancellor Walter Wendler



SOUTHERN ILLINOIS UNIVERSITY
CARBONDALE



August 29, 2002

Mr. Karl Bartelsmeyer
Illinois Department of Transportation
Division of Highways/District 9
P.O. Box 100
Carbondale, Illinois 62903-0100

Dear Mr. Bartelsmeyer:

I am writing in support of the Route 13/127 highway expansion project. The concept of a "freeway" between southern Illinois and the Metro-East has been studied by IDOT since 1965. Expansion of Route 13/127 to four lanes would provide Southern Illinois University Carbondale the best access to a larger transportation corridor for future students' and visitors to reach our campus and surroundings areas. In addition, this expansion would address the need for an adequate transportation system for regional growth and development in southern Illinois.

It has been determined that a toll-road system would not be feasible and federal participation in funding for this project is an absolute necessity. The total project (Murphysboro to I-64) encompasses a distance of 42 miles. IDOT is presently studying the south half of the project which includes the area immediately north of Murphysboro to just north of Pinckneyville. The south portion is considered a priority by IDOT. The north portion would cover the area from Pinckneyville to I-64 and lies in District 8 with headquarters at Collinsville.

Congressman Costello has expressed his support for the project. I, along with many others in southern Illinois, as well as my representation for Southern Illinois University Carbondale support and encourage IDOT's serious consideration for this very important issue for our future growth and development.

Sincerely,

A handwritten signature in cursive script, appearing to read "Glenn Poshard".

Glenn Poshard
Vice Chancellor for Administration

GP:au



SOUTHERN ILLINOIS UNIVERSITY
CARBONDALE

September 3, 2002
Dictated on 8/25/02



Mr. Karl Bartelsmeyer
IDOT, Division of Highways
District 9
P.O. Box 100
Carbondale, IL 62903-0100

Dear Karl:

Just a note to join the others who have expressed strong support for the development of four lanes between Carbondale and St. Louis.

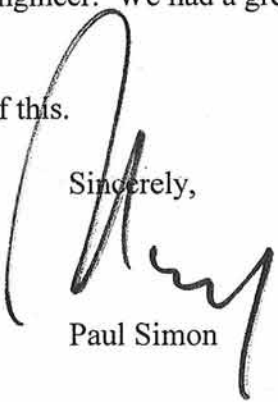
You live in this area and you understand the need.

I hope it can get serious consideration.

And let me add, writing a letter to you reminds me of the many times I worked with your father when he was the chief highway engineer. We had a great relationship and I always admired him.

Thanks for your consideration of this.

Sincerely,


Paul Simon

PS/pg

Paul Simon, Director • Mike Lawrence, Associate Director



SOUTHERN ILLINOIS UNIVERSITY



August 29, 2002

Transmitted by Facsimile

Mr. Karl L. Bartelsmeyer
Illinois Department of Transportation
Post Office Box 100
Carbondale, Illinois 62903-0100

Dear Mr. Bartelsmeyer:

I regret that my schedule will not permit my attendance at the public hearings for the purpose of discussing the upgrading of Illinois Route 13/127 from two to four lanes between Murphysboro and Pinckneyville. This highway improvement project has my full support. The expansion to four lanes, which will permit easier access to St. Louis, will reap extraordinary benefits for Southern Illinois University. Most major air travel for university employees is scheduled out of St. Louis and the expansion of this highway will make their travel much easier. Additionally, when various guests travel to SIU, the travel is normally routed through Lambert as well.

The importance of this project is immeasurable to southern Illinois and its citizens. My primary consideration, of course, is the very positive impact it will have upon the University, but the project will also provide the means for other businesses located in the region to transport goods in a more efficient manner. Since my arrival in Illinois, I have heard oftentimes that our geographic location impedes progress. The highway improvement project will greatly benefit us by providing easier access to St. Louis and surrounding areas.

Please let me know how my staff and I can assist in bringing this much-needed highway project to fruition.

Sincerely,

James E. Walker
President

ch

c: Mr. John A. Linehan
Mr. Lee Roy Brandon

Office of the President, Mailcode 6801, Carbondale, Illinois 62901-6801

SOUTHERN ILLINOIS UNIVERSITY
CARBONDALE



September 4, 2002

Karl Bartelsmeyer, P.E.
District Engineer
Illinois Department of Transportation
State Transportation Building
P.O. Box 100
Carbondale, IL 62901

Dear Karl:

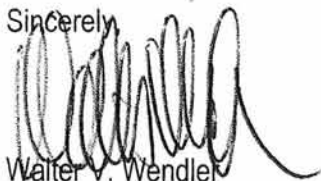
Thank you for the information provided to my office concerning the proposed expansion of Highway 127 from Murphysboro to Pinckneyville.

I would like to express my general support for this project because of the positive impact it could have on economic development in our region. Although this project would be no different from any other in its short-term disruption to our daily routines, I strongly feel that the ultimate benefits more than outweigh any temporary inconveniences.

Historically, the relative geographic isolation of our region, and the lack of appropriate transportation infrastructure have contributed to anemic growth of enterprises that could and should be vibrant entities benefiting the citizens of southern Illinois.

Thank you for your consideration.

Sincerely,



Walter V. Wendler
Chancellor

WVW/jcb

c: James E. Walker, President

**IL DEPT OF NATURAL RESOURCES
PYRAMID STATE PARK - PERRY COUNTY**

**GEORGE H. RYAN,
GOVERNOR**

**BRENT MANNING,
DIRECTOR**



Mr. Karl Bartelsmeyer,
District Engineer
IL Dept of Transportation
Div. Of Highways / District 9
P.O. Box 100
Carbondale, Illinois 62903-0100

Dear Mr. Bartelsmeyer:

This letter is in reply to your letter dated August 12, 2002, concerning the upgrading of Illinois Route 13/127 from two to four lanes between Murphysboro and Pinckneyville, Illinois.

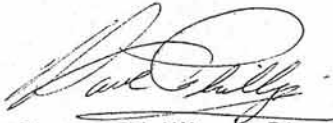
We the Site Managers of Pyramid State Park, now the largest Park in Illinois would like to let you know that we fully support this project. Without question, this will provide better access and usage of Pyramid State Park, and in addition, this will improve tourism to the area. The impact of this project can only be positive for this area, especially given the fact that Perry County is at present a depressed area. This upgrade of Route 13/127 to four lanes will bring commerce to this area, and provide hunters, equestrian riders, hikers, campers, boaters, bike riders, fishermen, and the visiting public better access to this special place in Southern Illinois. Your Agency, has to date, done a wonderful job under your leadership, and this is just another great project.

Page 2

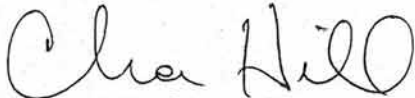
As you know, Pyramid State Park now holds more Ducks and Geese at times than the Crab Orchard National Wildlife Refuge. In addition, this State Park will host one of the largest Horseback Brittany Field Trials in the country starting in calendar year 2003. Also, this site will host the National "Shoot to Retrieve" Field Trial in the same year. This will be an annual event here. This site alone is expected to have over 1 million visitors annually, and large numbers use this site from the Metro-East area, Chicago, and surrounding states. Illinois Route 13/127 will provide easy access to this multi-use site, and the visitors will provide a much needed economic boost to Perry County.

Thank you for requesting input from this State Park. Upon your request, we would be happy to attend any future meetings in support of this project.

Respectfully,



Dave Phillips, Site Manager



Cha Hill, Site Manager

cc: DuQuoin Mayor John Rednour
Pinckneyville Mayor Harlan "Shine" Yeager
Pinckneyville Economic Developer, Police Chief Tom Denton

Appendix F

**RESULTS OF PROPOSED IL 13/127 FOUR-LANE STUDY
COMMENT SHEET HANDOUT RESULTS
OCTOBER 25, 2001 PUBLIC INFORMATION MEETING
-VERGENNES-**

Rural Section (General)		Vergennes		Airport Curve / Buffao Curve	
# of votes	action	# of votes	action	# of votes	action
21	Adding lanes to east side of IL 13/127	7	A through-town alternate	8	Adding lanes to existing IL 13/127
8	Adding lanes to west side of IL 13/127	14	Bypass alternate	4	Relocation
11	A combination of east and west sides	11	Construction - but have no preference	7	Construction - but have no preference
5	Construction - but have no preference	8	No-Action alternative	8	No-Action alternative
8	No-Action alternative				

COMMENT SHEET HANDOUT RESULTS
November 15, 2001 PUBLIC INFORMATION MEETING
- PINCKNEYVILLE -

OF BYPASS VOTES = 75

Bypass		5-lane street		one-way couple	
# of votes	action	# of votes	action	# of votes	action
32	western bypass	14	5-lane Mill Street	16	Main Street - Walnut Street couple
18	near east bypass	23	5-lane Main Street	8	Main Street - Mill Street couple
20	far east bypass	2	other 5-lane Street	13	First Street - Main Street couple
3	other bypass			4	other couple option

OF IN-TOWN 5-LANE VOTES = 12

Bypass		5-lane street		one-way couple	
# of votes	action	# of votes	action	# of votes	action
4	western bypass	2	5-lane Mill Street	5	Main Street - Walnut Street couple
4	near east bypass	10	5-lane Main Street	5	Main Street - Mill Street couple
1	far east bypass	0	other 5-lane Street	2	First Street - Main Street couple
0	other bypass			0	other couple option

OF IN-TOWN ONE-WAY COUPLE VOTES = 12

Bypass		5-lane street		one-way couple	
# of votes	action	# of votes	action	# of votes	action
1	western bypass	1	5-lane Mill Street	2	Main Street - Walnut Street couple
8	near east bypass	9	5-lane Main Street	2	Main Street - Mill Street couple
2	far east bypass	0	other 5-lane Street	7	First Street - Main Street couple
0	other bypass			1	other couple option

OF NO-BUILD VOTES = 31

Bypass		5-lane street		one-way couple	
# of votes	action	# of votes	action	# of votes	action
5	western bypass	2	5-lane Mill Street	4	Main Street - Walnut Street couple
5	near east bypass	4	5-lane Main Street	2	Main Street - Mill Street couple
4	far east bypass	0	other 5-lane Street	5	First Street - Main Street couple
1	other bypass			0	other couple option

**13/127 FOUR-LANE STUDY
COMMENT SHEET HANDOUT RESULTS
PUBLIC INFORMATION MEETING
MURPHYSBORO, ILLINOIS
SEPTEMBER 4, 2002**

Summary of Stated Preferences

Build / No-Build		Vergennes		Buffalo Curve/Airport Curve	
#	action	#	action	#	action
14	build	11	through-town alternate	6	adding lanes to existing IL 13/127
8	no-build	8	bypass alternate	9	relocation
1	other	6	no selection	10	no selection
2	no selection				
25		25		25	

IL Route 152 (Pyatts) Area		Pinckneyville		Pinckneyville Bypass Preference	
#	action	#	action	#	action
9	adding lanes to existing IL 13/127	9	a bypass	4	western bypass
6	IL 13/127 relocation	2	in-town 5-lane Main Street	2	near east bypass
10	no selection	5	in-town one-way couple (Locust / Walnut Streets)	4	far east bypass
		9	no selection	15	no selection
25		25		25	

**13/127 FOUR-LANE STUDY
COMMENT SHEET HANDOUT RESULTS
PUBLIC INFORMATION MEETING
PINCKNEYVILLE, ILLINOIS
SEPTEMBER 5, 2002**

Summary of Stated Preferences

Build / No-Build		Vergennes		Buffalo Curve/Airport Curve	
#	<i>action</i>	#	<i>action</i>	#	<i>action</i>
73	build	25	through-town alternate	36	adding lanes to existing IL 13/127
45	no-build	24	bypass alternate	17	relocation
26	no selection	95	no selection	1	Other
				90	no selection
144		144		144	

IL Route 152 (Pyatts) Area		Pinckneyville		Pinckneyville Bypass Preference	
#	<i>action</i>	#	<i>action</i>	#	<i>action</i>
43	adding lanes to existing IL 13/127	55.5	a bypass	30	western bypass
18	IL 13/127 relocation	25.5	in-town 5-lane Main Street	38.5	near east bypass
83	no selection	24	in-town one-way couple (Locust / Walnut Streets)	28.5	far east bypass
		39	no selection	3	"none"
				43	no selection
				1	No-Build
144		144		144	