



Southwest Connector PEL Study Community Advisory Group Meeting #3

May 19, 2026
Carrie Nelsen (IDOT) – Speaker

**SOUTHWEST
CONNECTOR**



Welcome



Carrie Nelsen (IDOT) – Speaker
Scott Manning (HDR) – Speaker



Agenda

- 01** Welcome & Introductions
- 02** Project Progress Updates
- 03** Purpose and Need
- 04** Existing Conditions and Improvement Strategies
- 05** Preliminary Alignment Alternatives
- 06** Alternate Alignments
Workshop Session
- 07** Screening
- 08** Next Steps

Purpose of the CAG #3 Meeting

- Receive feedback on preliminary improvement strategies and alternatives
- Identify additional potential alternatives
- Conceptual Alternatives are **preliminary** at this point. We need your input on:
 - Plans that may impact potential locations for spot safety improvements
 - Sensitive populations or resources that may impact locations
 - Additional concepts for locations

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Project Progress Updates



Scott Manning (HDR) – Speaker

Progress Summary



Conducted 11 stakeholder meetings with agencies and focus groups

Continued Data Collection

Coordination with Travel Demand Modelers and completed Traffic Analysis

Completed Safety Analysis

Drafted Purpose & Need for IDOT Central Office and FHWA Review

Completed Existing Conditions Memorandum

NEPA Reevaluation from Pinckneyville to Murphysboro

Updated Preliminary Concept Alternatives for Consideration

Ongoing maintenance of the GIS mapping tool

Identification of potential spot and on-alignment alternatives

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Purpose and Need

Draft Updates



Jamy Lyne (KEG) – Speaker

Purpose

Primary Purpose

The **Purpose** of this PEL is determine potential projects that would:

- Reduce the frequency and severity of crashes, specifically targeting high-risk intersections, geometric flaws, head-on and other collisions at identified High Safety Tier locations;
- Address existing roadway geometric deficiencies that contribute to safety and operational issues; and
- Accommodate existing and future traffic capacity and freight volumes.

Secondary Purpose

Potential projects could provide the following benefits:

- Improved travel time reliability for all roadway users, including emergency response and essential service workers;
- Improved efficiency to access healthcare and essential services;
- Support for existing modal interrelationships, including transit and bicycle/pedestrian facilities; and
- Economic development and growth in Southern Illinois.

Needs for the Project

Transportation improvements are needed to address the following issues:

- Safety for all roadway users;
- Deficient roadway and intersection geometry;
- Accommodate existing and future traffic capacity and freight volumes where warranted; and
- Improve freight mobility and bottlenecks.



Existing Conditions and Improvement Strategies

Overview

Conceptual Alternatives – Toolkit



Alternatives include one or more of the following tools as improvements or safety countermeasures:

Roadway Segment Improvements

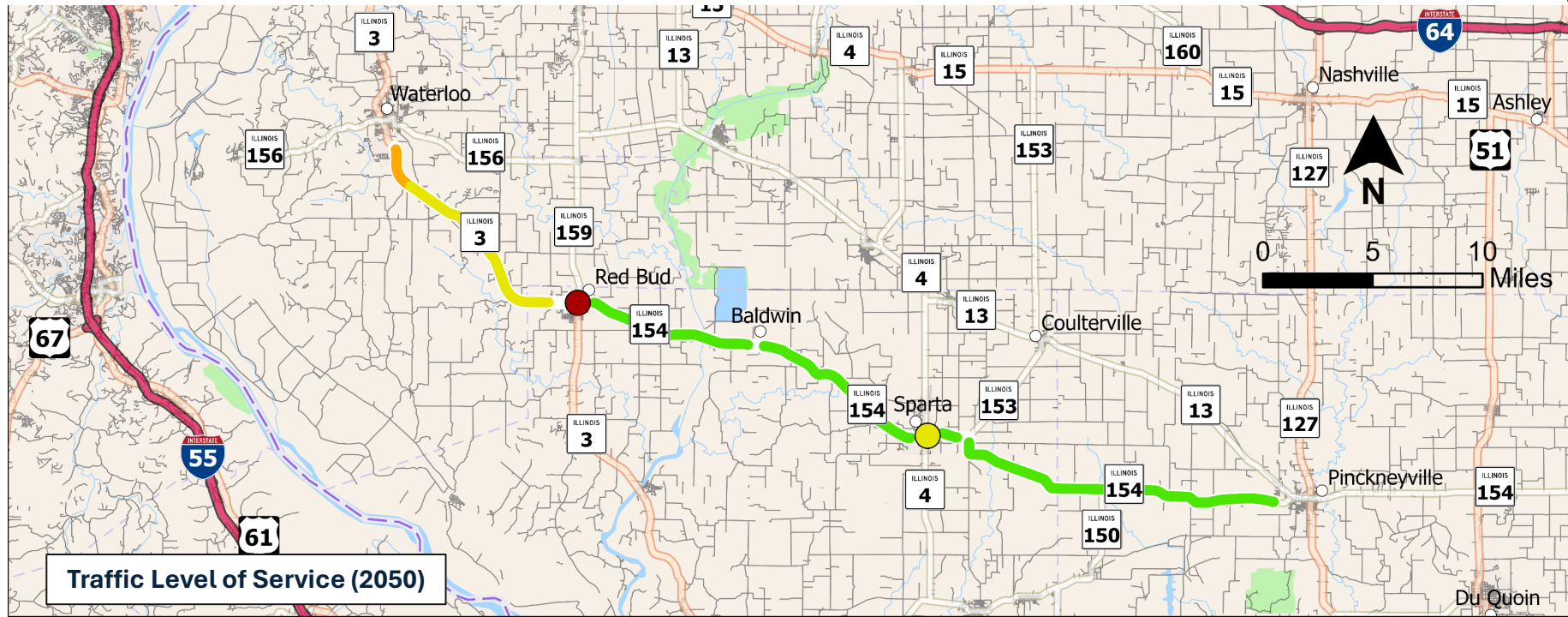
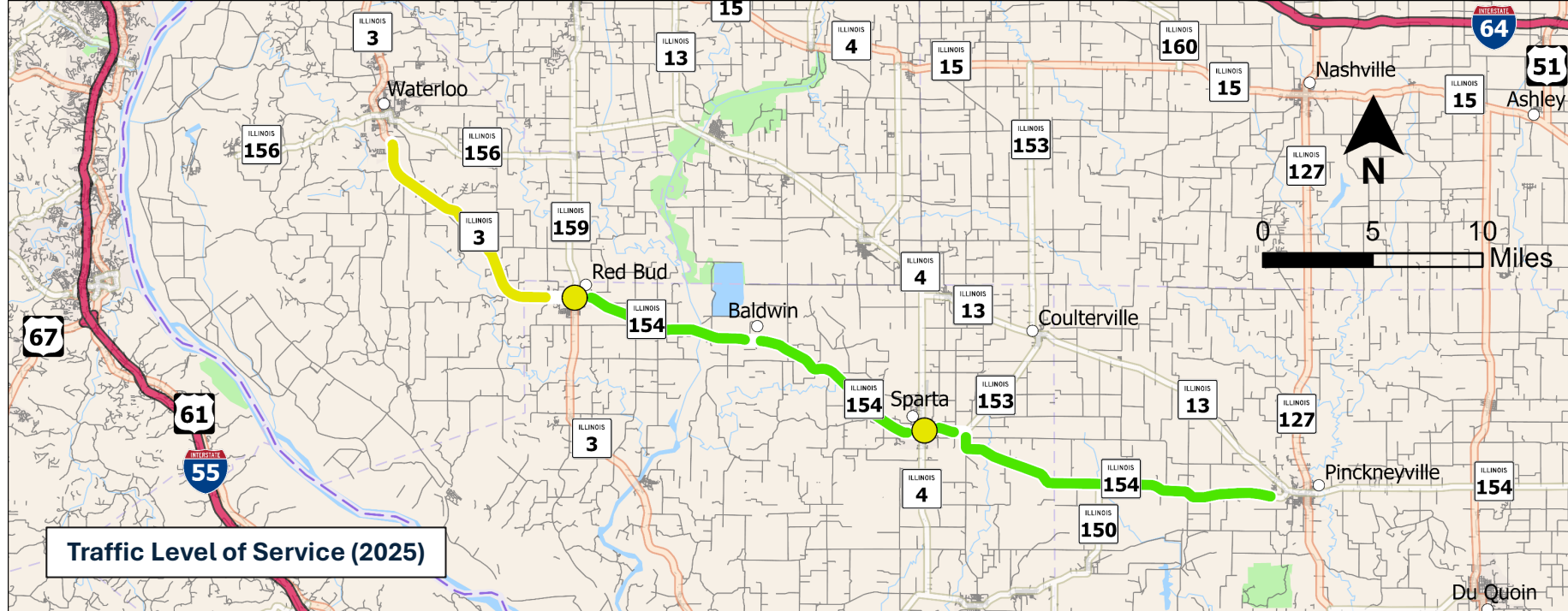
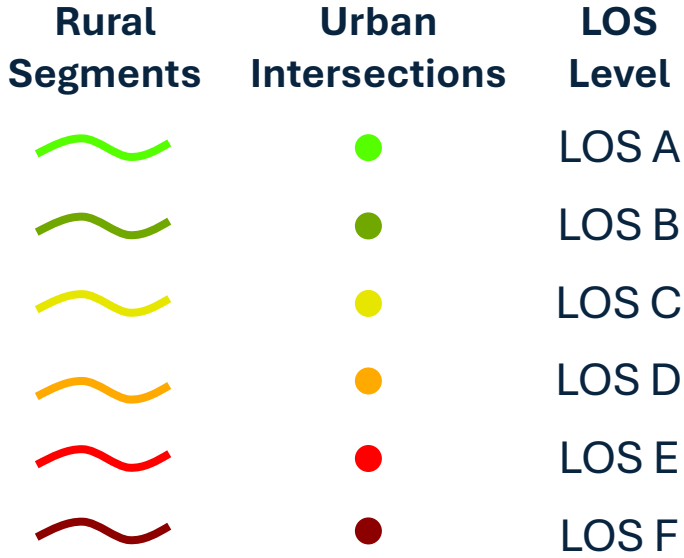
- Flattening/Reconstructing Curves
- Widen Shoulders
- Clear Zone and Side Slope Improvements
- Signing/Striping Improvements
- Shoulder and Centerline Rumble Strips
- Super-2 Passing Highway
- 4-Lane Divided Highway with Median
- Limited Access Bypass
- Urban One-Way Couples
- Speed Management/Traffic Calming
- Bicycle and Pedestrian Facilities
- Access Management

Intersection Improvements

- Signing/Striping Improvements
- Add Turn Lanes to Major Road
- Additional Lighting
- All-way Stop
- Traffic Signal
- Roundabout
- Restricted Crossing U Turn
- Continuous Green T
- Correct Skewed/Offset Intersections
- Remove Passing at Intersections













Level of Service

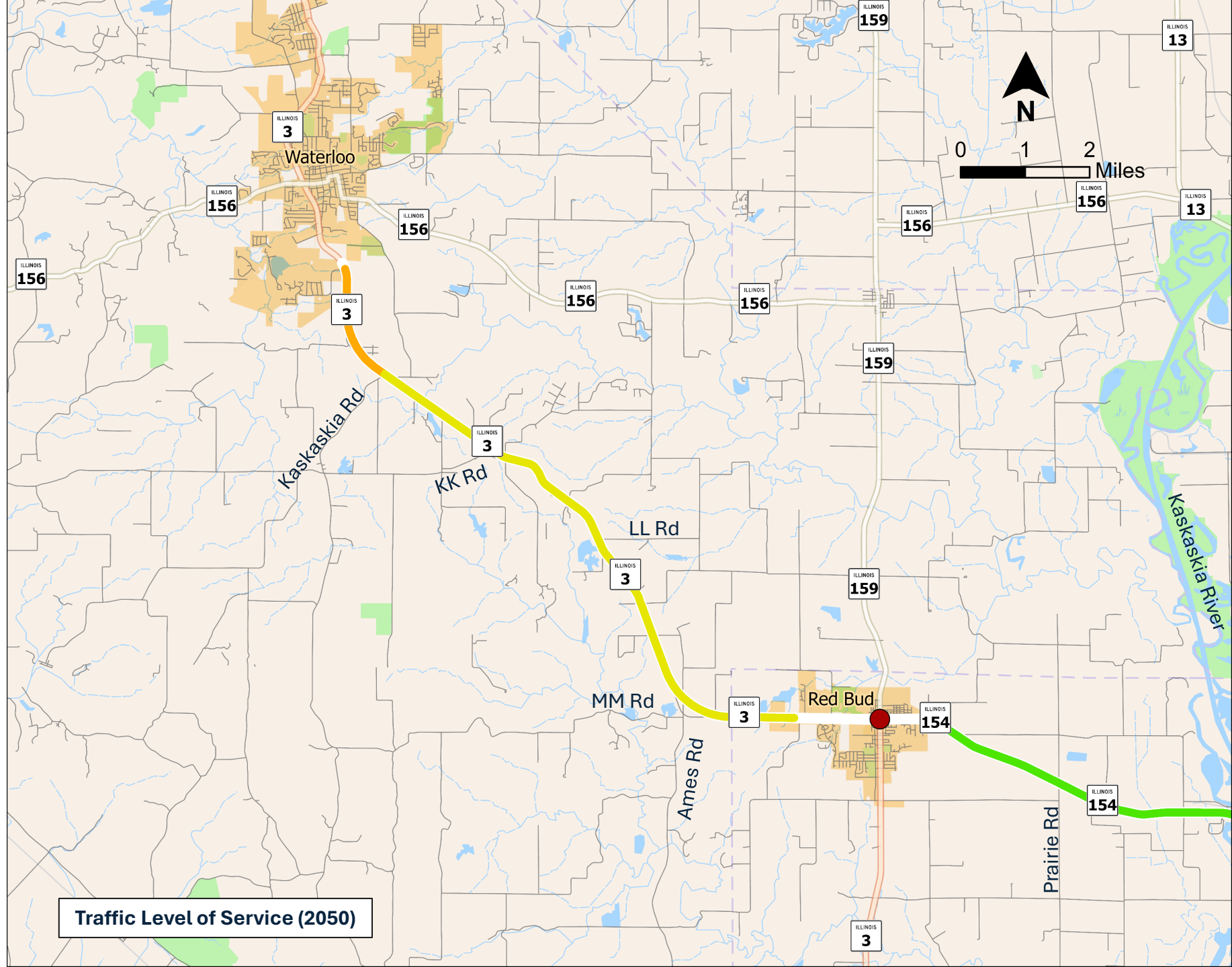
Waterloo to Pinckneyville



Level of Service Waterloo to Red Bud

Goal = LOS B





Rural Segments	Urban Intersections	LOS Level
		LOS A
		LOS B
		LOS C
		LOS D
		LOS E
		LOS F



Traffic Level of Service (2050)

Existing Conditions - Icon Legend

Contributing Factors

-  Sharp Curve
-  Steep Grade
-  Narrow Road
-  Traffic Congestion

Crash Patterns

-  Animal-Related Crashes
-  Nighttime Crashes
-  Road Departure Crashes
-  Severe Injuries / Fatalities
-  Angle Crashes
-  Rear End Crashes

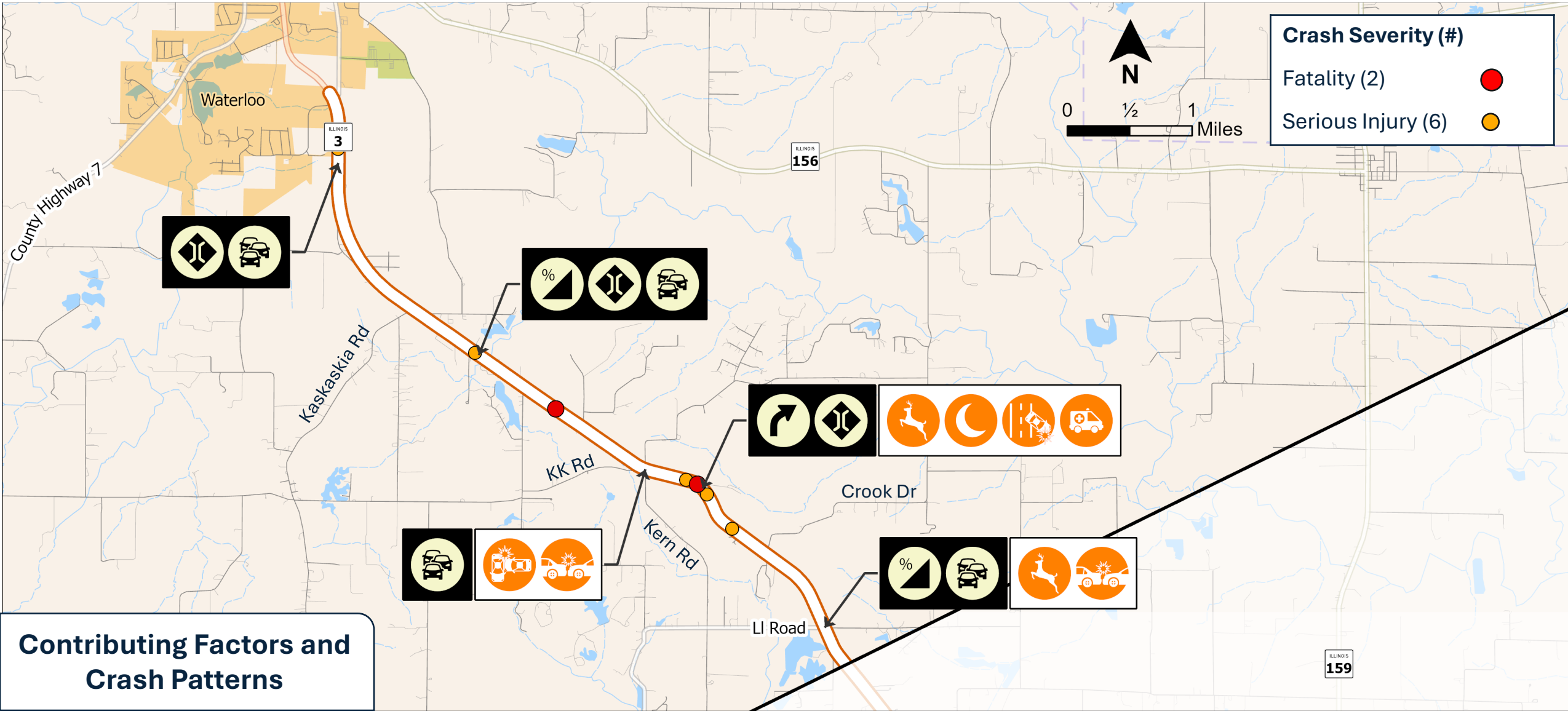
Potential Improvements - Icon Legend



Potential Improvements

- | | | | |
|---|----------------------------|--|---|
|  | Improve / Straighten Curve |  | Signing and Pavement Marking Improvements |
|  | Flatten Grade |  | Roundabout |
|  | Divided Highway |  | Traffic Signal |
|  | “Super 2” Highway |  | Continuous “Green-T” Intersection |
|  | Lighting Improvements |  | Restricted Crossing U-Turn Intersection |
|  | Improve Cross Section | | |
|  | Speed Management | | |

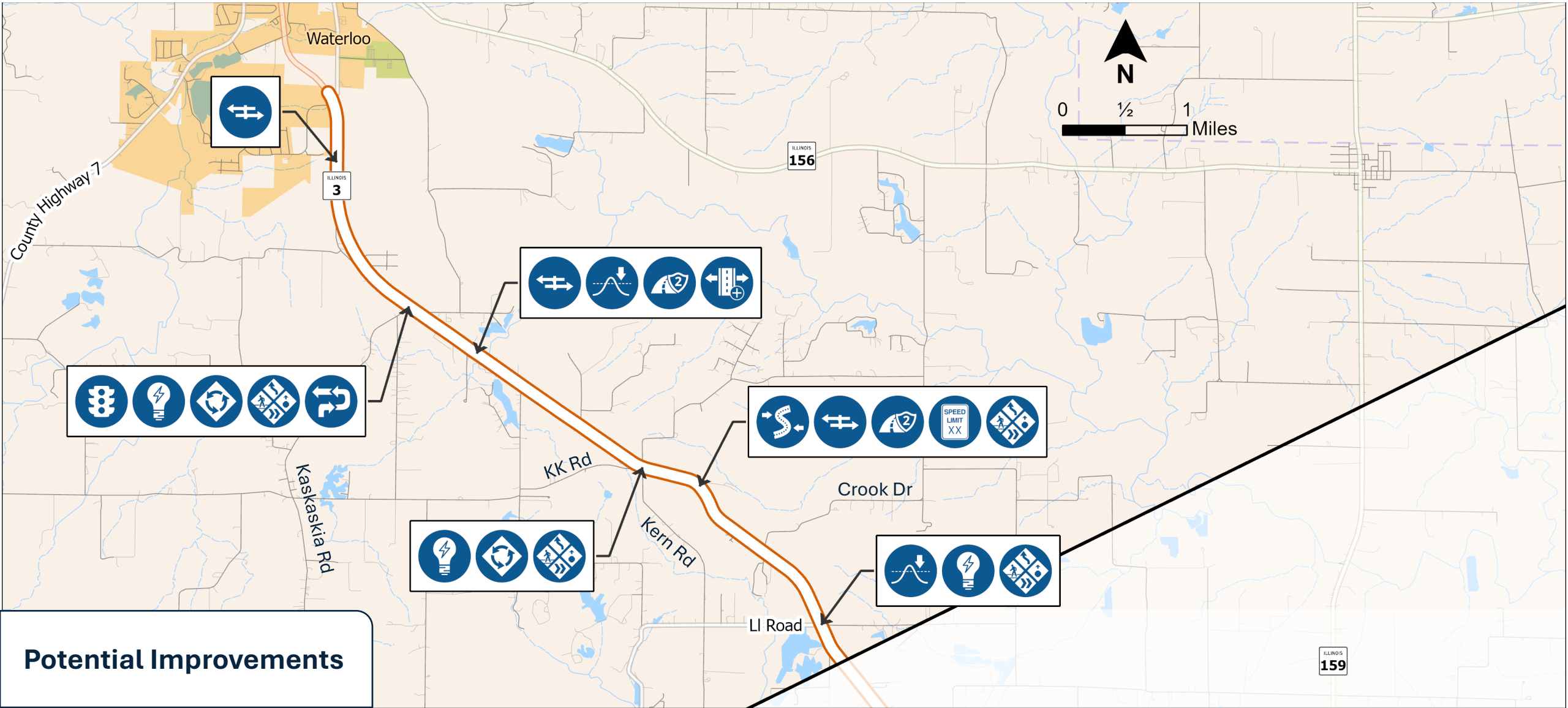
Waterloo to West of Red Bud



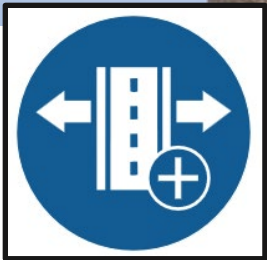
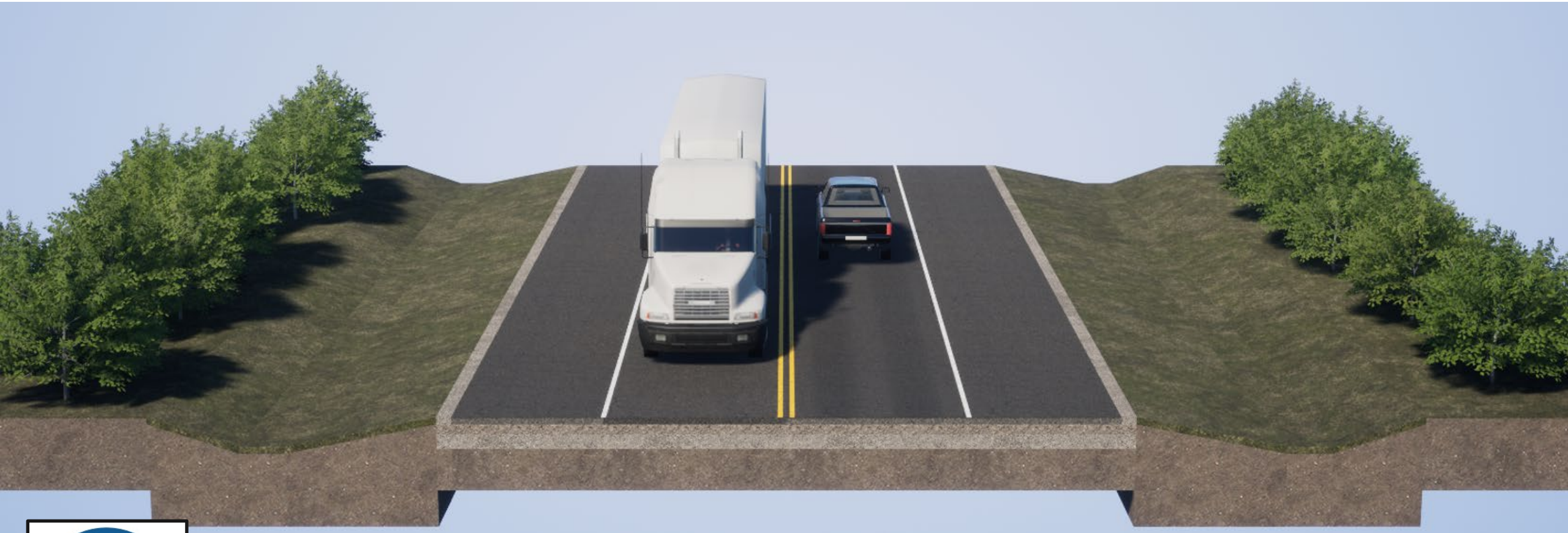
Crash Severity (#)	
Fatality (2)	● (Red)
Serious Injury (6)	● (Yellow)

Contributing Factors and Crash Patterns

Waterloo to West of Red Bud

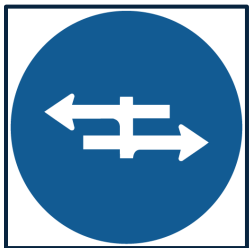
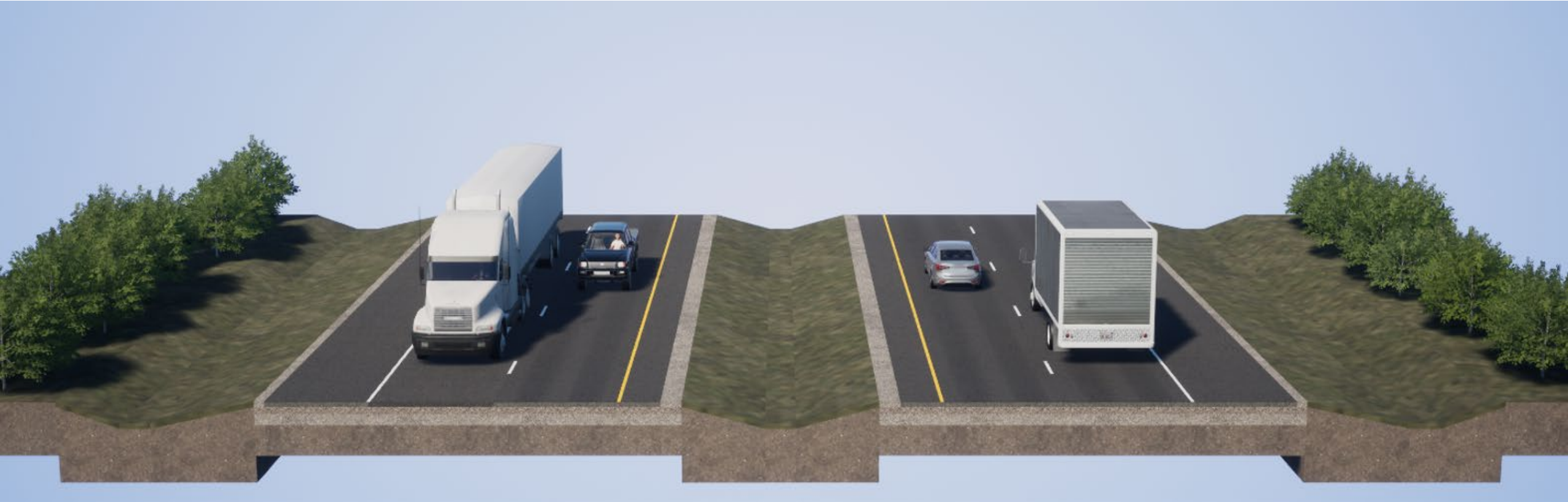


2-Lane Principal Arterial with Improved Cross Section



- 12 ft wide lanes in each direction
- 10 ft shoulders (10 ft paved)

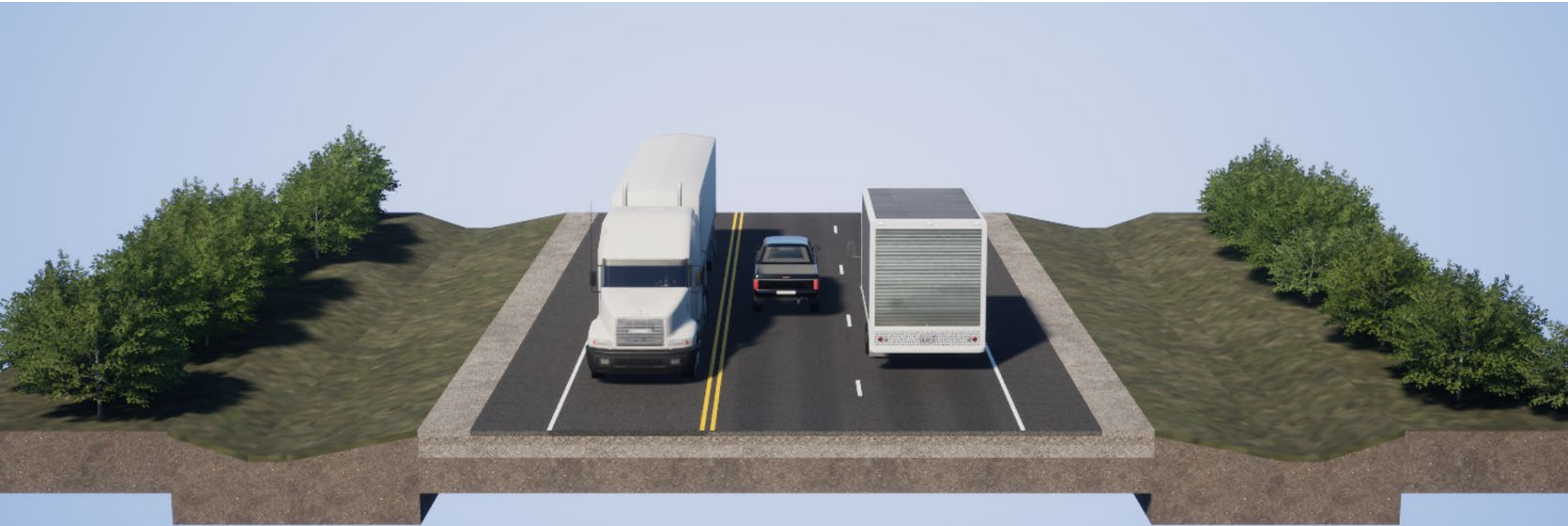
4-Lane Divided Highway



- Two 12 ft wide lanes in each direction
- Center median
- Paved shoulders

Super-2 Passing Highway

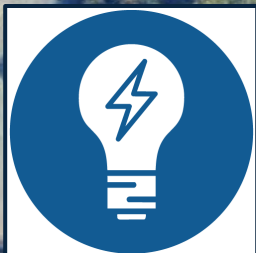
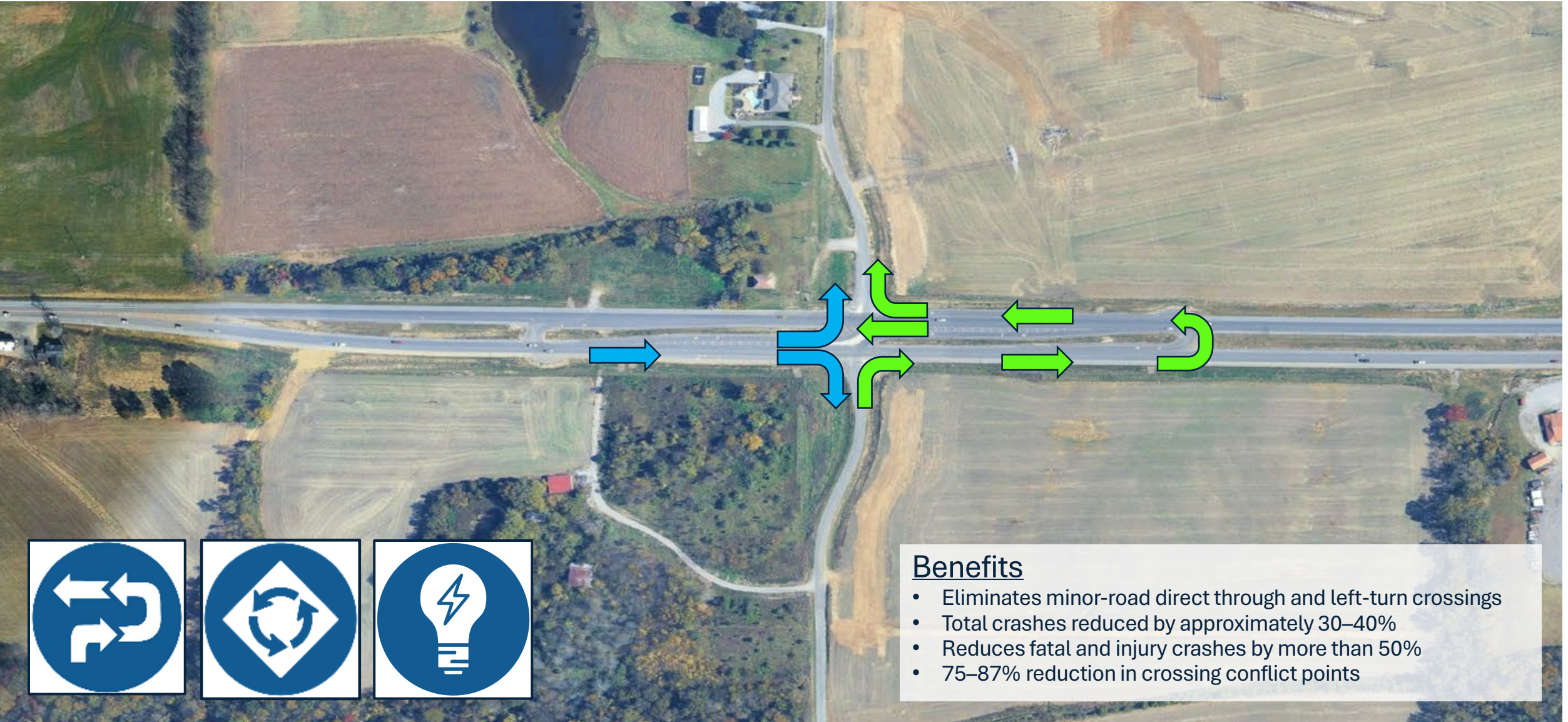
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Benefits

- Provides controlled, predictable passing locations
- Reduce illegal passing in no-passing zones
- Higher average travel speeds and lower delay
- Approximately 25–40% reduction in total crashes
- Approximately 30–50% reduction in fatal and injury crashes

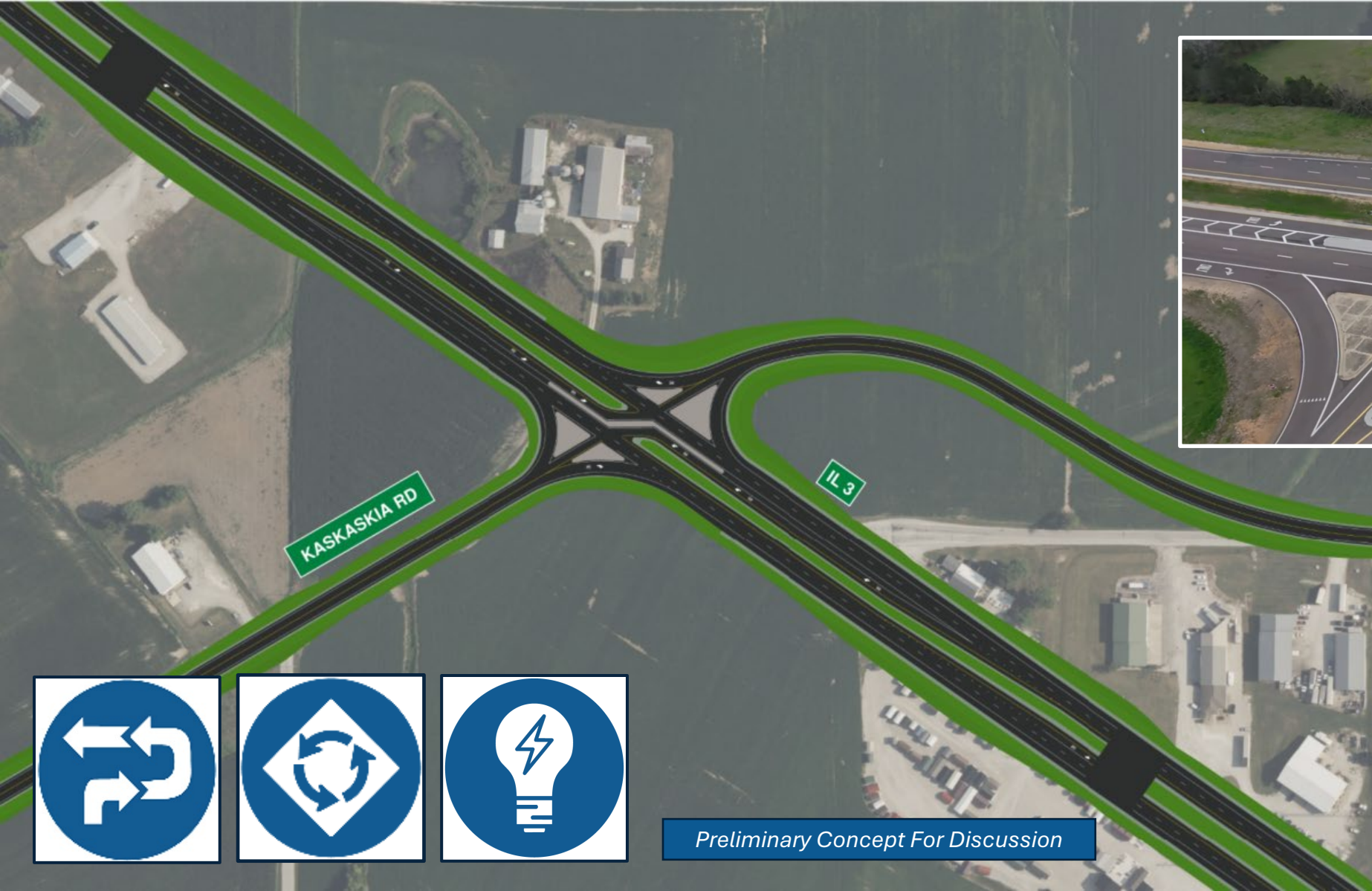
Kaskaskia Road – RCUT



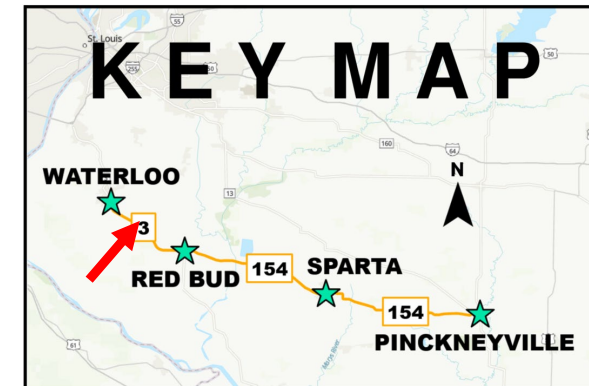
Benefits

- Eliminates minor-road direct through and left-turn crossings
- Total crashes reduced by approximately 30–40%
- Reduces fatal and injury crashes by more than 50%
- 75–87% reduction in crossing conflict points

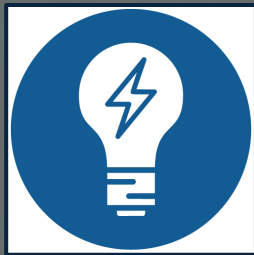
Kaskaskia Road – RCUT



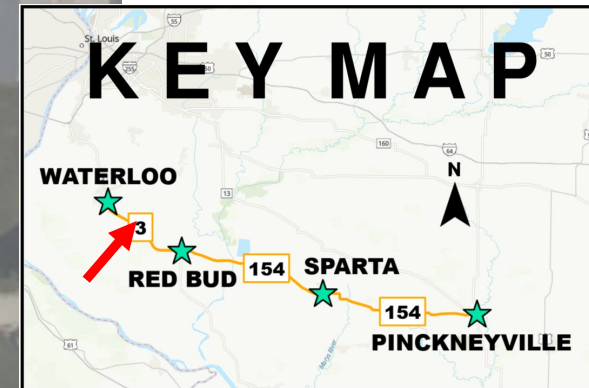
Preliminary Concept For Discussion



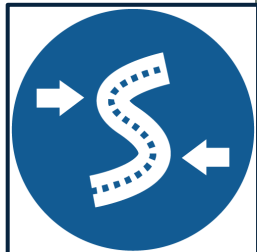
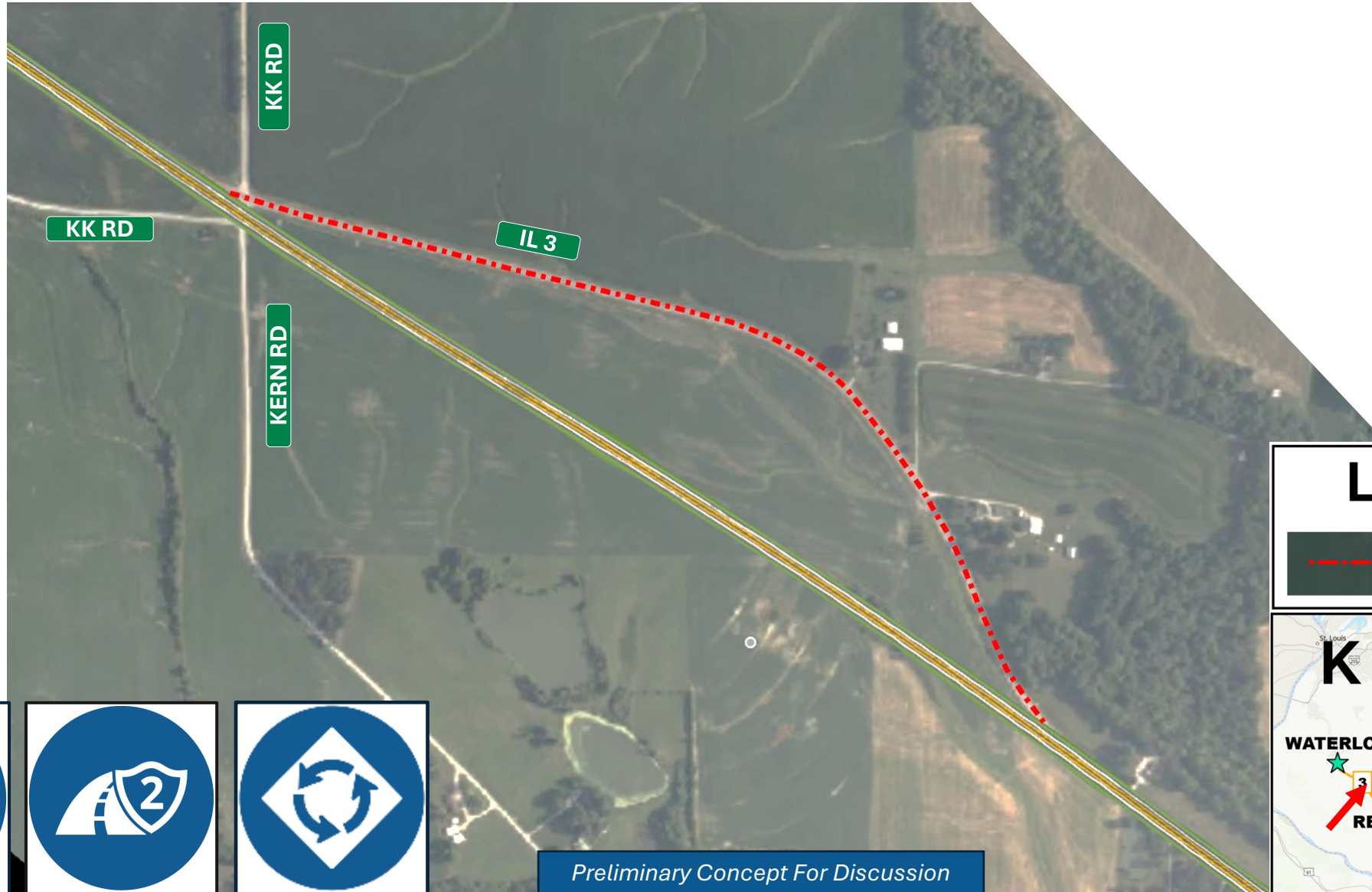
Kaskaskia Road – Roundabout



Preliminary Concept For Discussion



IL 3 Realignment at KK Rd / Kern Rd

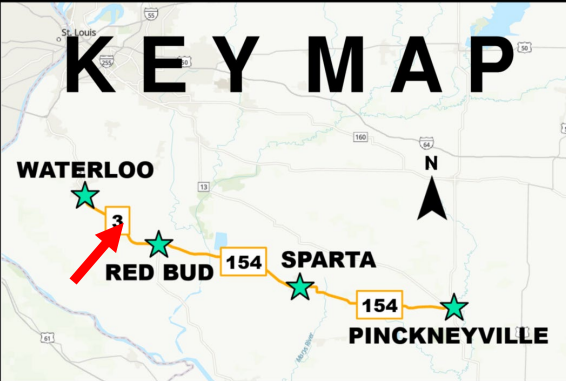


Preliminary Concept For Discussion

LEGEND

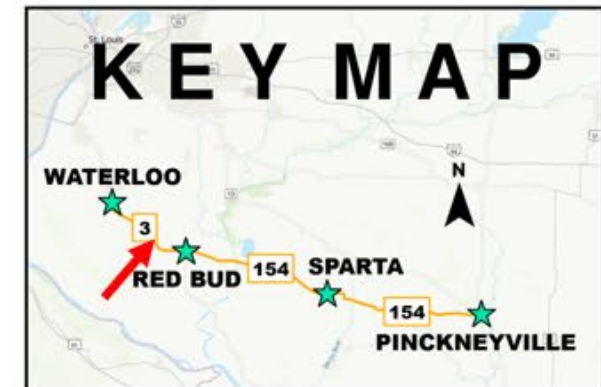
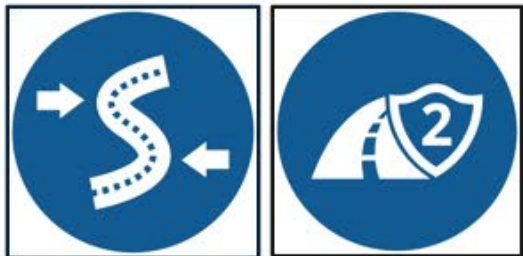
 EXISTING ROADWAY

KEY MAP

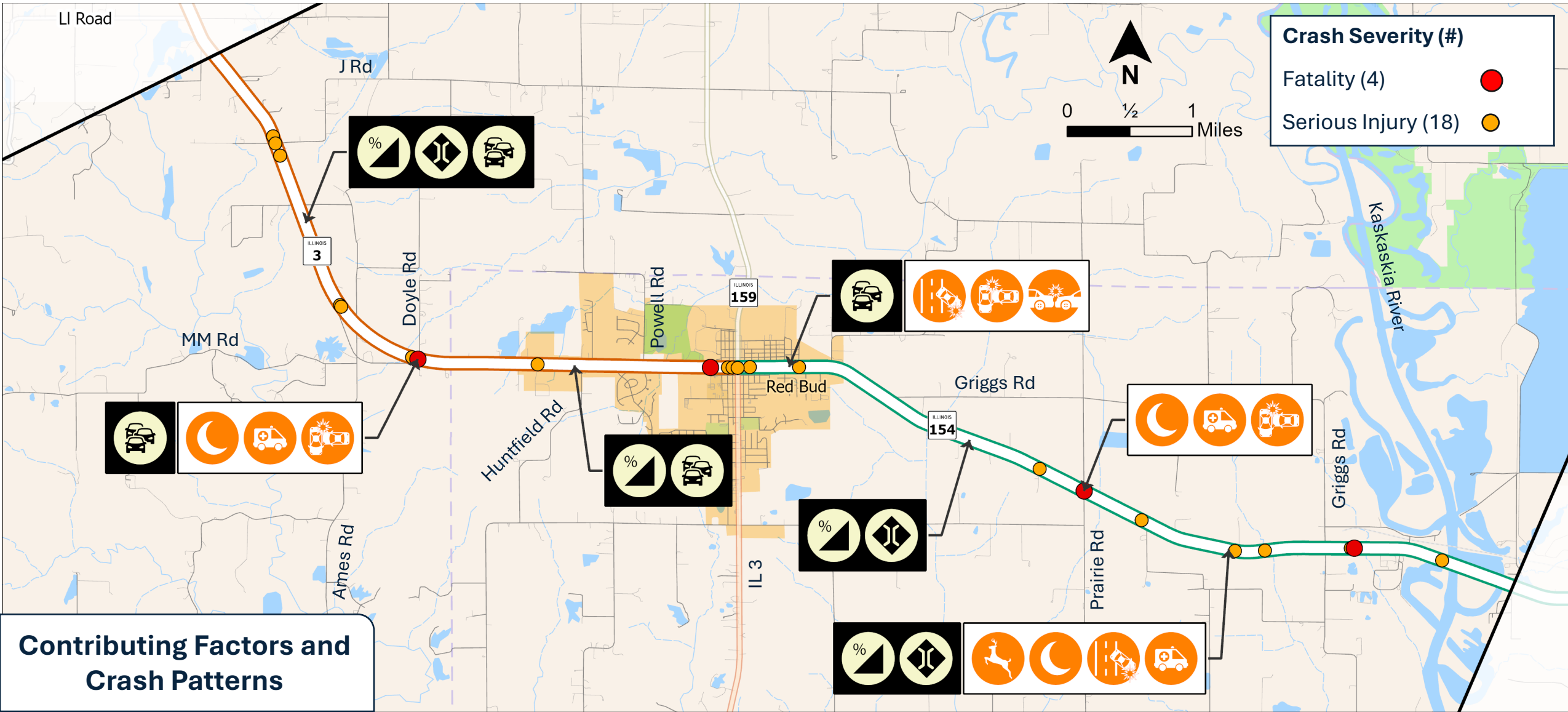


WATERLOO
RED BUD
SPARTA
PINCKNEYVILLE

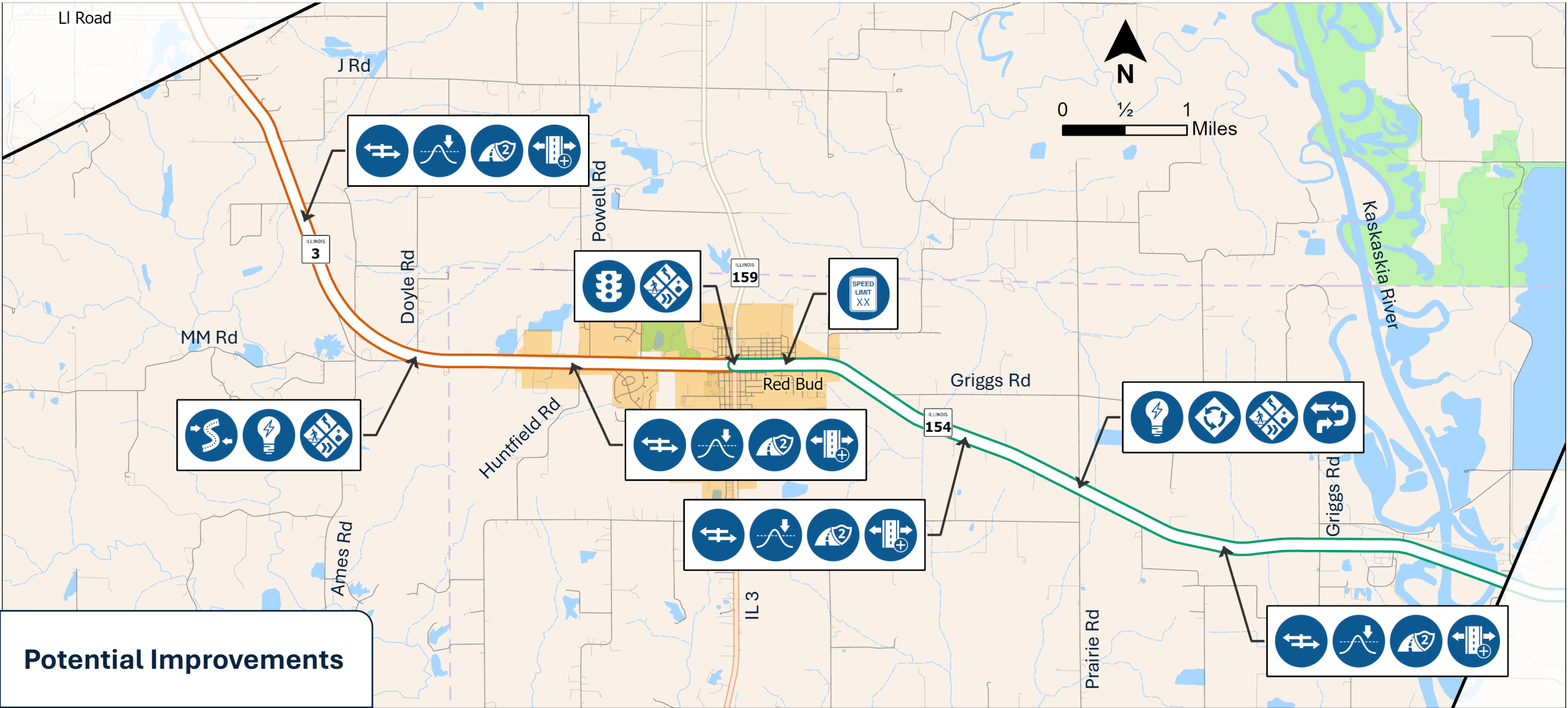
Remove IL 3 Curves between Sportsman Rd and Ames Rd



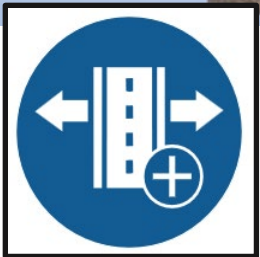
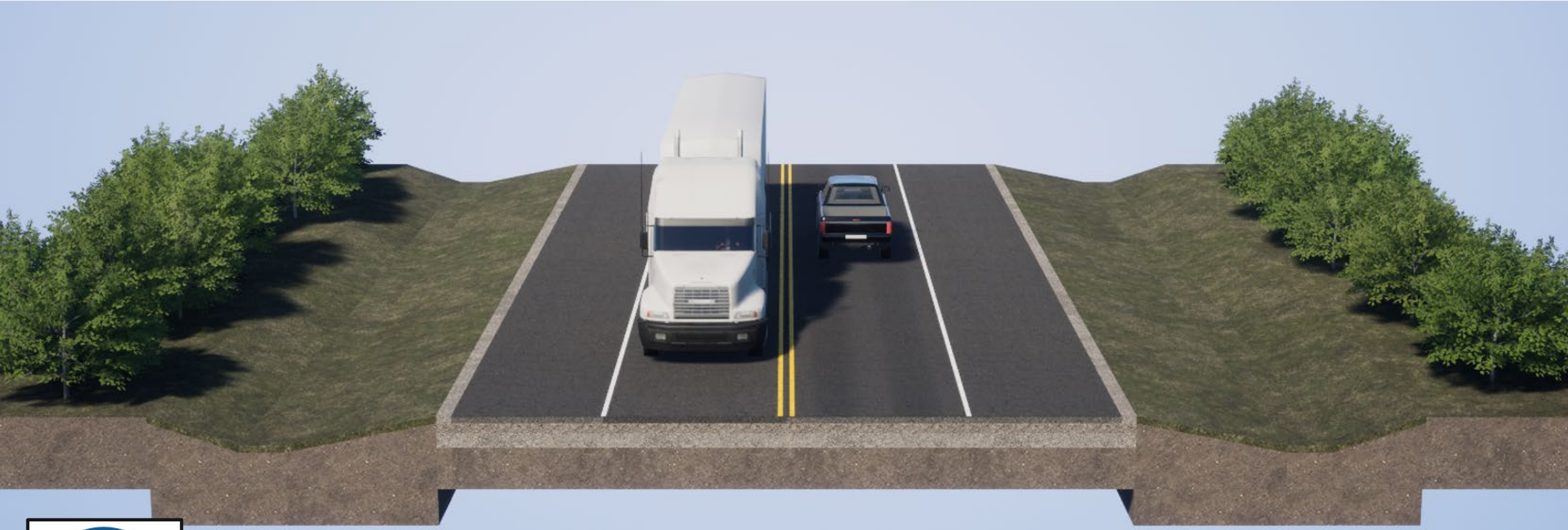
West of Red Bud to Baldwin



West of Red Bud to Baldwin

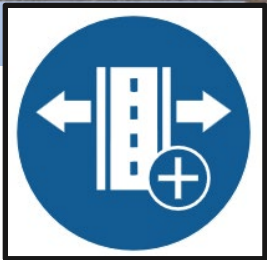
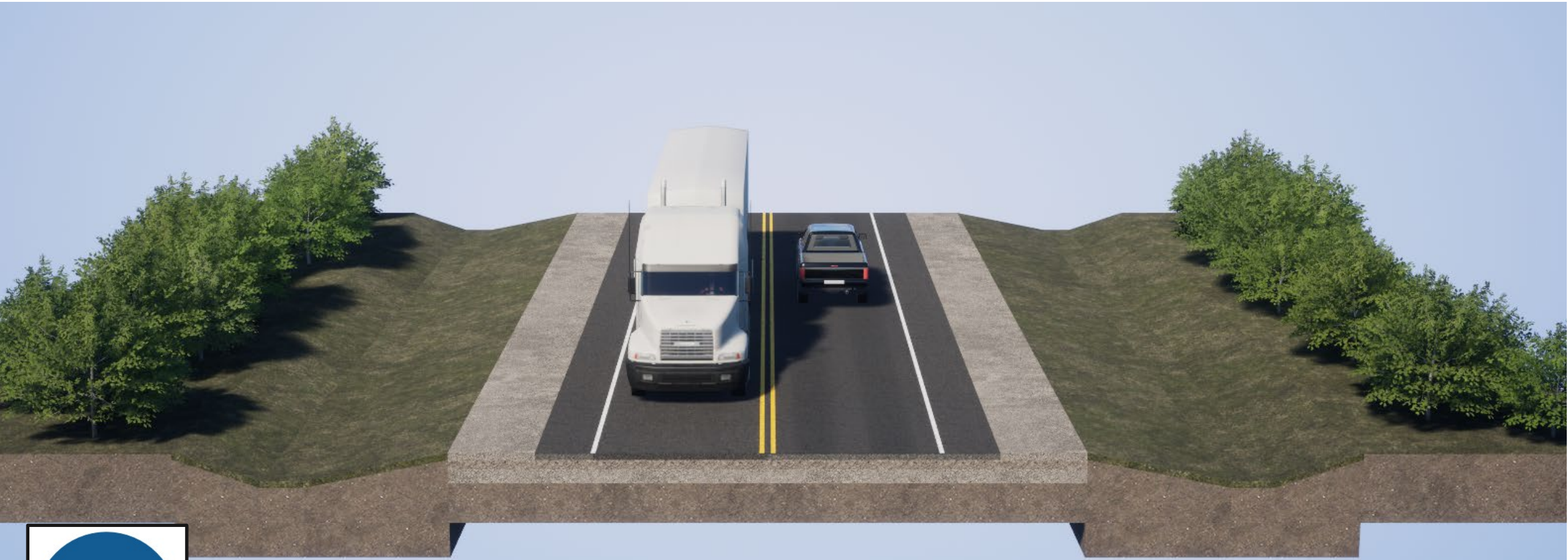


2-Lane Principal Arterial with Improved Cross Section



- 12 ft wide lanes in each direction
- 10 ft shoulders (10 ft paved)

2-Lane Minor Arterial with Improved Cross Section



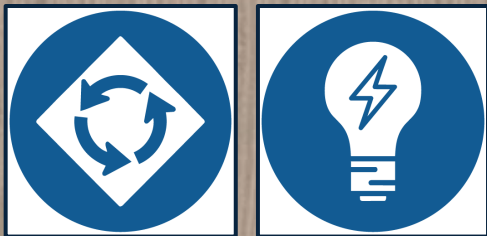
- 12 ft wide lanes in each direction
- 10 ft shoulders (4 ft paved / 6 ft aggregate)

Prairie Rd Roundabout

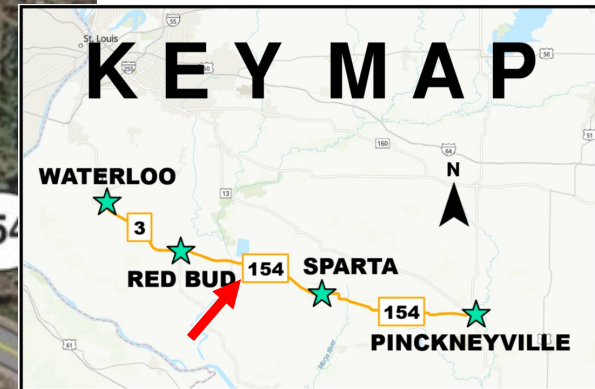


Benefits

- Nearly eliminate high-speed, right-angle & head-on crashes
- 50% reduction in crossing conflict points
- Total crashes reduced by approximately 44%
- Reduce fatal and injury crashes by 82%



Preliminary Concept For Discussion



IL 3/IL 154/IL 159

PM Peak Hour Level of Service



2025 – LOS C

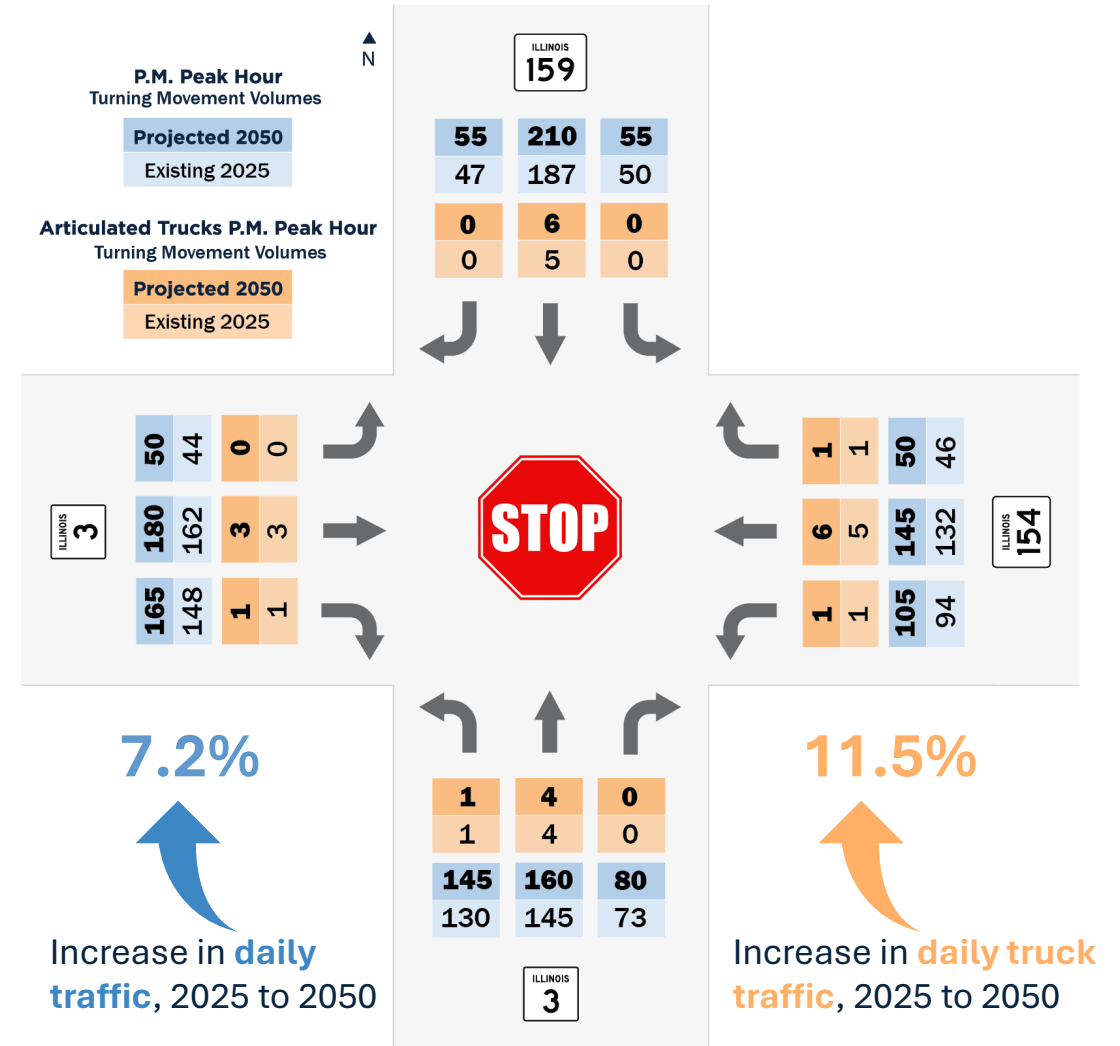
Stable flow, where maneuverability is noticeably restricted, but traffic is still efficient.

2030 – LOS D

Approaching unstable flow, with significant delays and reduced speeds.

2050 – LOS F

Forced flow, where traffic demand exceeds capacity, resulting in severe congestion.

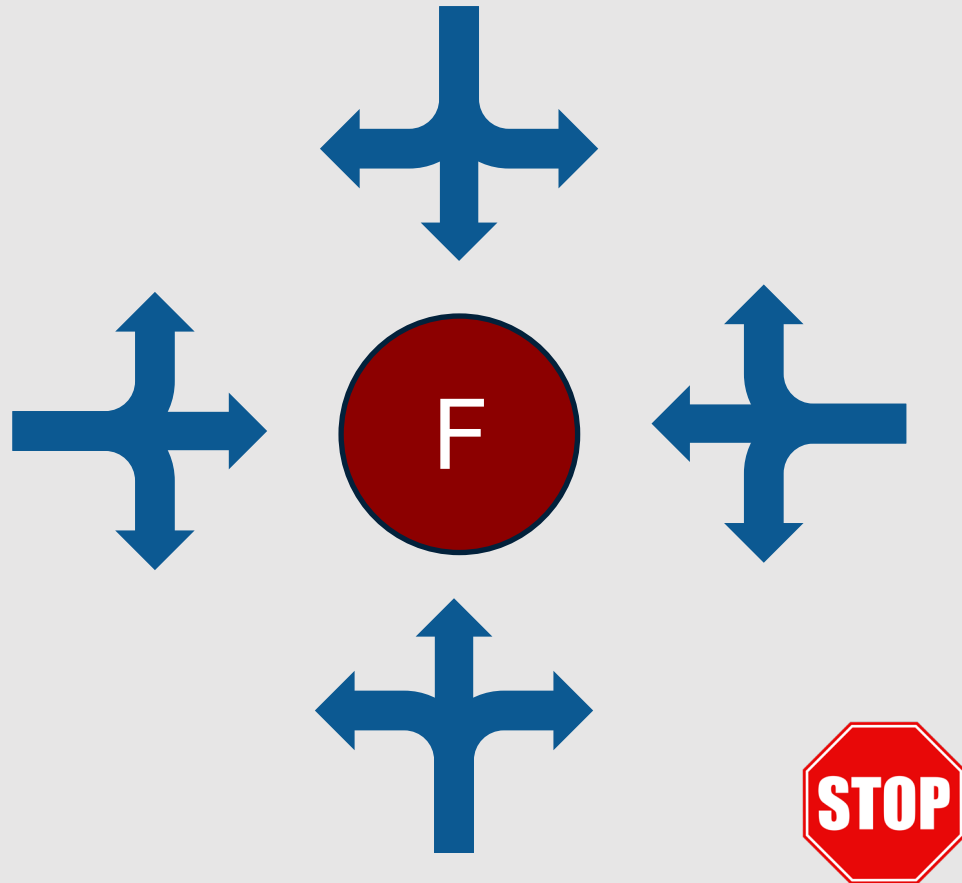


A.M. peak hour truck volumes are 34, 3% of all A.M. peak hour traffic

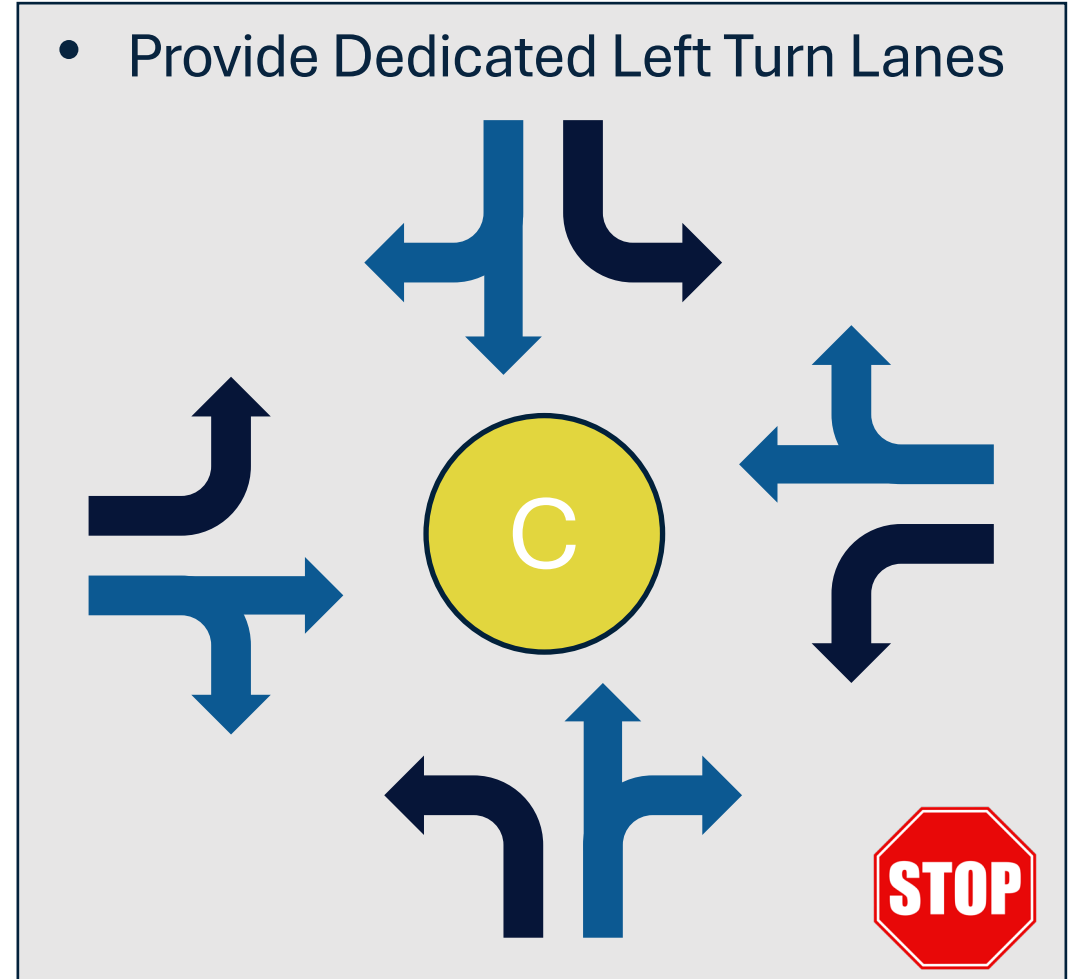


IL 3/IL 154/IL159 Turn Lanes / Level of Service

- No-Build Scenario (single lane)



- Provide Dedicated Left Turn Lanes



Red Bud – One-Way Couples

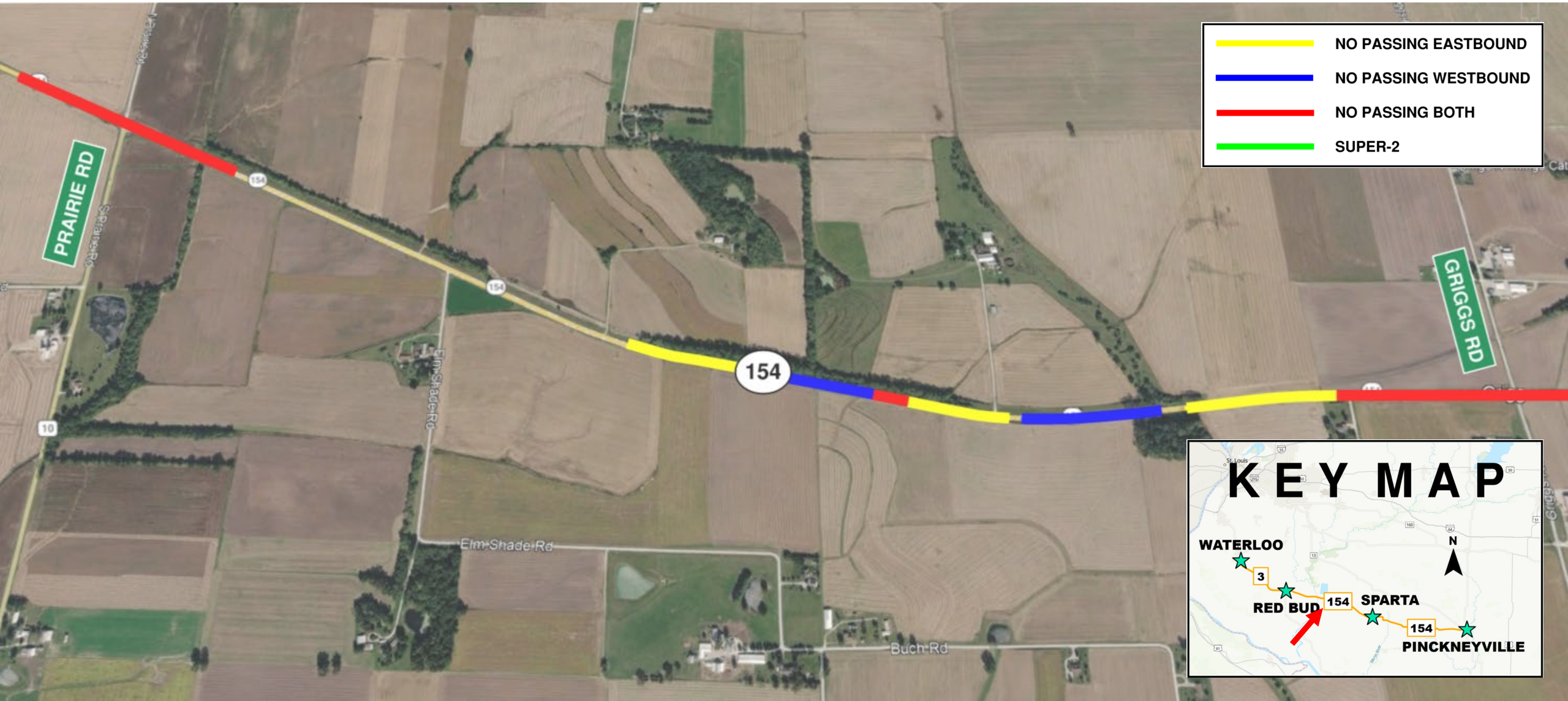


Red Bud – Local Quadrant Roadways

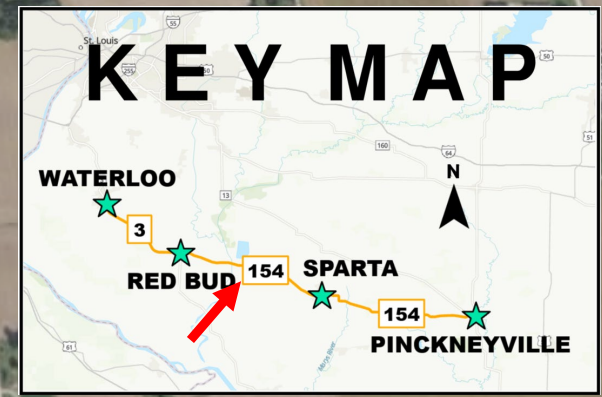


Passing Zones East of Red Bud

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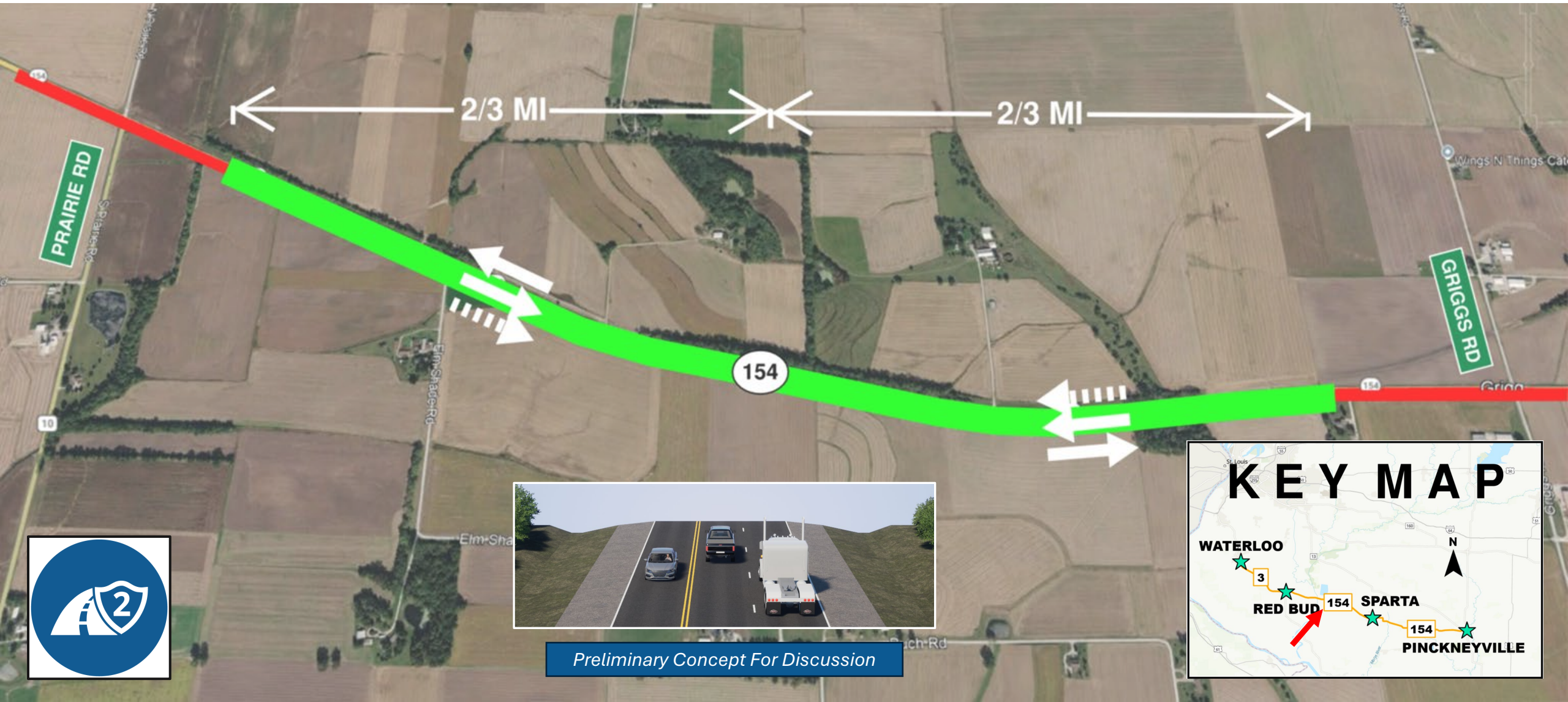


	NO PASSING EASTBOUND
	NO PASSING WESTBOUND
	NO PASSING BOTH
	SUPER-2

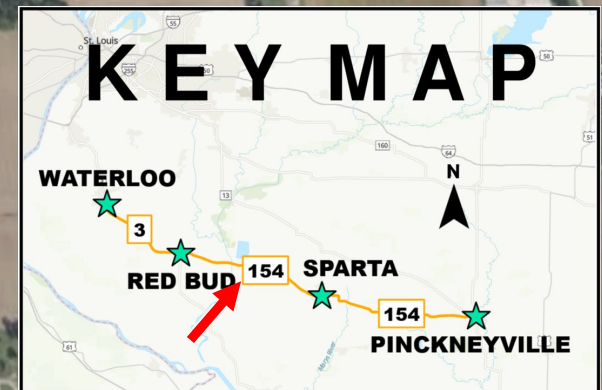


Super-2 East of Red Bud

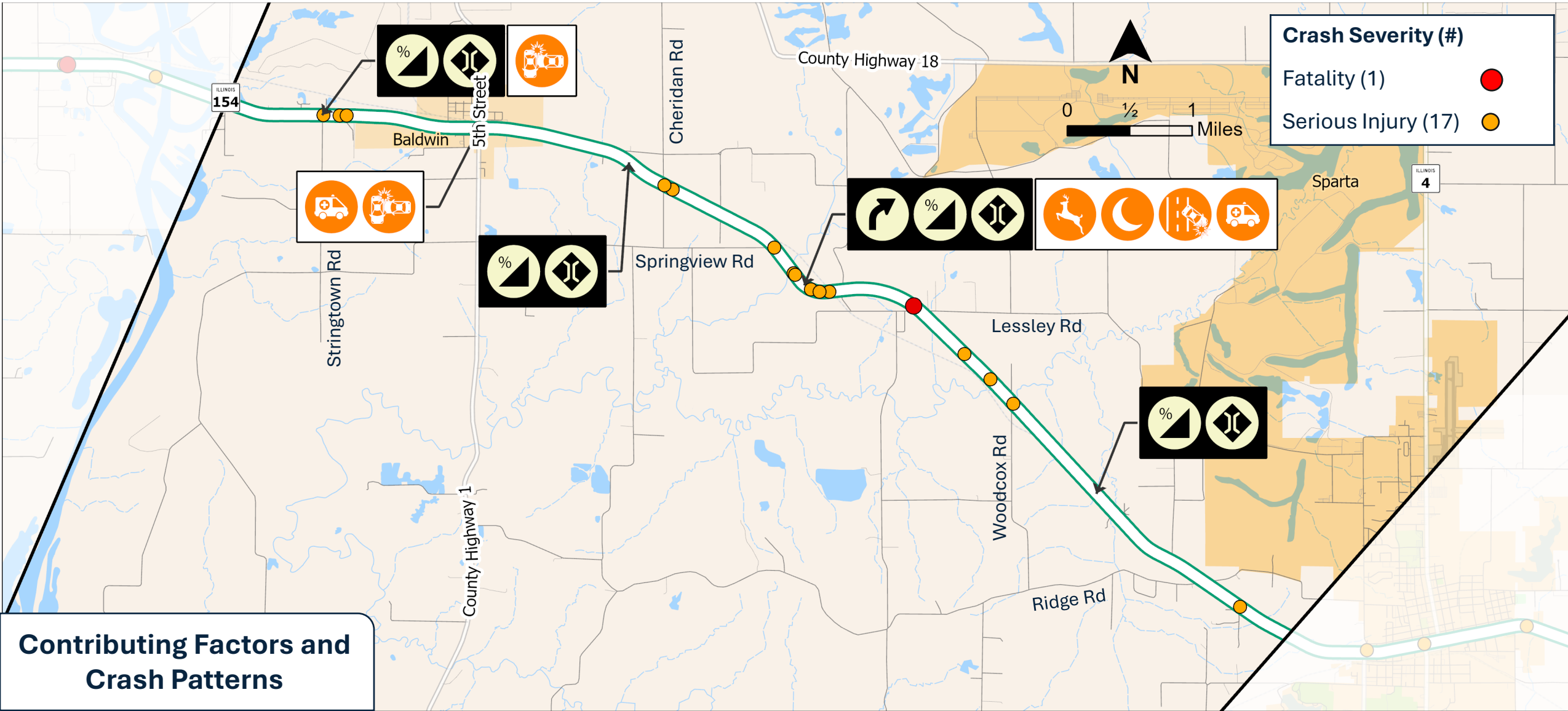
SOUTHWEST
CONNECTOR



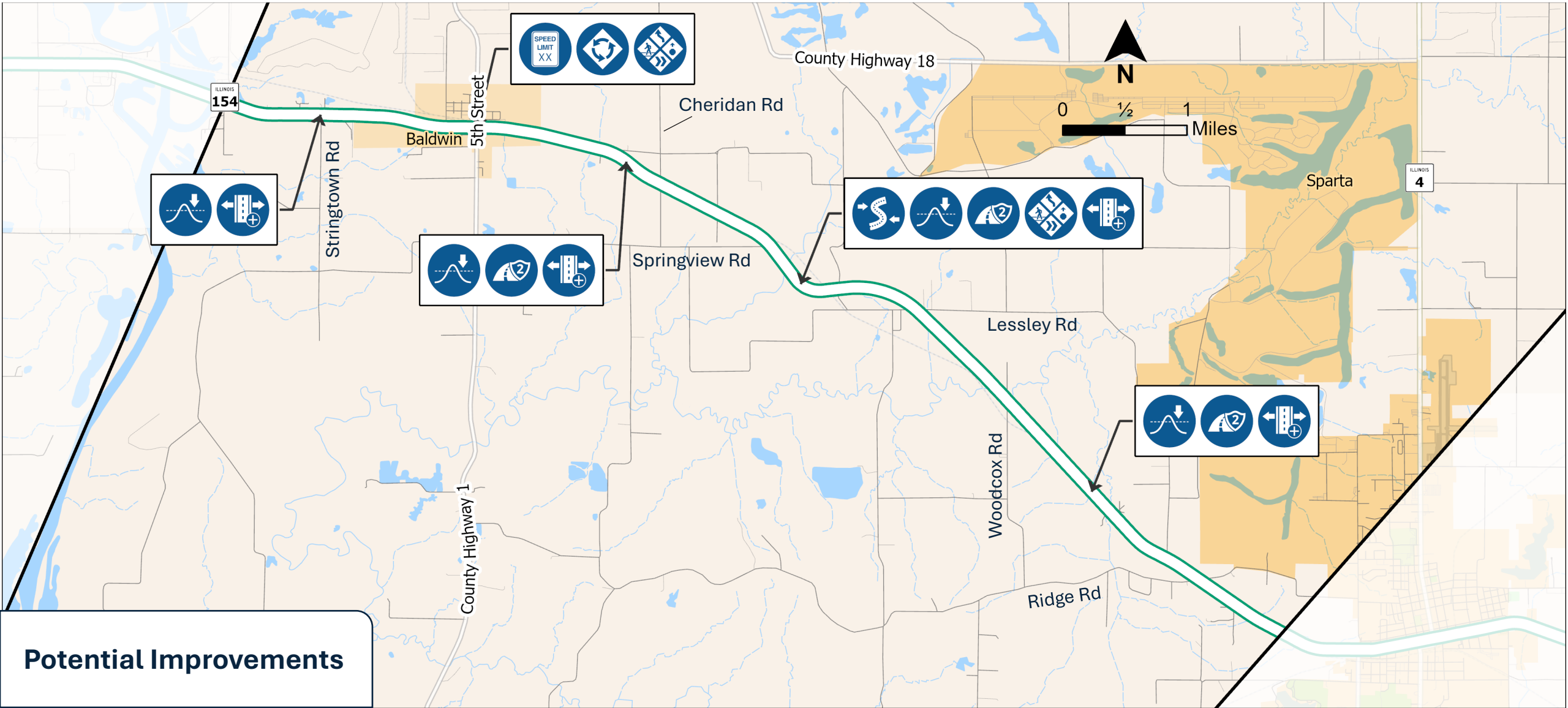
Preliminary Concept For Discussion



Baldwin to West of Sparta

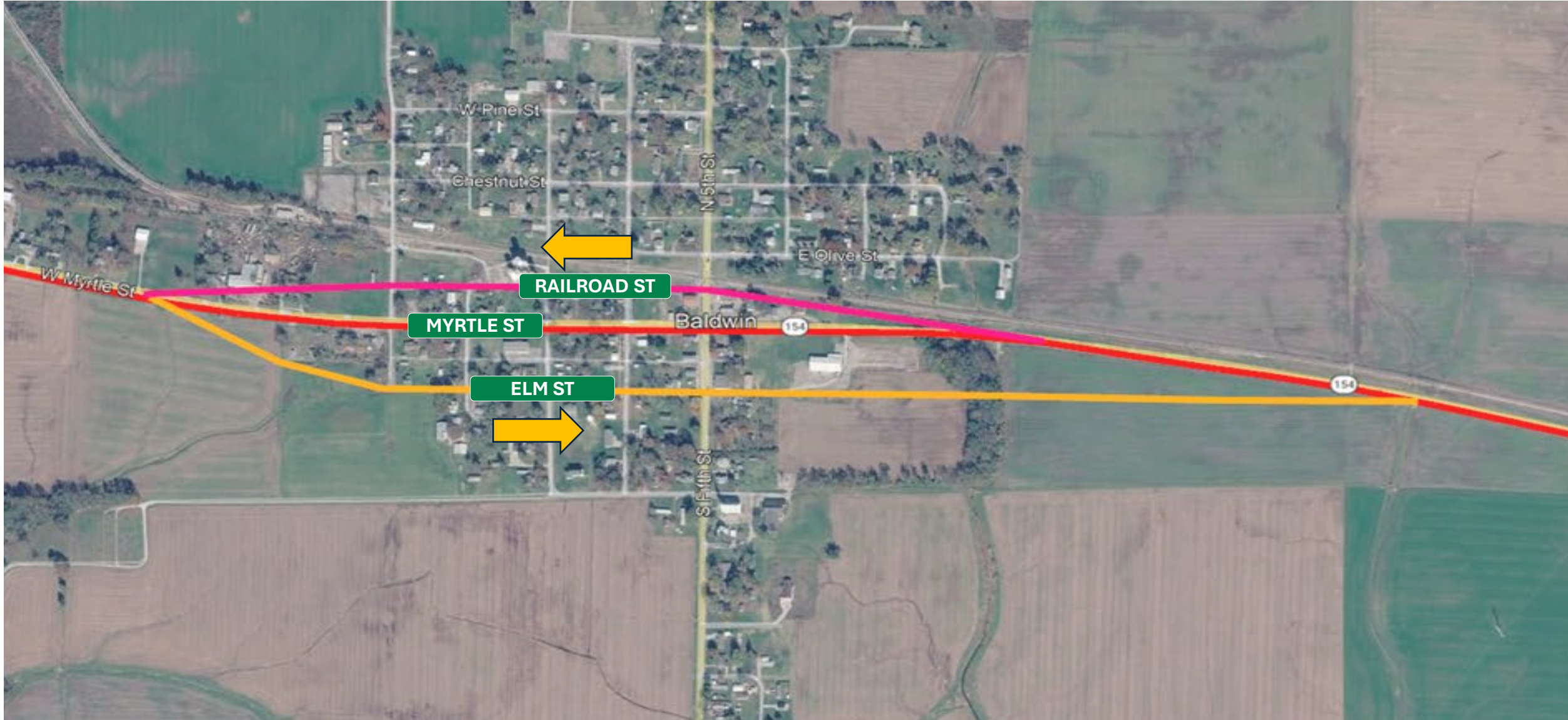


Baldwin to West of Sparta

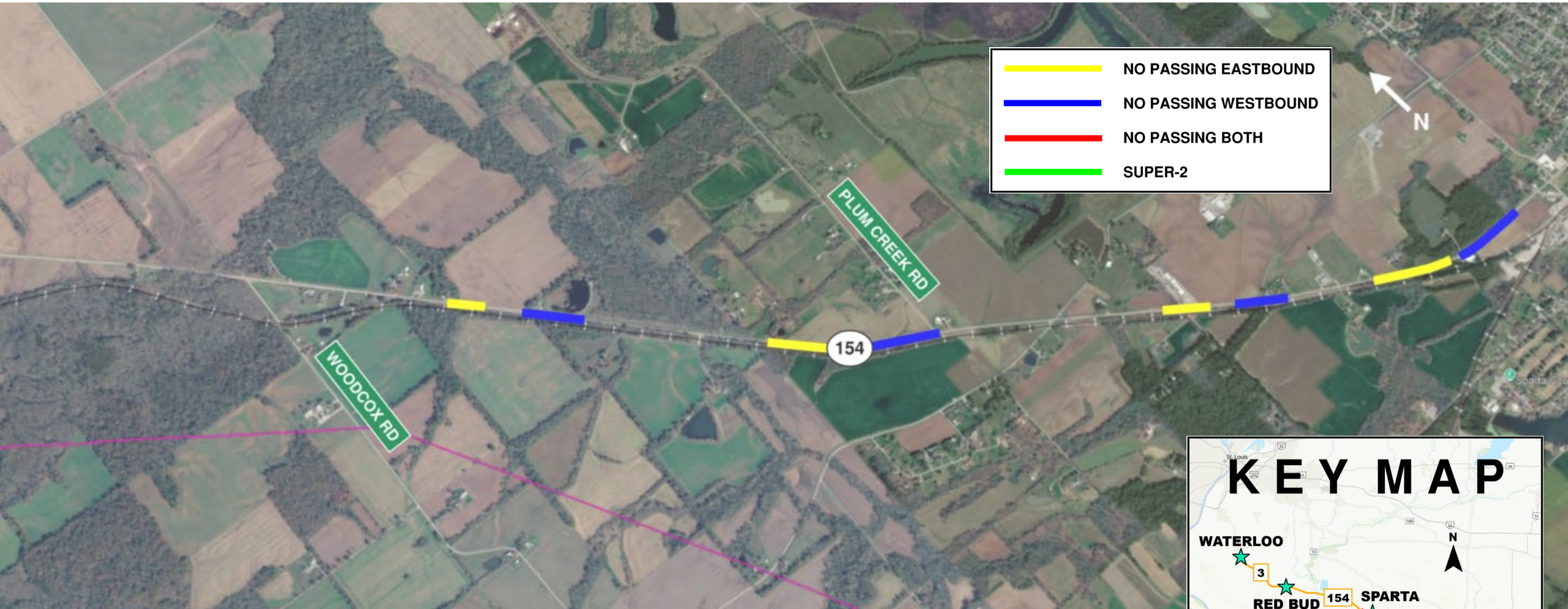


Potential Improvements

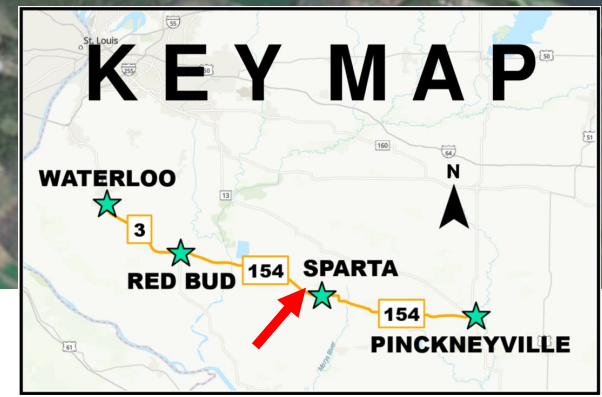
Baldwin – One-Way Couples



Passing Zones West of Sparta

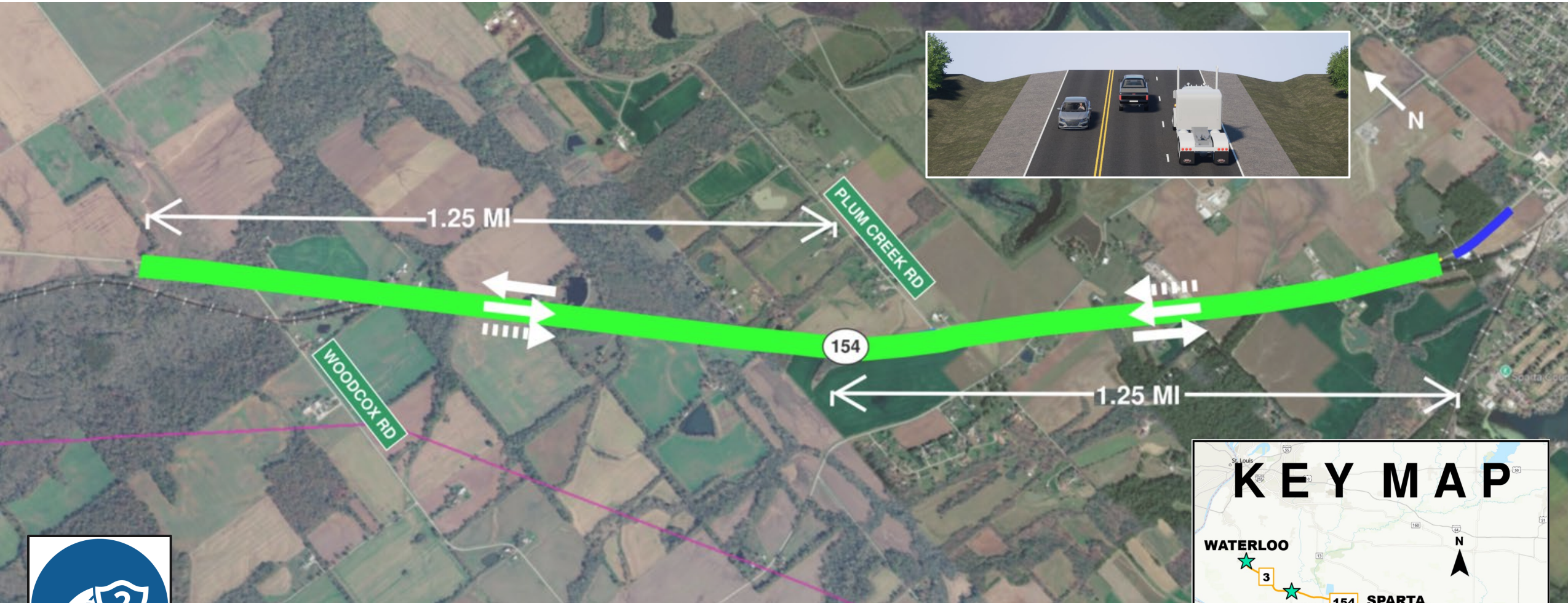


	NO PASSING EASTBOUND
	NO PASSING WESTBOUND
	NO PASSING BOTH
	SUPER-2

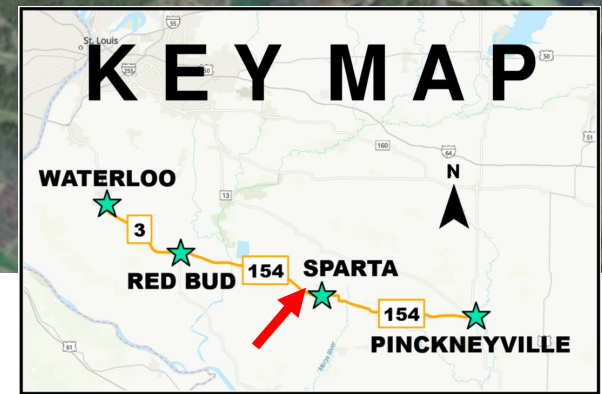


Super-2 West of Sparta

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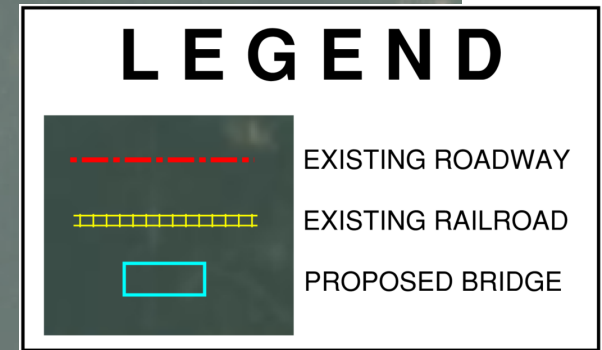
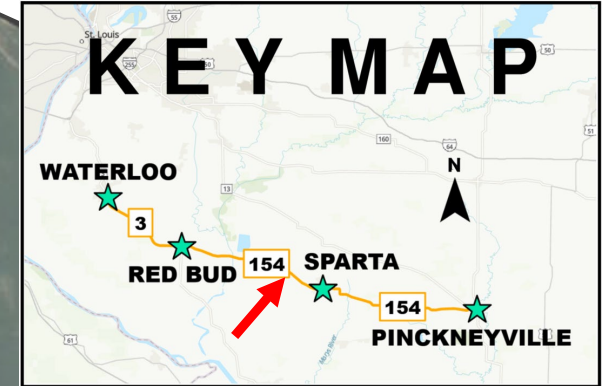
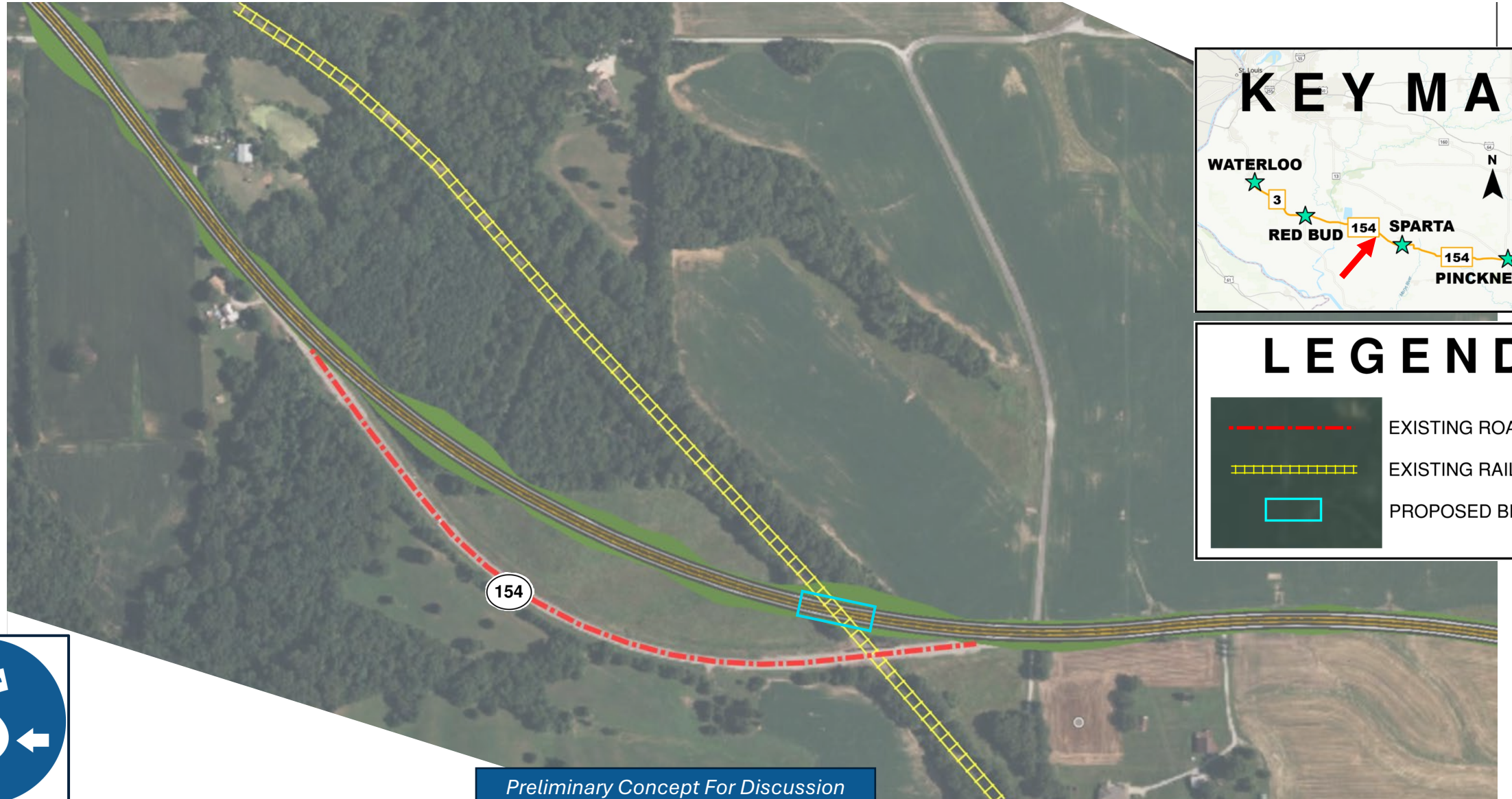


Preliminary Concept For Discussion



Railroad Overpass Realignment 1

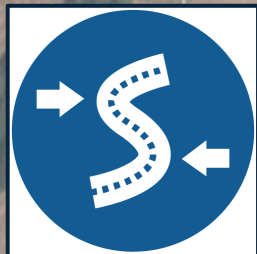
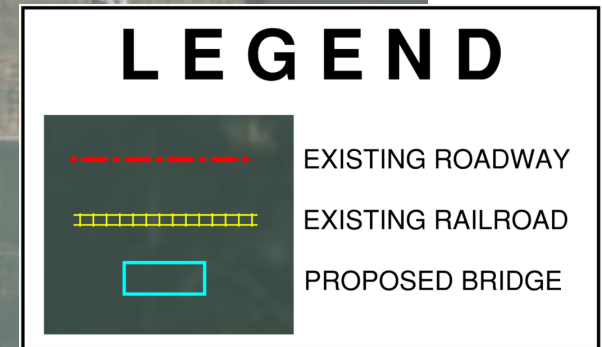
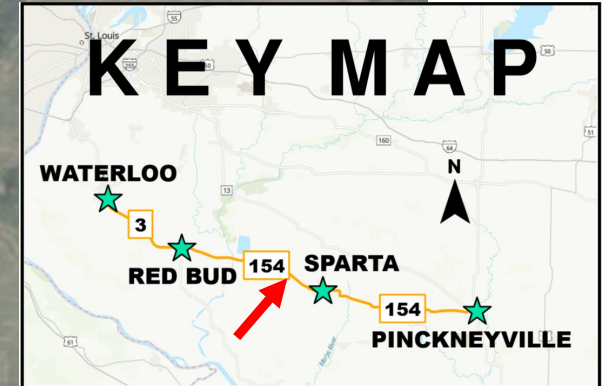
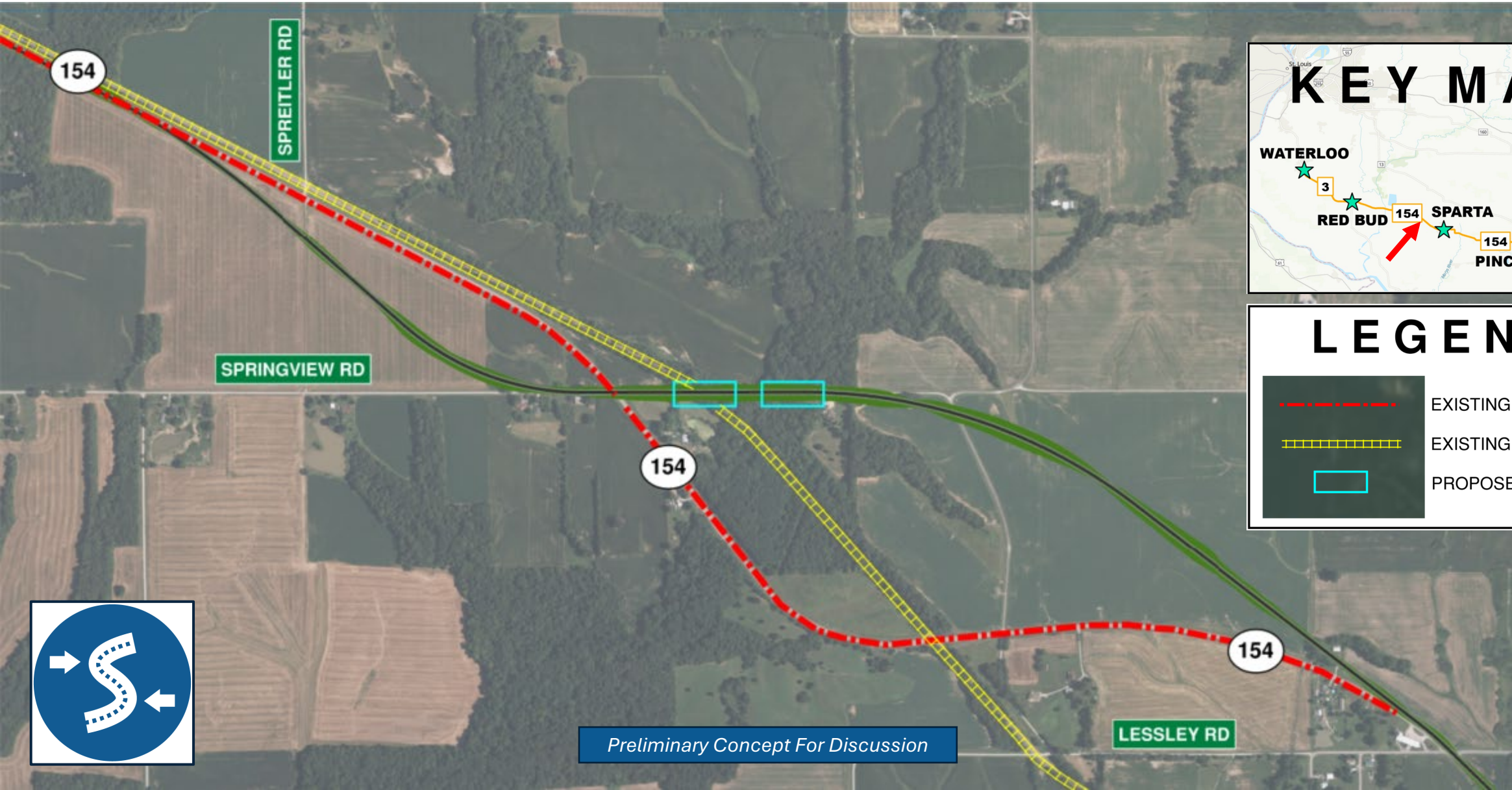
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Preliminary Concept For Discussion

Railroad Overpass Realignment 2

**SOUTHWEST
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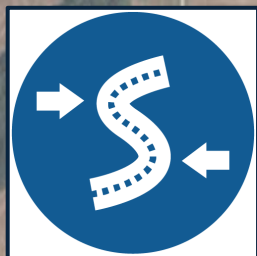
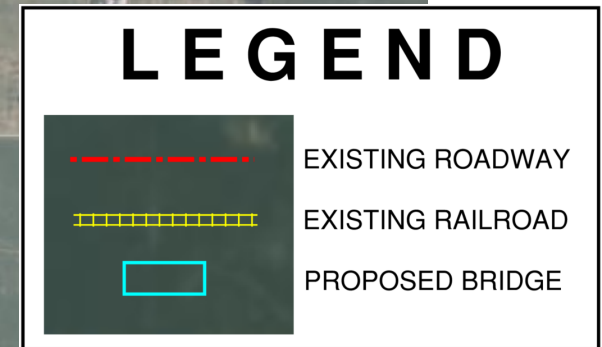
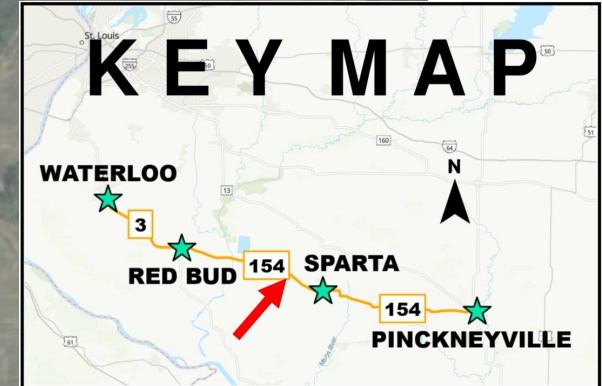
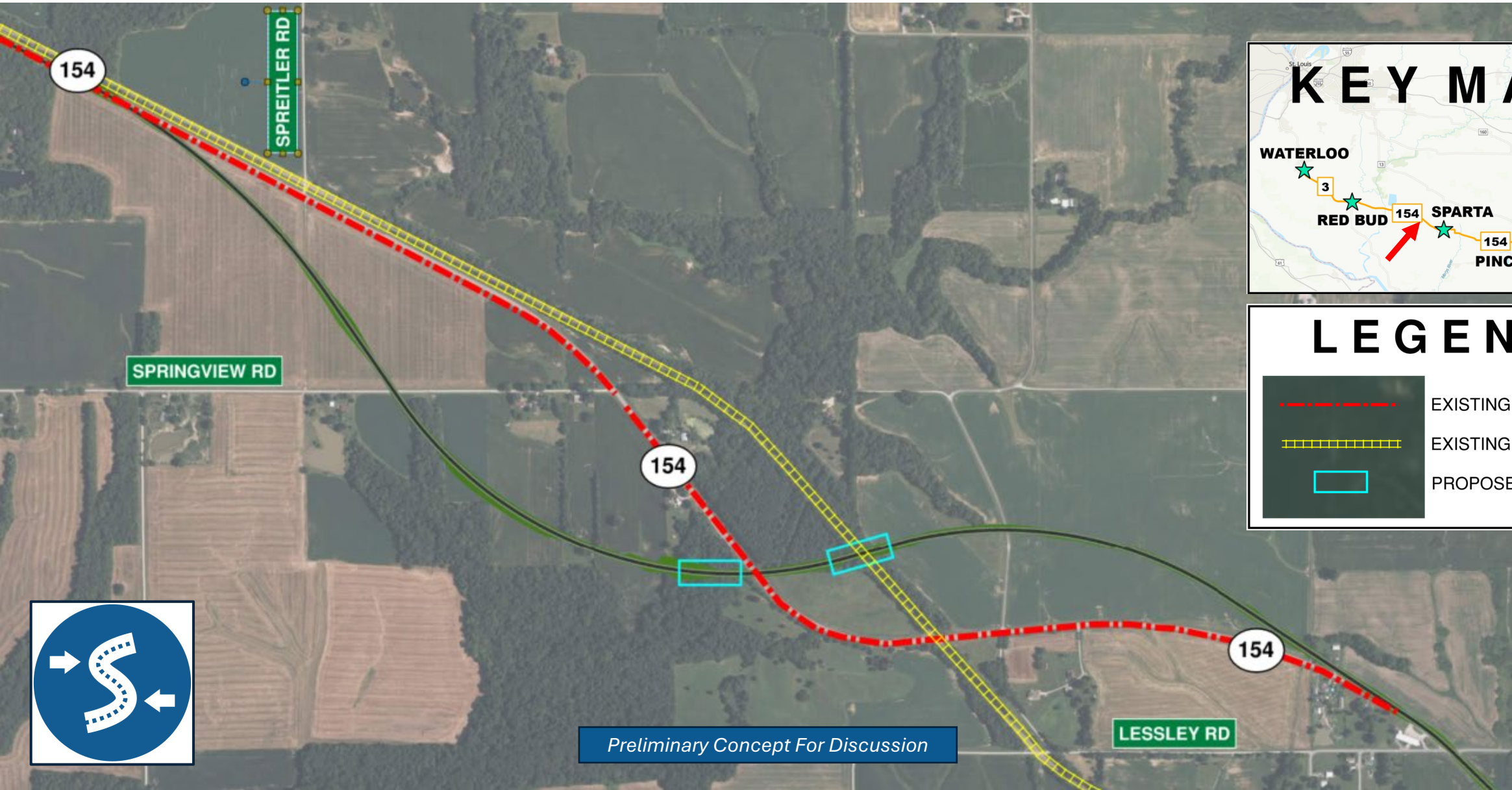


Preliminary Concept For Discussion

LESSLEY RD

Railroad Overpass Realignment 3

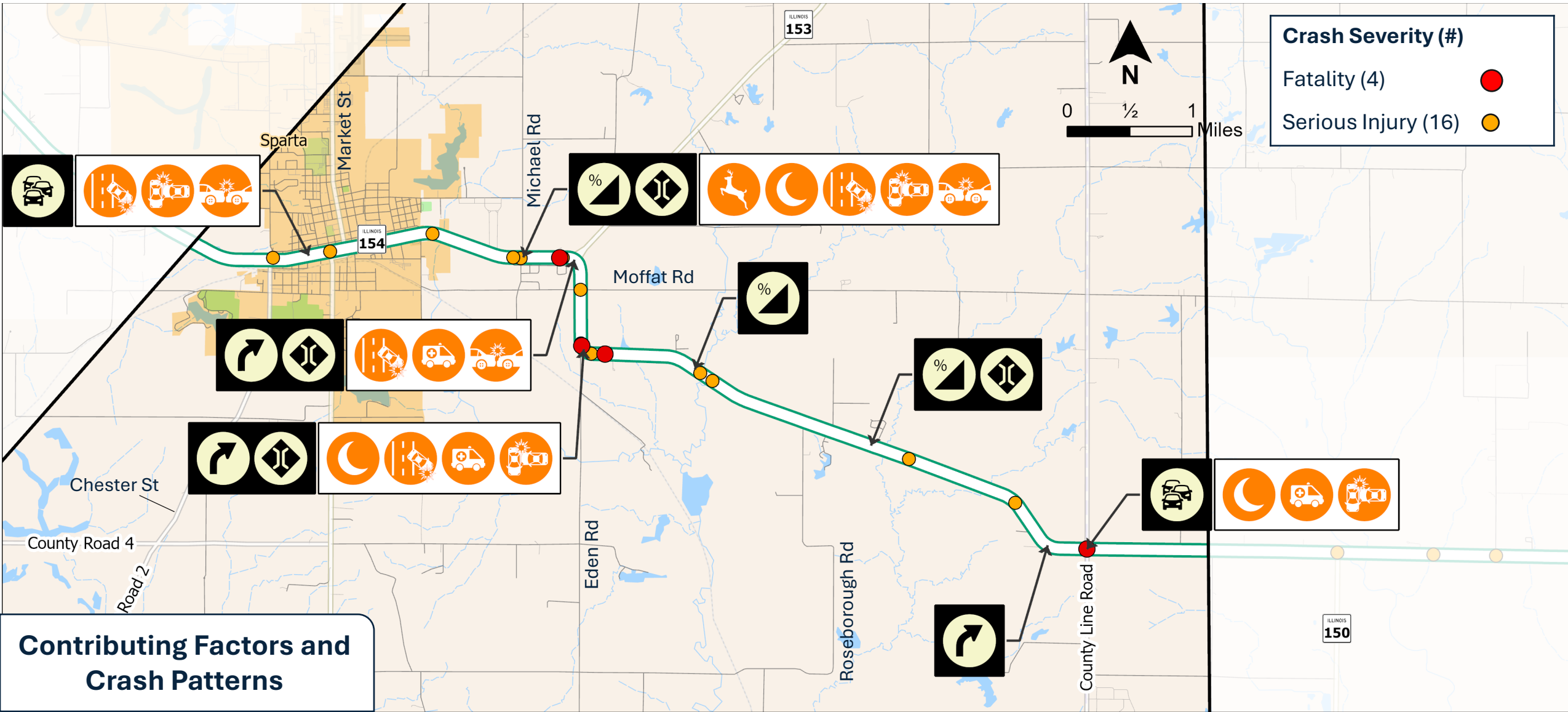
SOUTHWEST
CONNECTOR



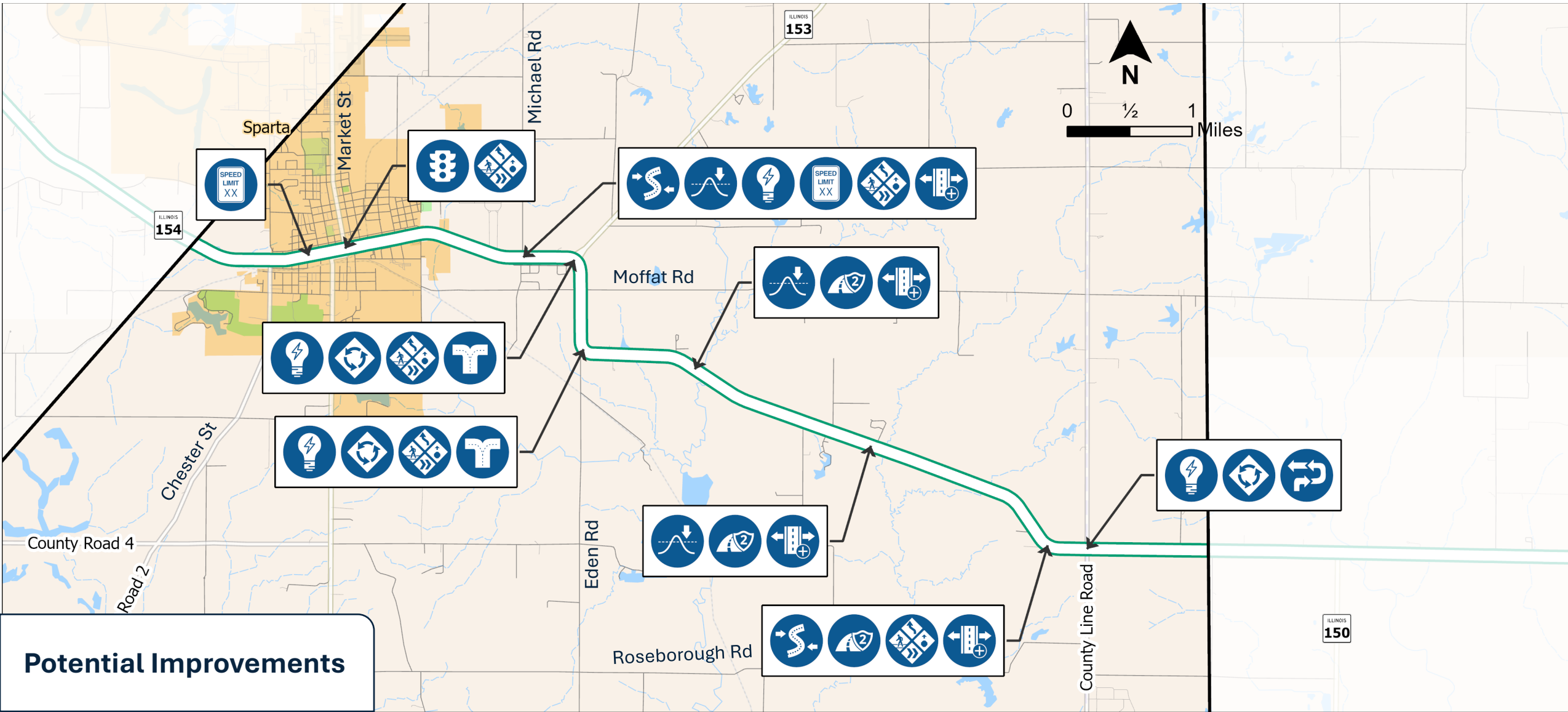
Preliminary Concept For Discussion

LESSLEY RD

Sparta to County Line Rd



Sparta to County Line Rd



IL 154/IL 4 PM Peak Hour Level of Service



2025 – LOS C

Stable flow, where maneuverability is noticeably restricted, but traffic is still efficient.

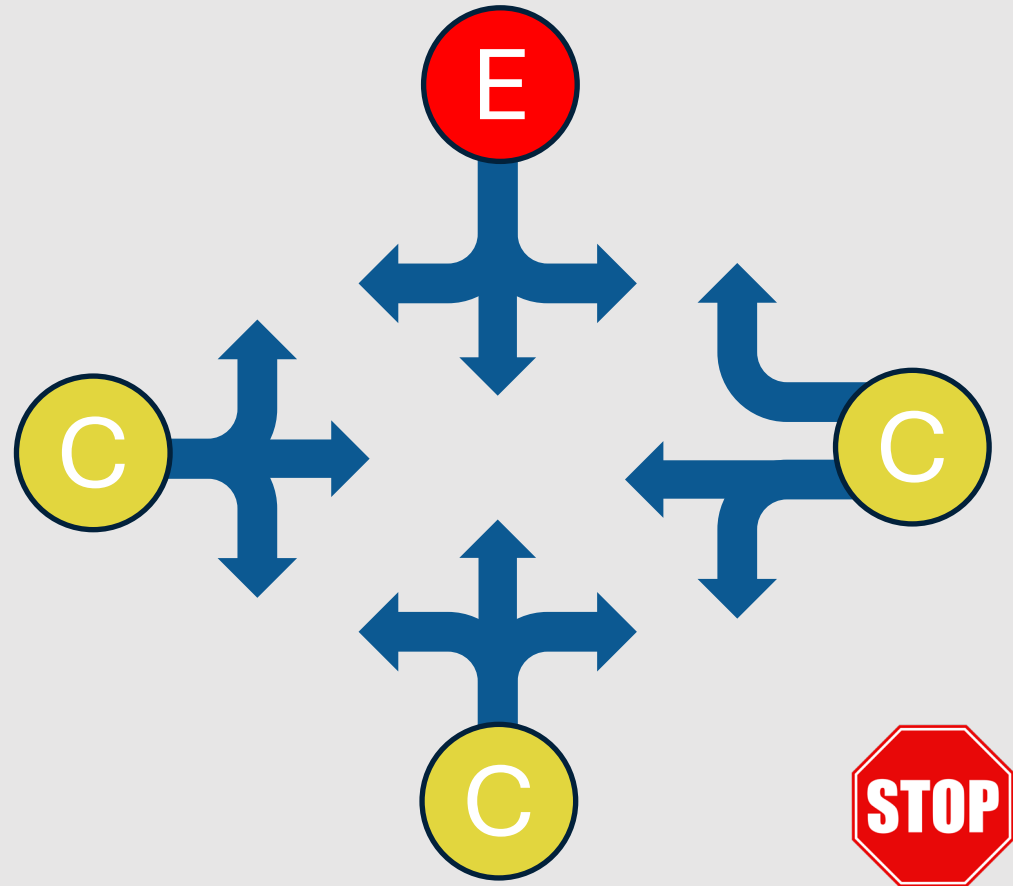
2050 – LOS E

Unstable flow, where traffic volumes are at or near capacity, leading to frequent delays.

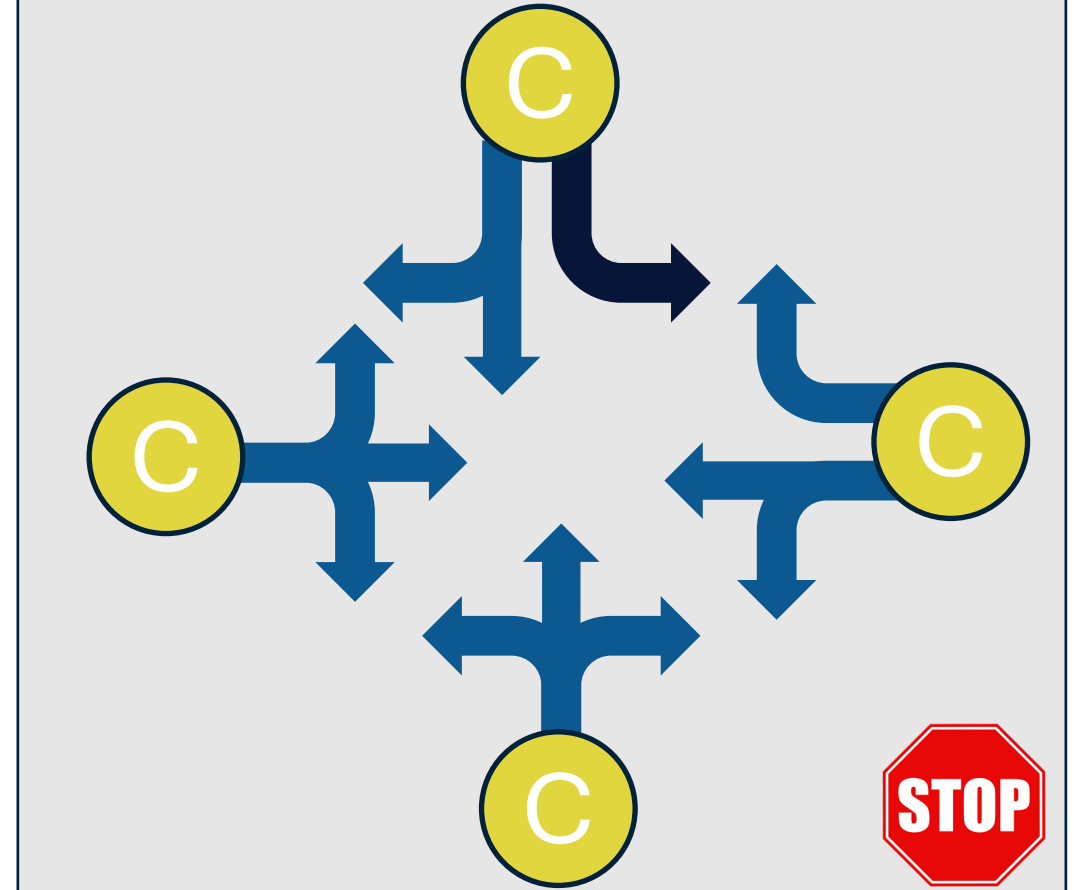


IL154/IL 4 Turn Lanes Level of Service

- No-Build Scenario (single lane)



- Provide Dedicated SB Left Turn Lane



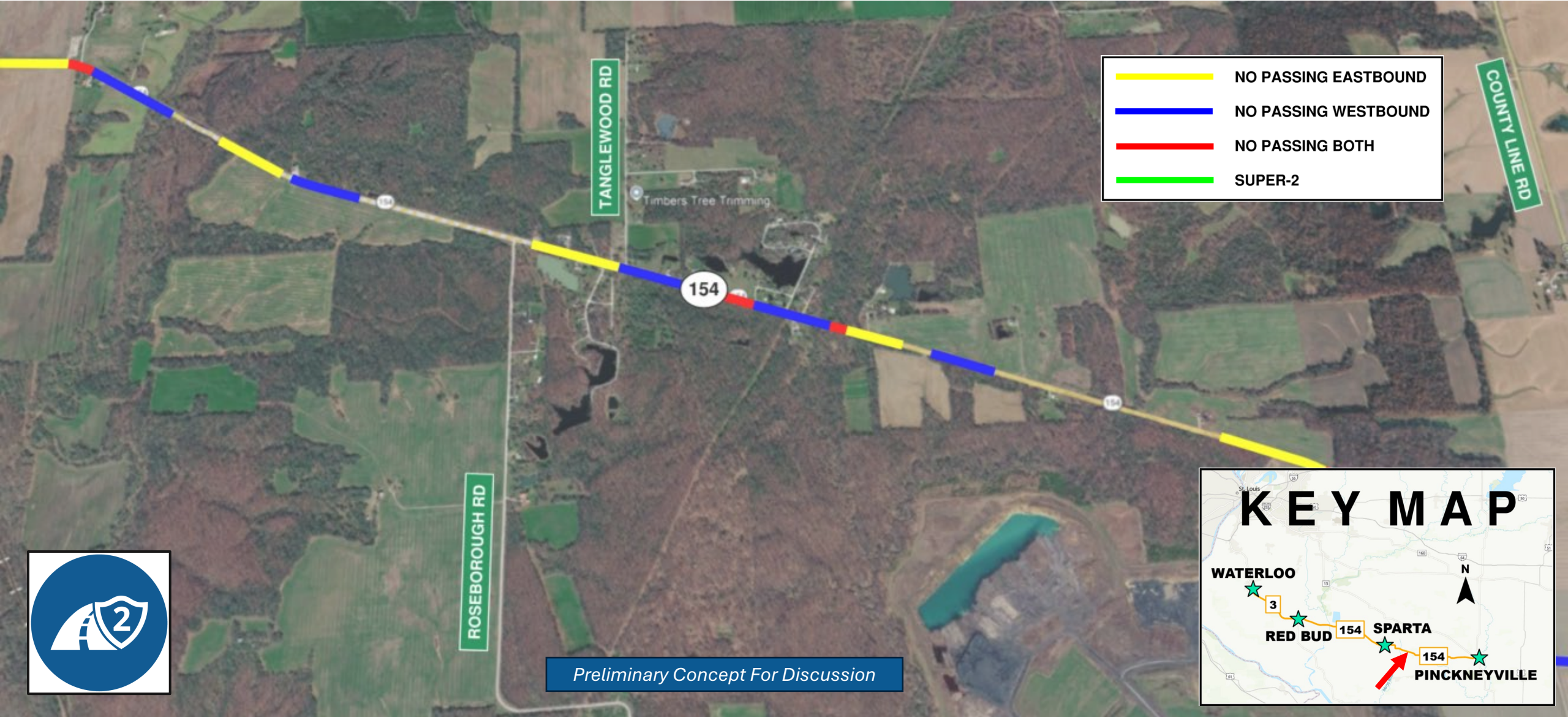
Sparta – One-Way Couple



Preliminary Concept For Discussion

Passing Zones East of Sparta/Eden

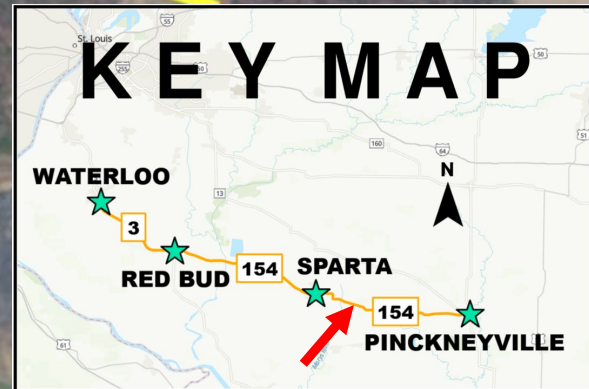
SOUTHWEST
CONNECTOR



	NO PASSING EASTBOUND
	NO PASSING WESTBOUND
	NO PASSING BOTH
	SUPER-2

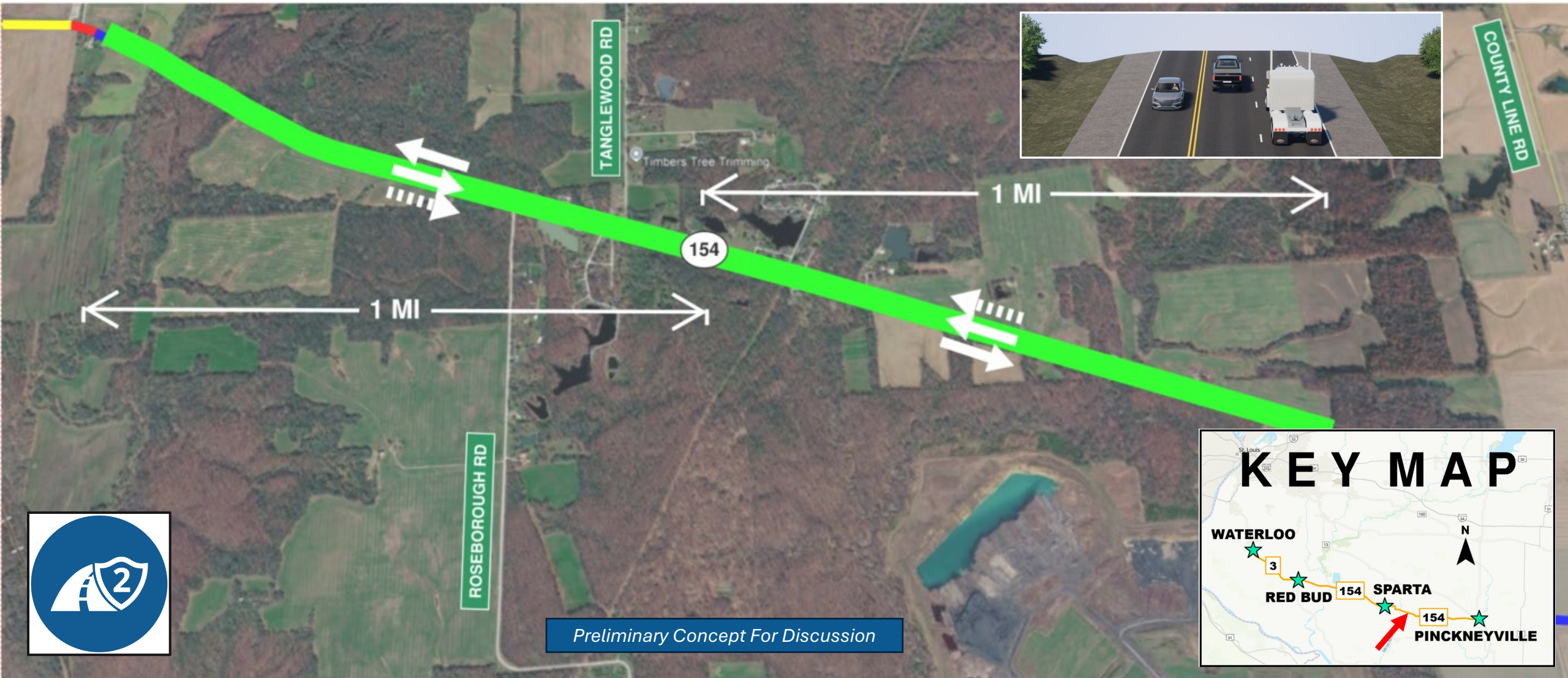


Preliminary Concept For Discussion



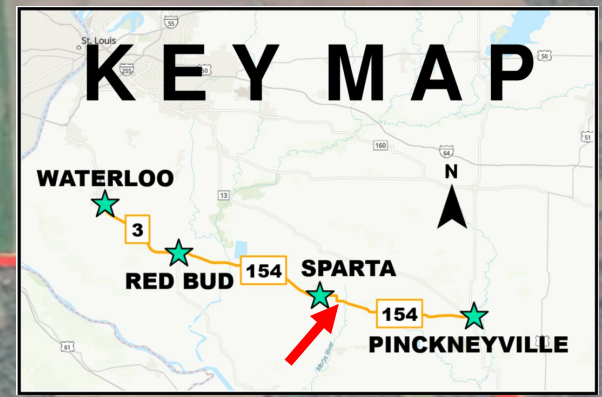
Super-2 East of Sparta/Eden

SOUTHWEST
CONNECTOR



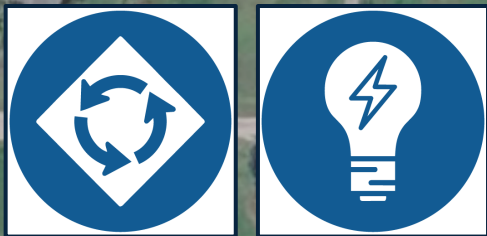
Preliminary Concept For Discussion

Eden Curves

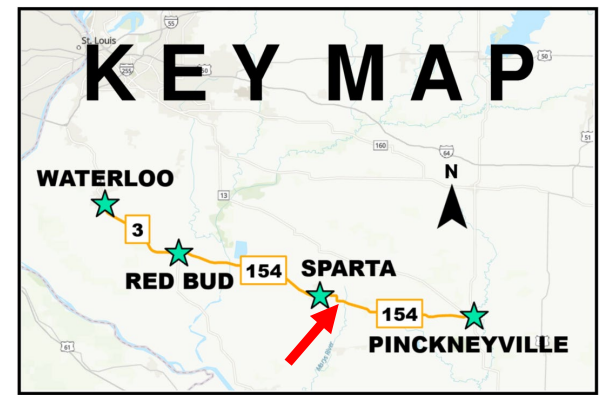


Preliminary Concept For Discussion

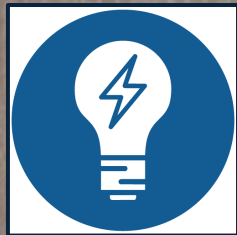
Eden North Roundabout



Preliminary Concept For Discussion

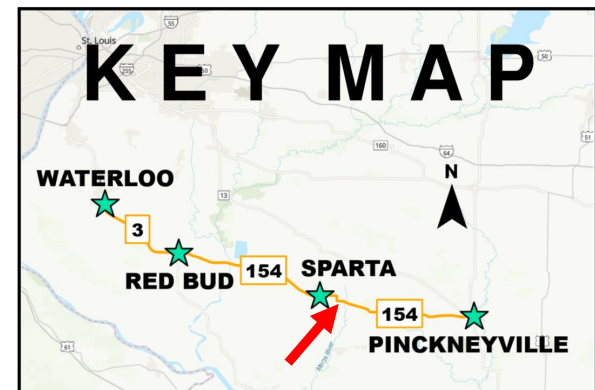


Eden South Roundabout



EDEN RD

Preliminary Concept For Discussion



Eden East Realignment



LEGEND

 EXISTING ROADWAY

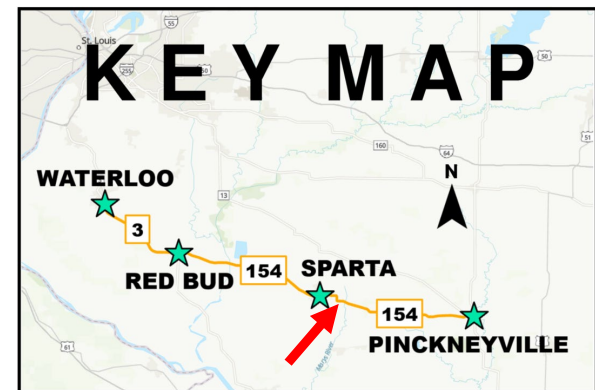
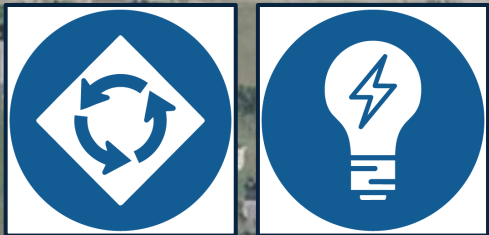
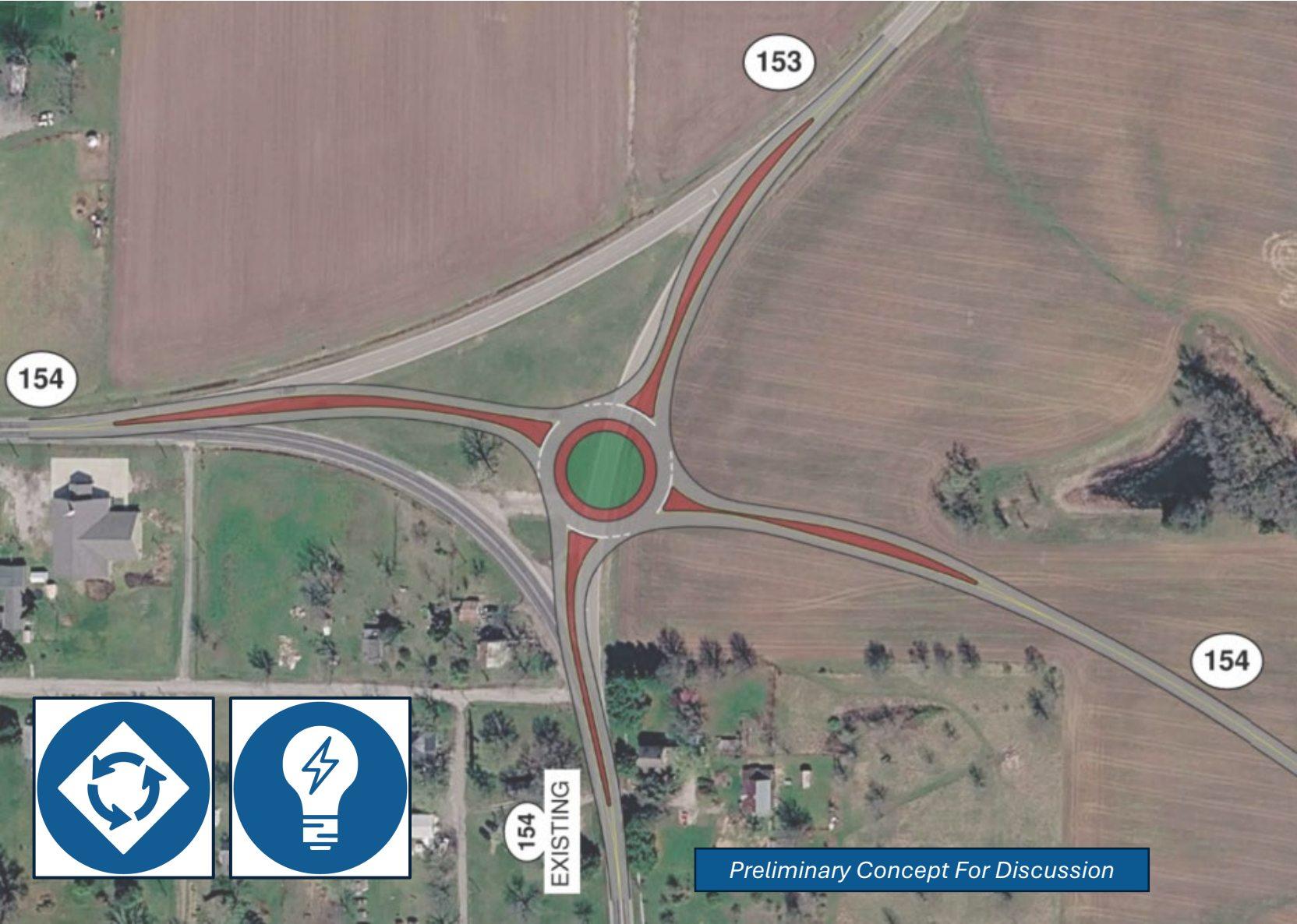
KEY MAP

WATERLOO
RED BUD
SPARTA
PINCKNEYVILLE

154
3

N

Eden North Roundabout with East Realignment

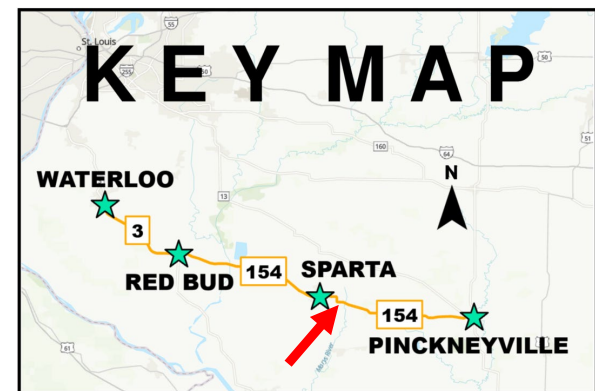


Eden West Realignment

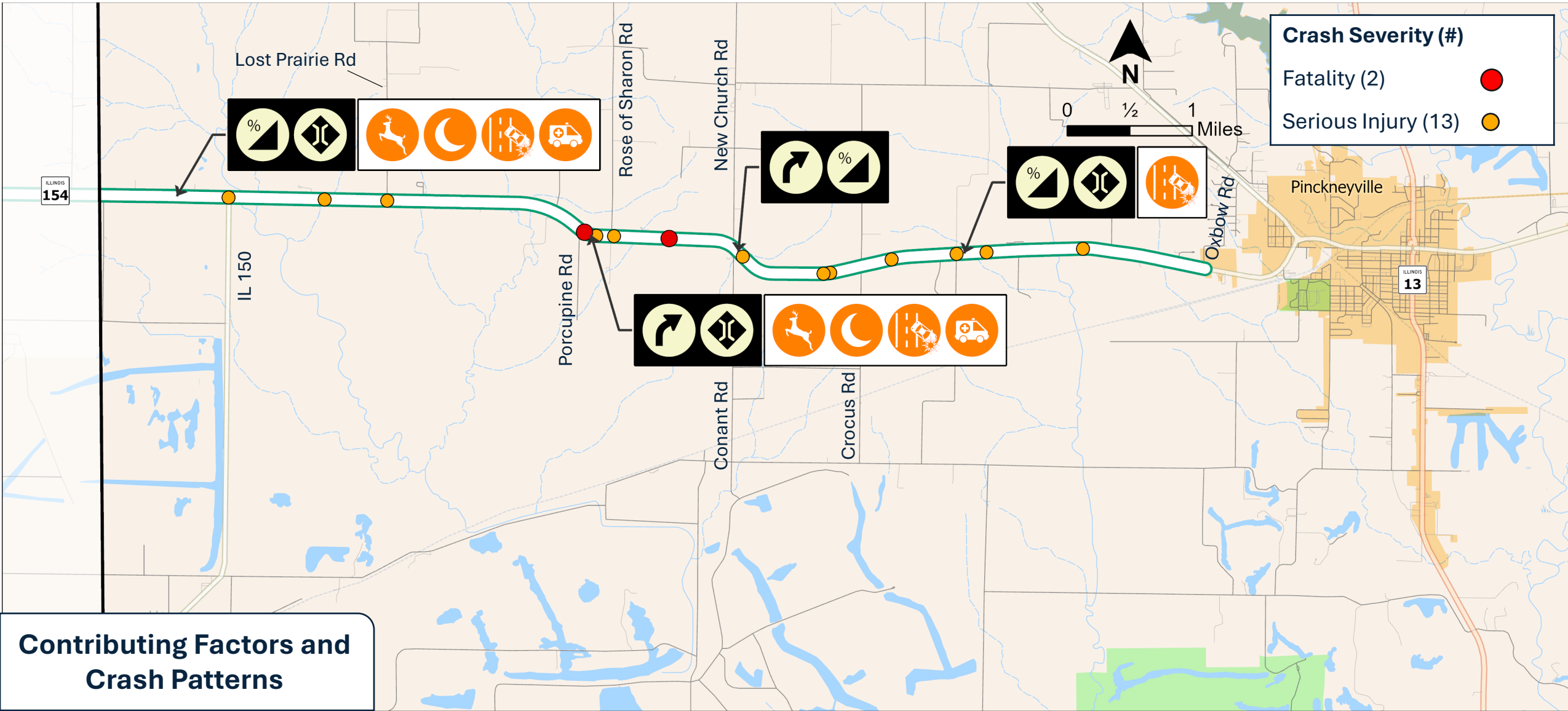


LEGEND

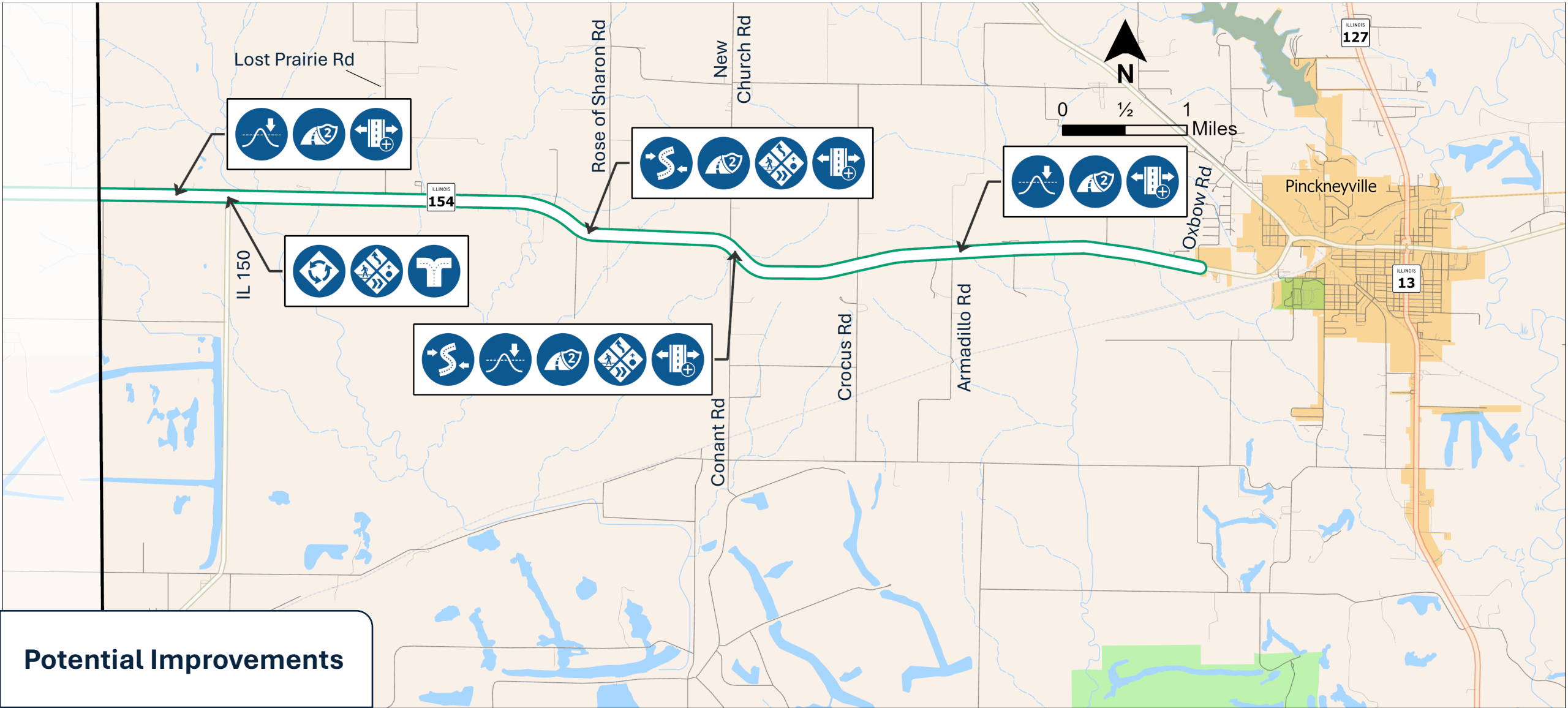
 EXISTING ROADWAY



County Line Rd to Pinckneyville

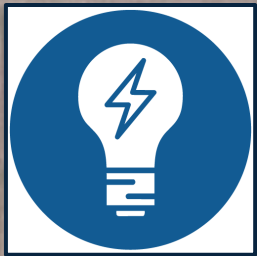
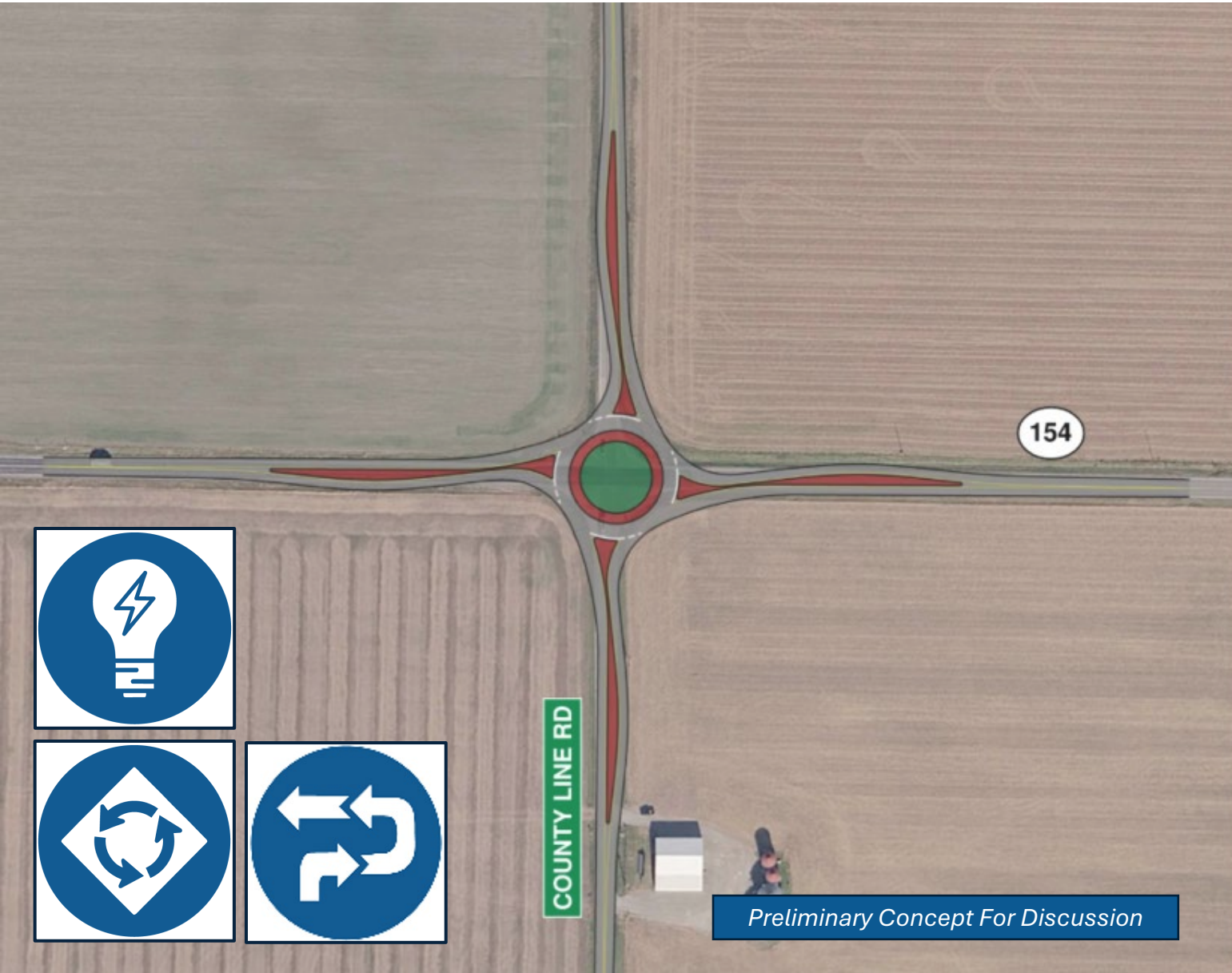


County Line Rd to Pinckneyville



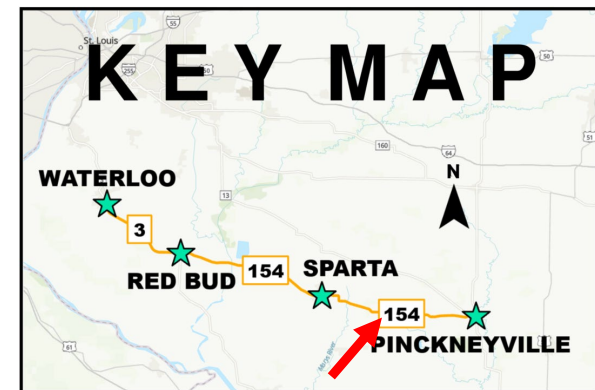
Potential Improvements

County Line Rd Roundabout

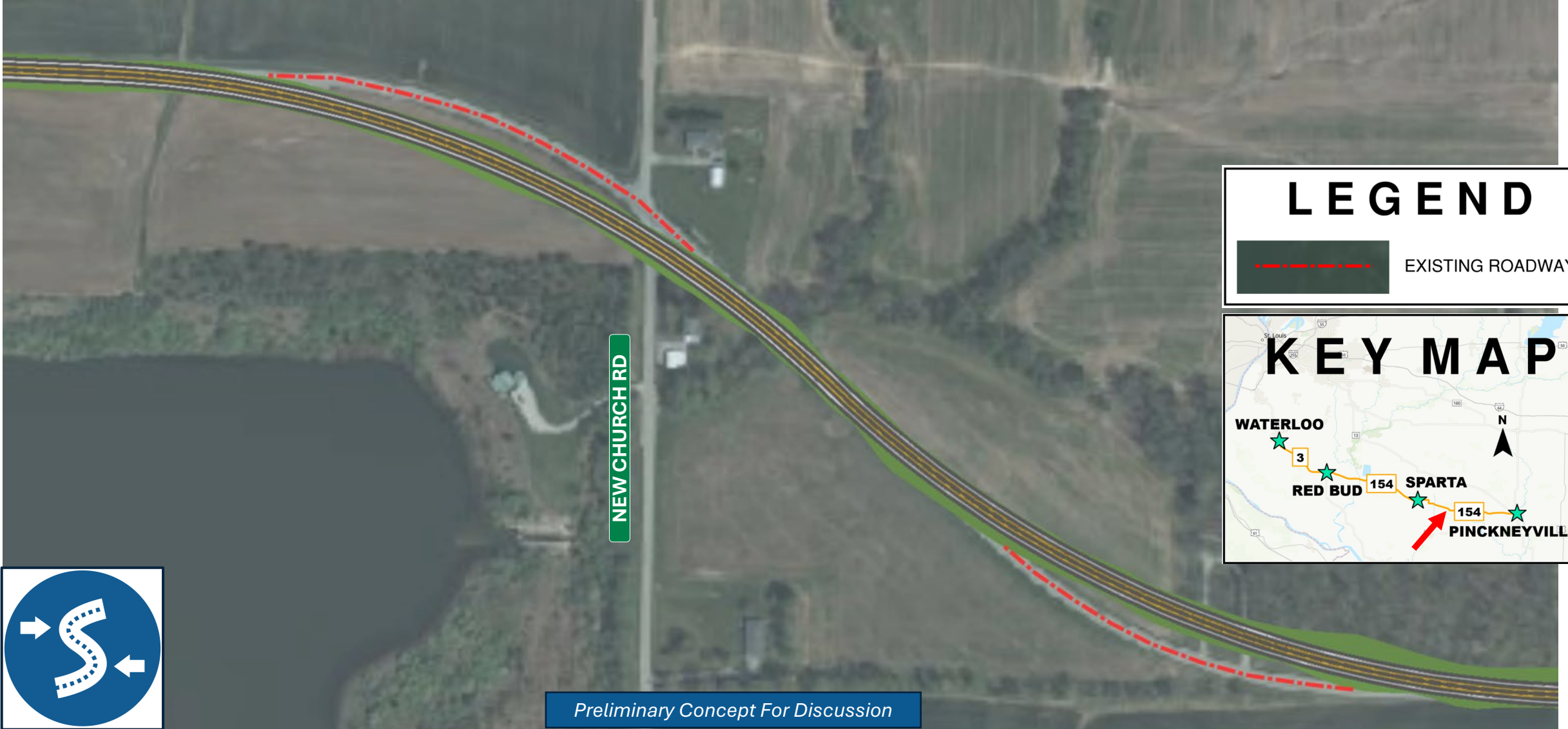


COUNTY LINE RD

Preliminary Concept For Discussion



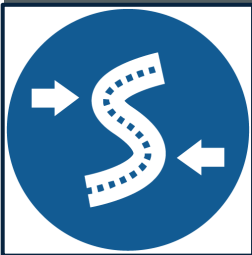
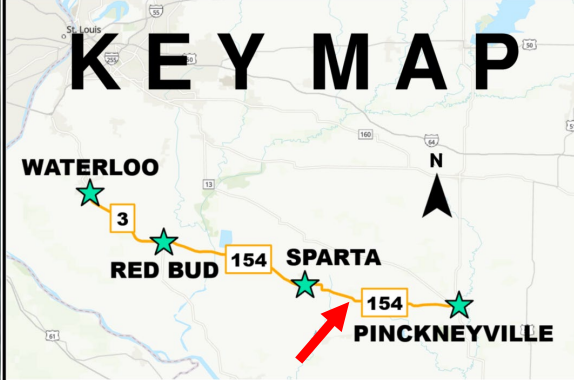
IL 154 Realignment at New Church Rd



LEGEND

 EXISTING ROADWAY

KEY MAP



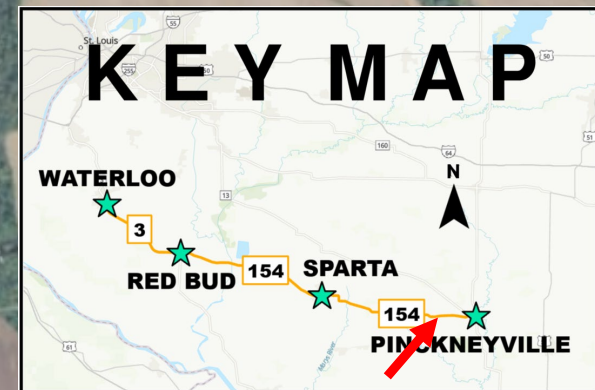
Preliminary Concept For Discussion

Passing Zones West of Pinckneyville

SOUTHWEST
CONNECTOR

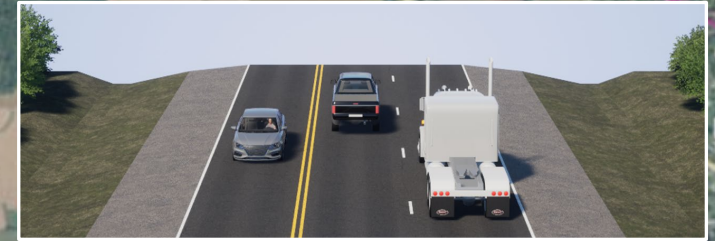
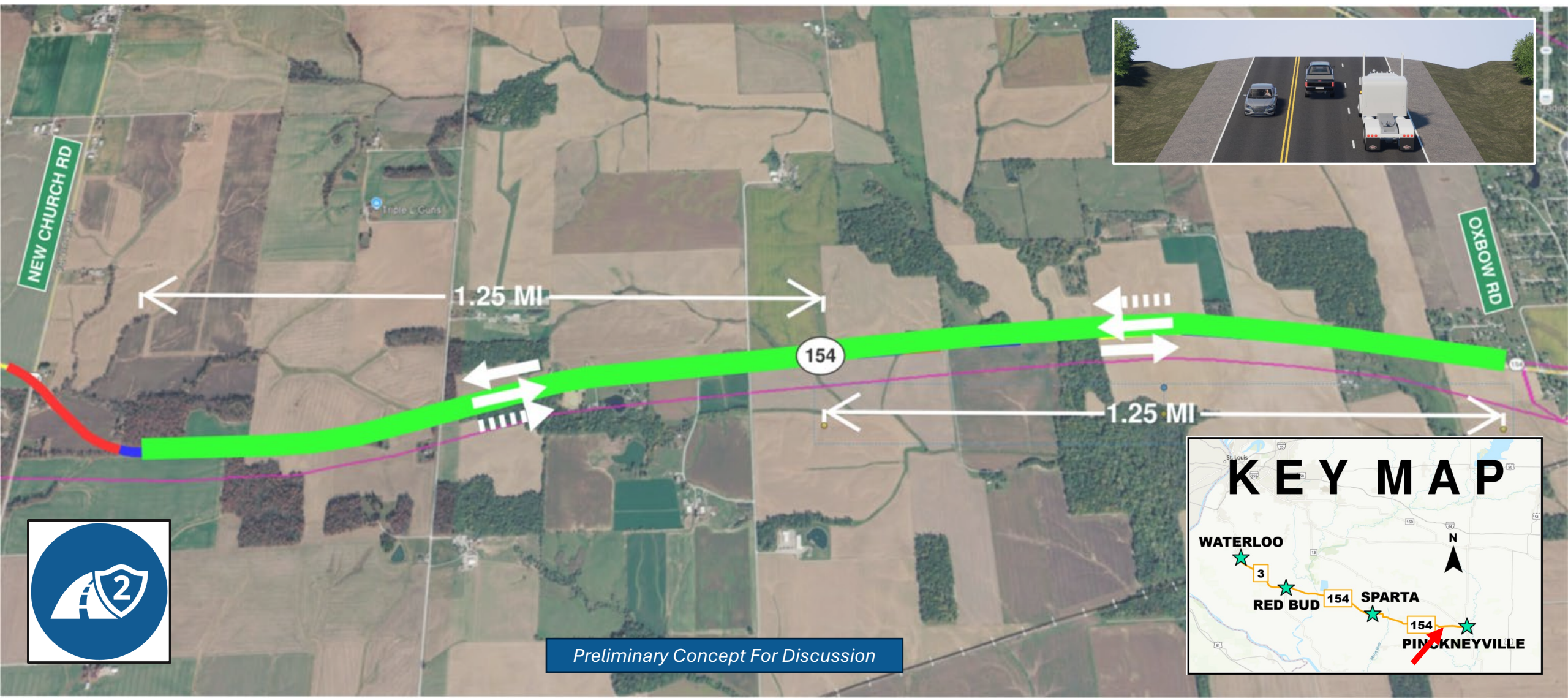


	NO PASSING EASTBOUND
	NO PASSING WESTBOUND
	NO PASSING BOTH
	SUPER-2

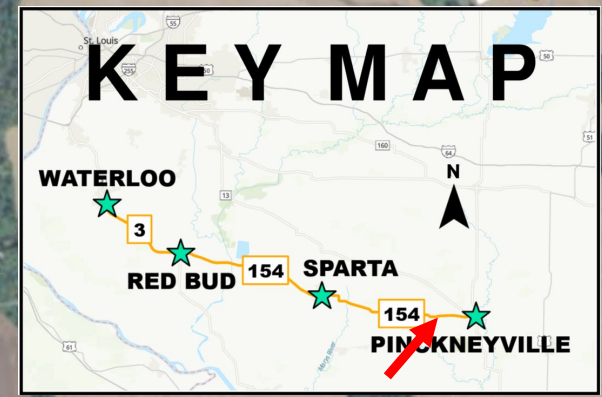


Super-2 West of Pinckneyville

SOUTHWEST
CONNECTOR



Preliminary Concept For Discussion



**SOUTHWEST
CONNECTOR**



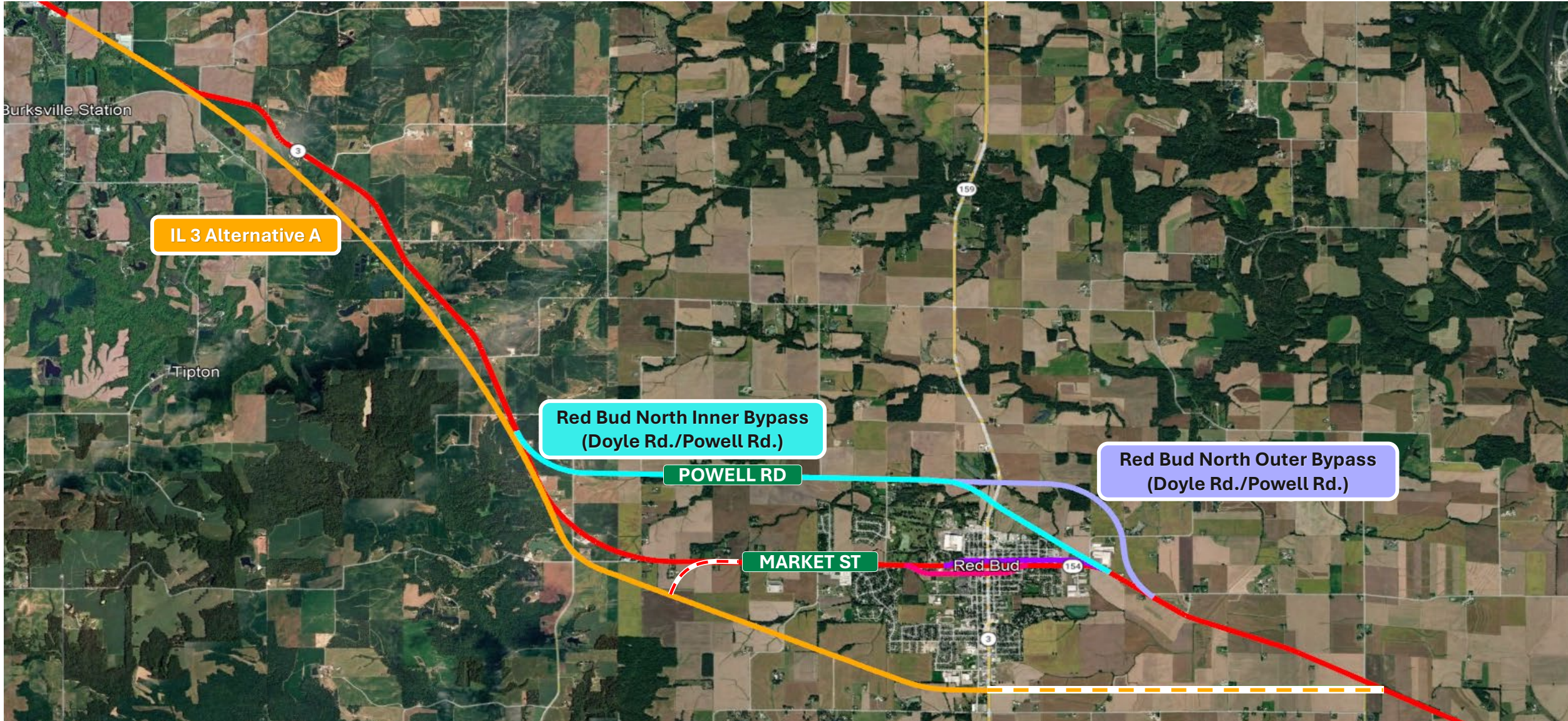
Alternate Alignments

Overview

Paul Schneider (Stanley) – Speaker

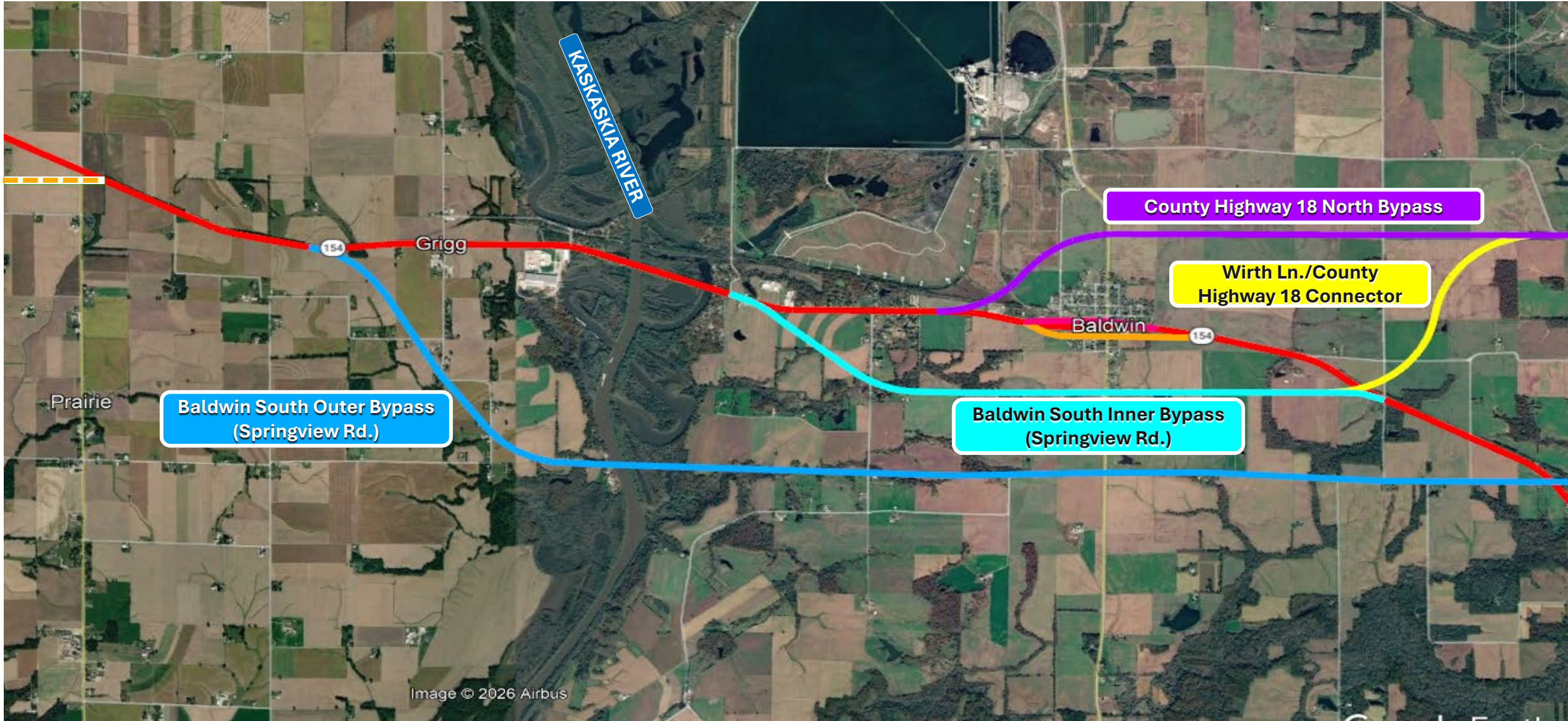
Segment 1 – Waterloo to Red Bud

SOUTHWEST
CONNECTOR

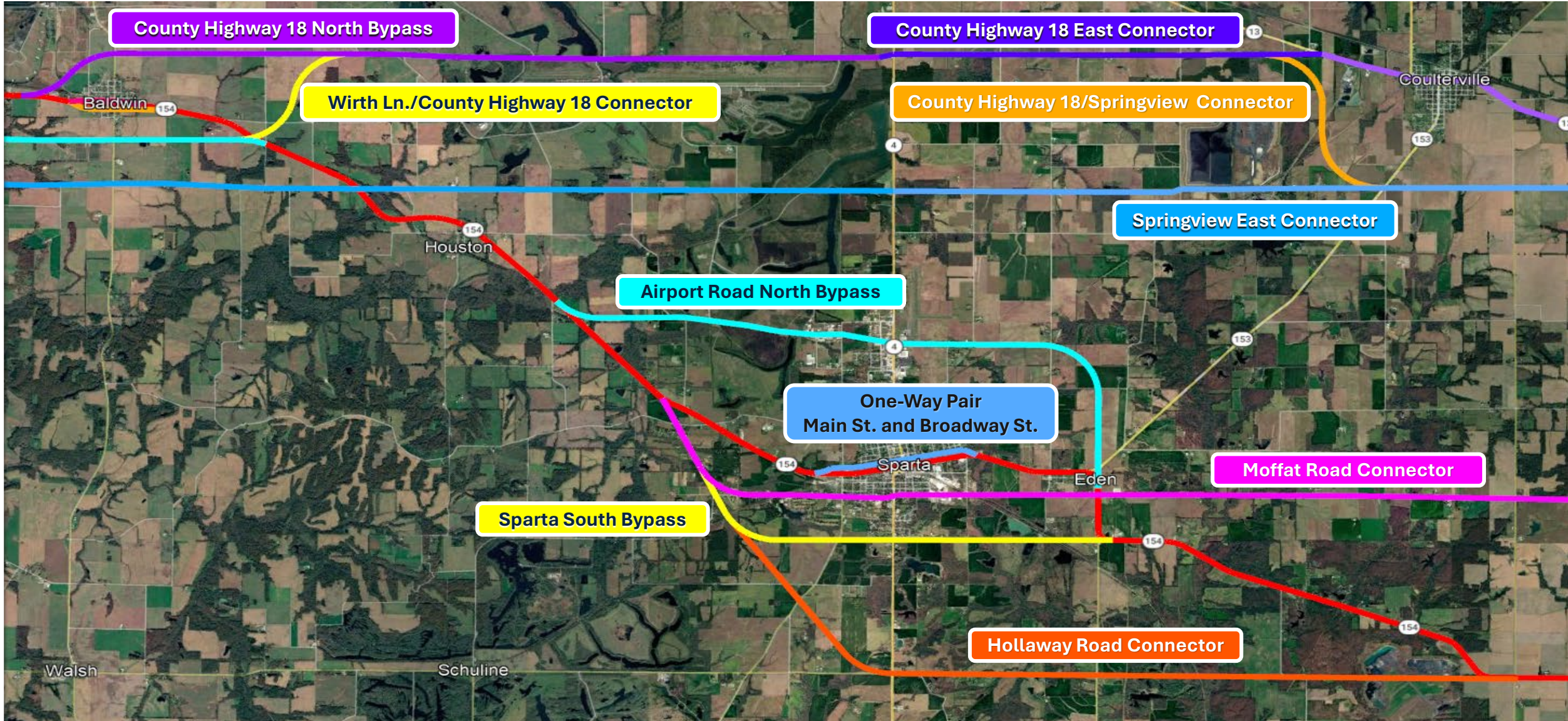


Segment 2 – Red Bud to Baldwin

SOUTHWEST
CONNECTOR

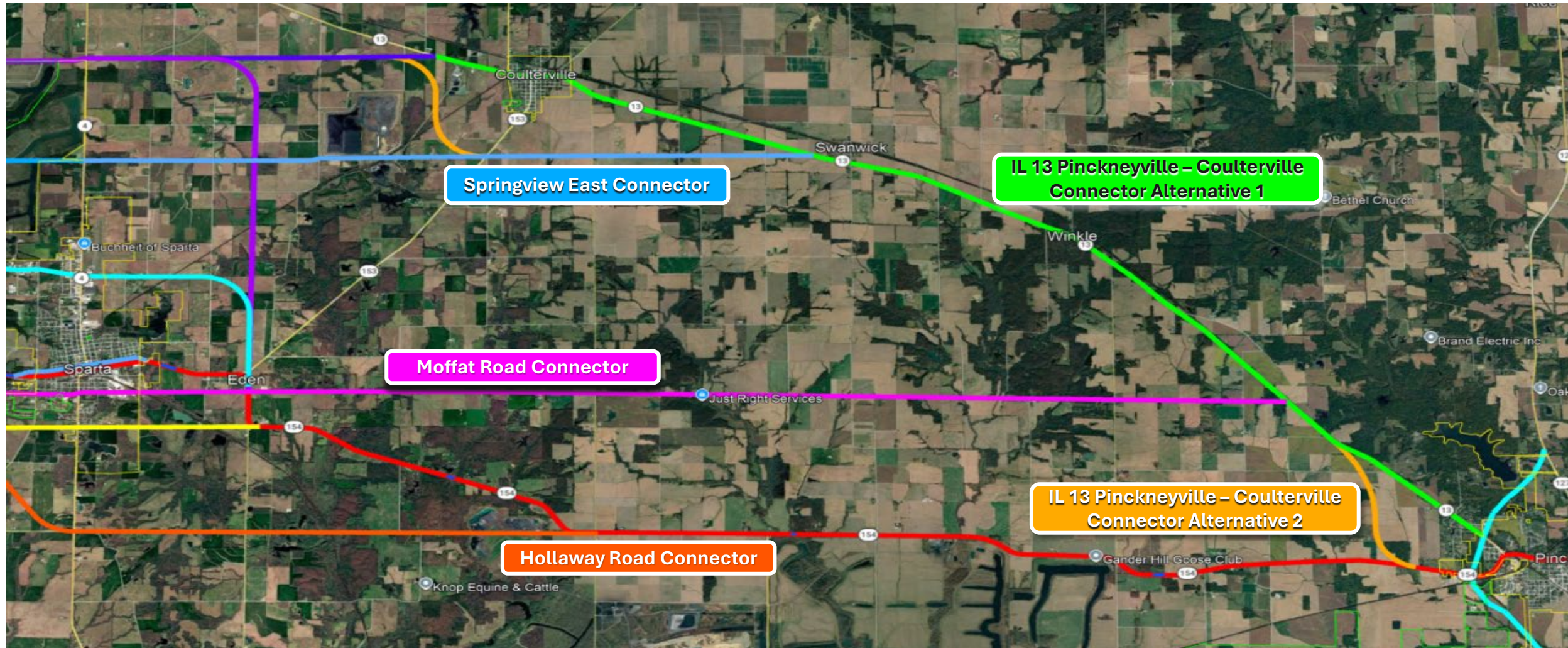


Segment 3 – Baldwin to Sparta



Segment 4 & 5 – Sparta to Pinckneyville

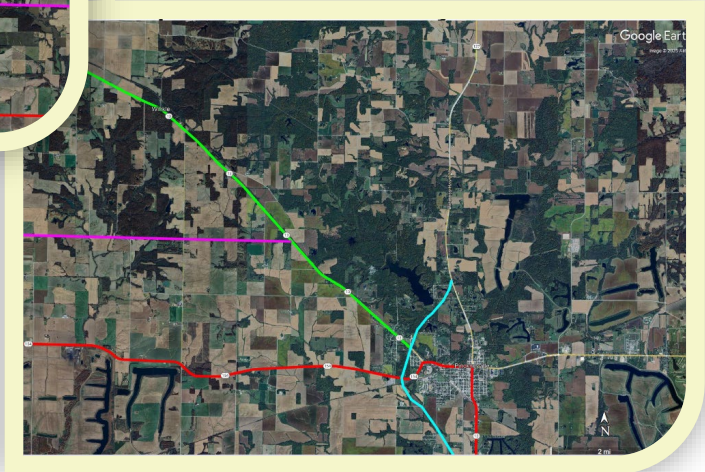
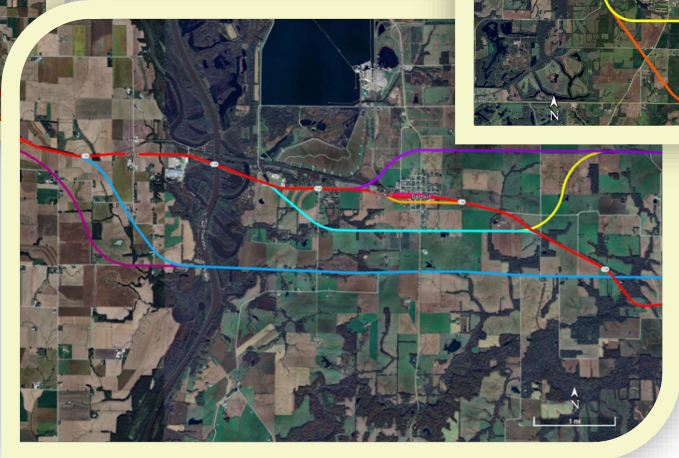
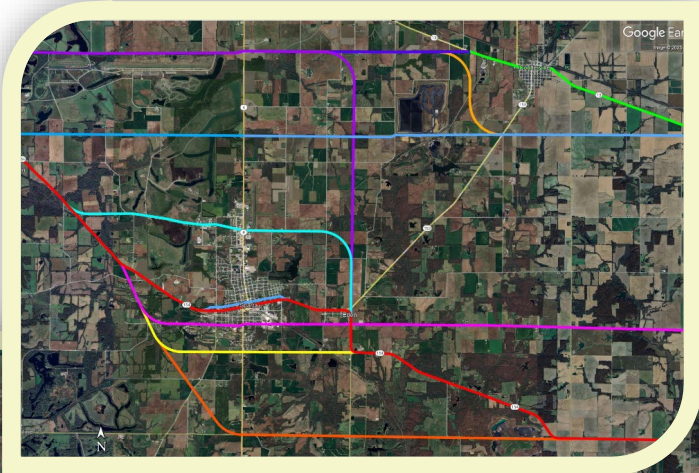
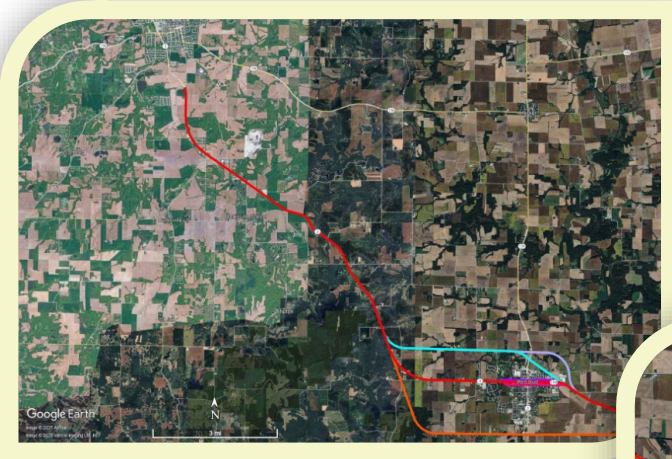
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Conceptual Alternatives Workshop Session



- Review Roll Plot Maps





Workshop Discussion

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Screening Process



Screening Phases

Full Range of Alternatives

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Initial Alternatives

Purpose and Need/Fatal Flaw Screening

Do the alternatives:

- Meet the Purpose and Need?
- Have excessive impacts and/or costs?

Safety and Operations Performance

(Concept Level)

Do the alternatives:

- Provide a safety benefit?
- Provide an operational benefit?
- Comply with design standards

Corridor Impact/Feasibility

(Refined Concepts)

Evaluate:

- Impacts to:
 - Adjacent land uses
 - Natural, historic, and cultural resources
 - Wildlife and T&E species
- Technical Feasibility
- Construction costs

Multi-Modal/Context and Implementation

Evaluate opportunity for:

- Bicycle and pedestrian mobility and safety
- Transit mobility and safety
- Implementation

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Next Steps



March – September 2025: Data Collection

June 2025: CAG #1 – Problem Statement

Summer 2025: Virtual Public Information Event #1 (On-Demand)

Fall 2025: CAG #2 – Purpose & Need and Conceptual Alternatives

Spring 2026: CAG #3 – Preliminary Alternatives ([We Are Here](#))

Summer 2026: IDOT/FHWA NEPA Merger Meeting

Summer 2026: Hybrid Public Meeting #2

Fall 2026: CAG #4 – Alternatives and Screening

Winter 2026/2027: CAG #5 – Results of Level 2 Screening

Spring 2027: Hybrid Public Meeting #3

Fall 2027: IDOT/FHWA NEPA Merger Meeting

Fall/Winter 2027: PEL Report

Next Steps...

- Follow up meetings with Focus Groups
- Screen Reasonable Alternatives to Present for Public and Stakeholder Input



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How to Reach Us

- southwestconnector.com
- contact@southwestconnector.com

