

Appendix I

Public Involvement Report and Documentation

Contents

Summary	Public Involvement
Appendix I-A	Questionnaire
I-A.1	ADM
I-A.2	Richland Community College
I-A.3	Community
Appendix I-B	Stakeholders Coordination Documentation
Appendix I-C	Public Meetings Documentation
Appendix I-D	Property Owners Contact Documentation

1.0 Public Involvement

Public involvement for the study included a questionnaire, various stakeholder meetings, public meetings, and contacts with affected property owners. The following sections describe public involvement.

1.1 Questionnaire

Overview

As part of stakeholder engagement for the Brush College Road Project, the project team developed online surveys for three stakeholder groups: Archer Daniels Midland Company (ADM), Richland Community College (RCC) and the community at large. The objectives of the surveys were to gain insights from corridor users in terms of travel behavior, operating conditions, and potential project priorities. The surveys were not scientifically designed but provided an opportunity for individuals to share information, insights, and preferences. Survey Monkey was used, so participants are those who were both aware of and motivated to complete such a survey.

Surveys for ADM and Richland Community College participants were similar and included 14 questions addressing travel behavior; perspectives on congestion and safety; and potential improvement priorities. The survey for the general community included six questions related to travel behavior along Brush College Road, potential improvement priorities, and open ended questions on issues and concerns. A hard copy of the community survey was also created to accommodate hand written responses.

Participation

E-mails with hyperlinks to the survey were distributed to prospective participants while hard copy versions of the survey were distributed to community residents along the Brush College Road Corridor. Participation in open ended responses was significant. More than 2,300 responses were received.

ADM

The ADM survey responses were collected between December 10 and December 27, 2010. A total of 1,827 ADM staff participated. See Appendix I-A.1 for ADM survey responses.

Richland Community College

The Richland Community College survey responses were collected between December 10 and December 27, 2010. A total of 282 students and staff participated. See Appendix I-A.2 for Richland Community College responses.

Community Survey

The general community survey was posted on the City of Decatur web site on December 1, 2010 and remained there the entire month. Hard copies were mailed out to those living in the neighborhood near the project on December 2, 2010. A total of 206 participated and 131 of those were hard copy returns. See Appendix I-A.3 for Community Survey responses.

Table 1: Participation in Open Ended Questions

<i>Open Ended Questions</i>	<i>Open Ended Responses</i>			
	ADM	Richland Community College	Community At-Large	Total
Describing commute	186	42	37	265
Regarding traffic congestion	509	105	161	775
Regarding safety	652	99	140	891
Regarding study in general	190	40	59	289
Provided e-mail	440	55	63	558

Summary of Results

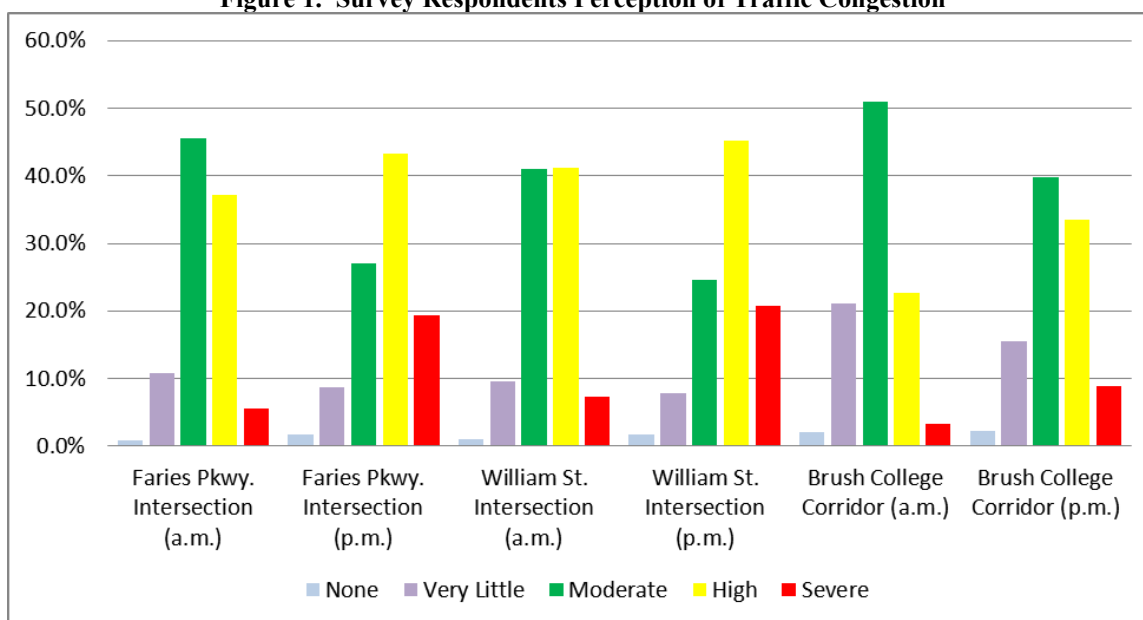
The composite responses to questions for each of the three surveys generated by Survey Monkey are included in Appendix I-A. These reports also include the verbatim text of the open ended responses.

The survey data collected provided insight into how traffic congestion levels are perceived within the study corridor. Survey respondents were asked to rank the level of traffic congestion during the a.m. and p.m. peak hours at the following locations:

- Intersection of Brush College Road and Faries Parkway;
- Intersection of Brush College Road and William Street; and,
- The Brush College Road corridor, in general.

Figure 1 displays the survey respondents perception of traffic congestion which ranged from “none” to “severe.”

Figure 1. Survey Respondents Perception of Traffic Congestion

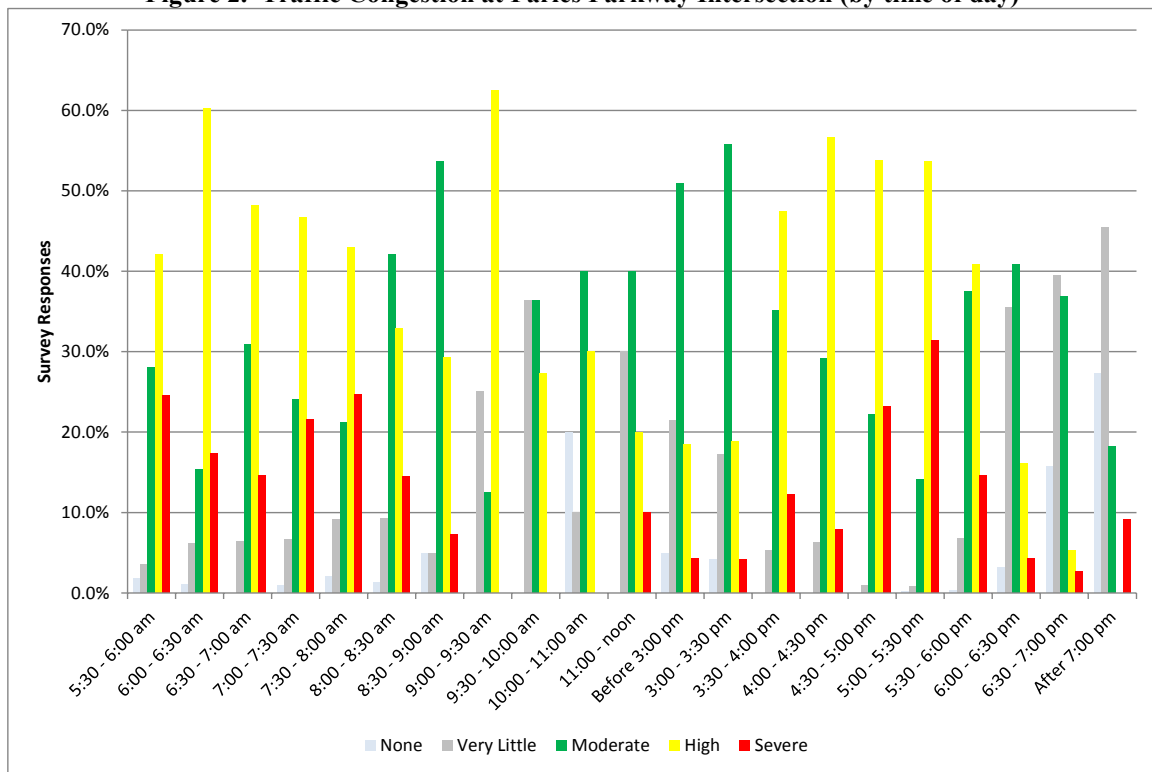


SOURCE: ADM and Richland Community College Survey (December 2010).
 Notes: 1) Responses reflect those survey respondents who expressed an opinion on traffic congestion.
 2) These specific question was not included on the community survey.

Generally speaking, survey respondents indicated that the p.m. peak hour experiences a greater level of traffic congestion as compared to the a.m. peak hour. Nearly 21% of ADM and RCC survey respondents indicated that traffic congestion at the Brush College Road and William Street intersection is severe in the p.m. peak hour. Another 45% indicated this intersection experiences high traffic congestion. The intersection of Faries Parkway had similar percentages during the p.m. peak hour.

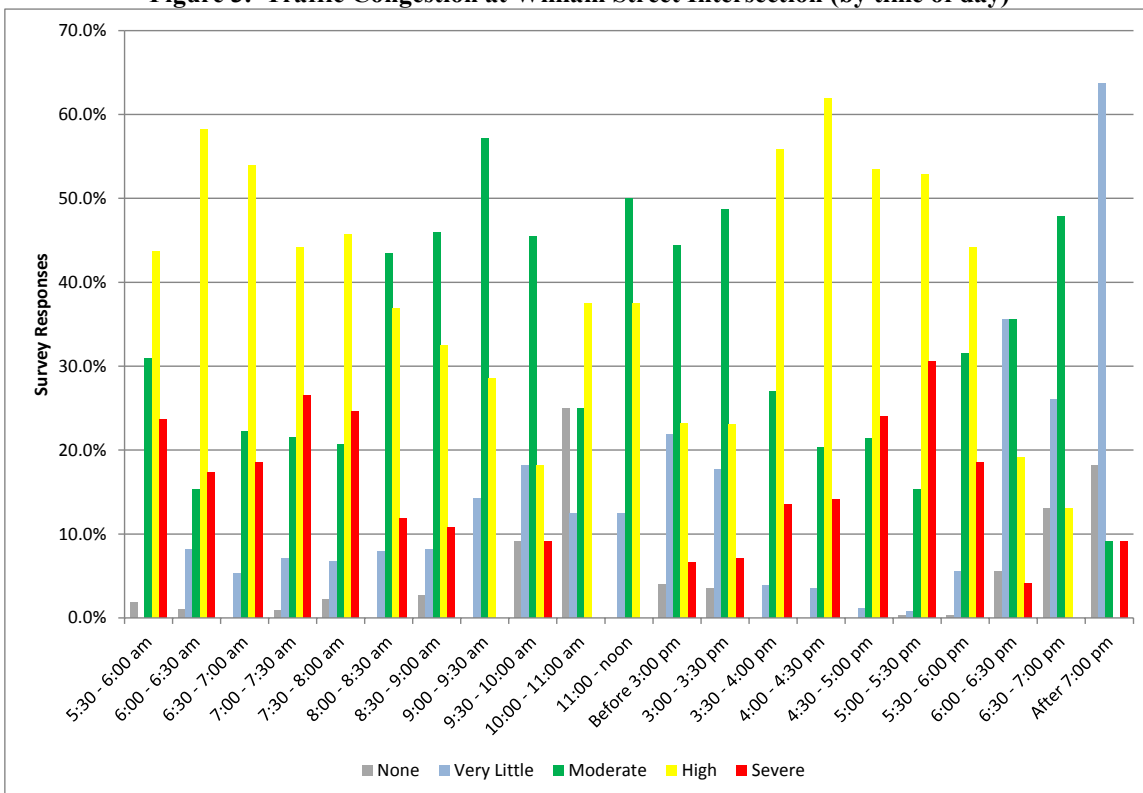
Figures 2 through 5 provide an additional breakdown of the traffic congestion by the time of day survey respondents generally arrive and leave work. Based on the data, approximately 30% of survey respondents indicated that the intersections of Faries Parkway and William Street have severe traffic congestion between 5:00 p.m. and 5:30 p.m. An additional 50% of respondents report a high level of congestion during this same time period. **Figure 4** shows that survey respondents generally perceive the entire study corridor to have a lower level of congestion as compared to the intersections.

Figure 2. Traffic Congestion at Faries Parkway Intersection (by time of day)



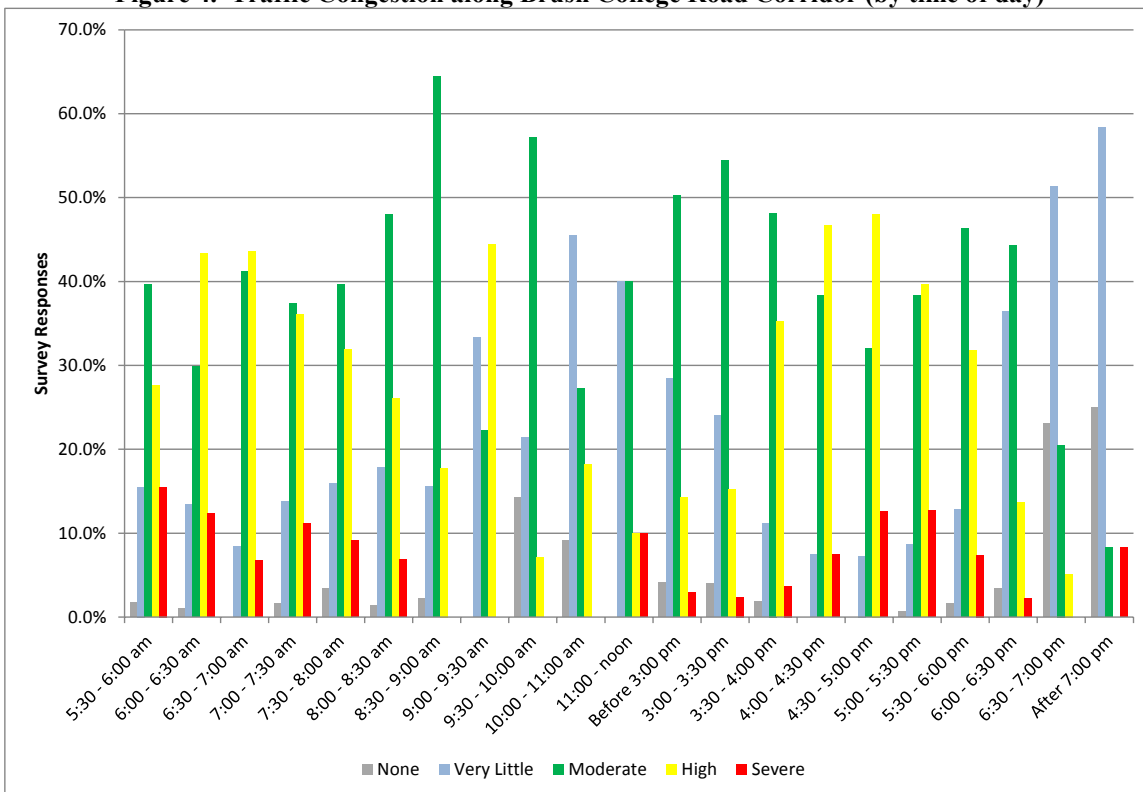
SOURCE: ADM and Richland Community College Survey (December 2010).

Figure 3. Traffic Congestion at William Street Intersection (by time of day)



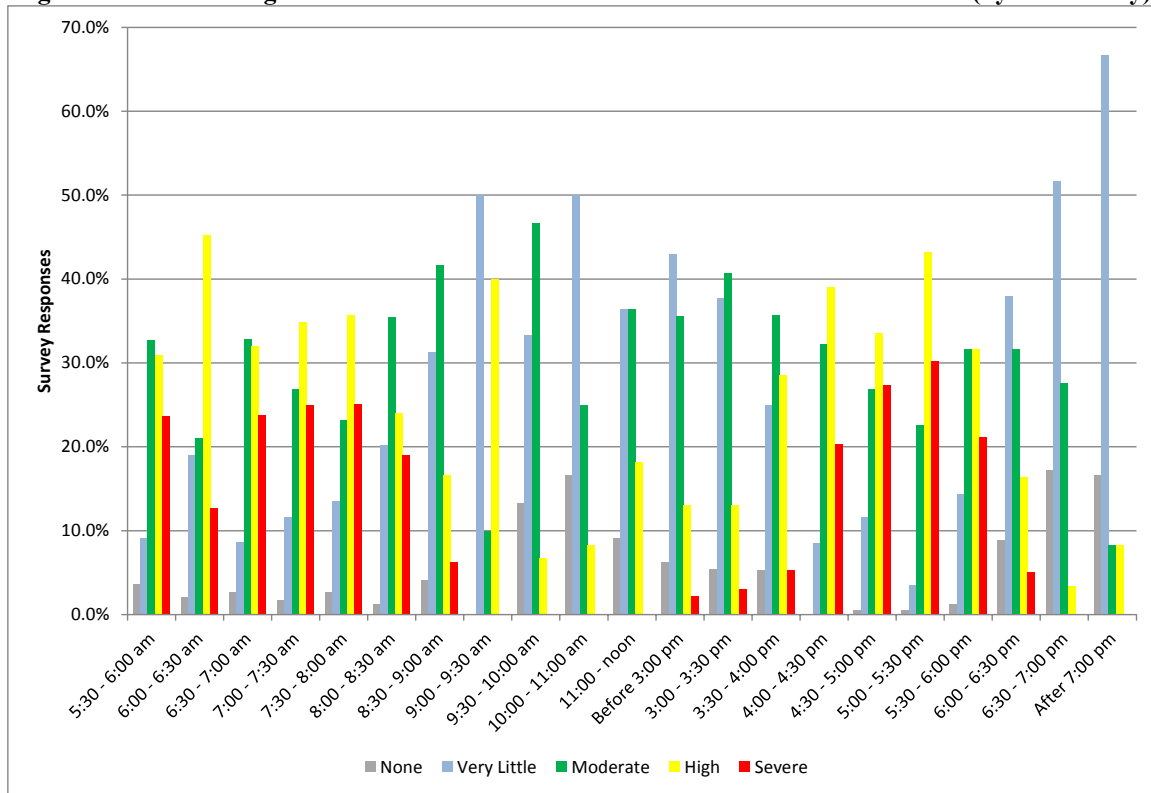
SOURCE: ADM and Richland Community College Survey (December 2010).

Figure 4. Traffic Congestion along Brush College Road Corridor (by time of day)



SOURCE: ADM and Richland Community College Survey (December 2010).

Figure 5. Traffic Congestion at Marietta Street/ADM Research Center Intersection (by time of day)

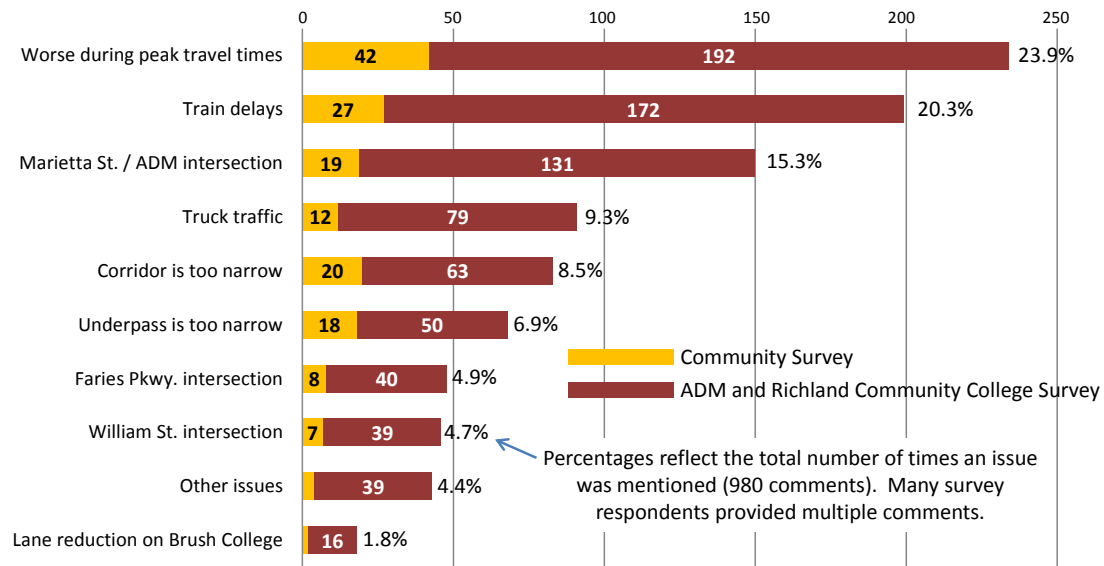


SOURCE: ADM Survey Respondents Only (December 2010).

Figure 5 shows that ADM employees perceive a high to severe level of traffic congestion at the Marietta Street/ADM James Randall Research Center intersection. Between 5:00 p.m. and 5:30 p.m., 30% of ADM employees indicated that the traffic congestion at the ADM exit is severe. Another 43% indicated that the congestion level is high during this same time period. In addition to these responses, several ADM employees commented that this intersection has poor sight lines/visibility which makes it difficult to exit the ADM facility, especially during the late afternoon and early evening hours.

In total, 980 comments regarding traffic congestion within the study corridor were received. **Figure 6** displays a general summary of the survey responses. In many cases, survey respondents provided multiple comments which are reflected in the graphic.

Traffic Congestion Comments

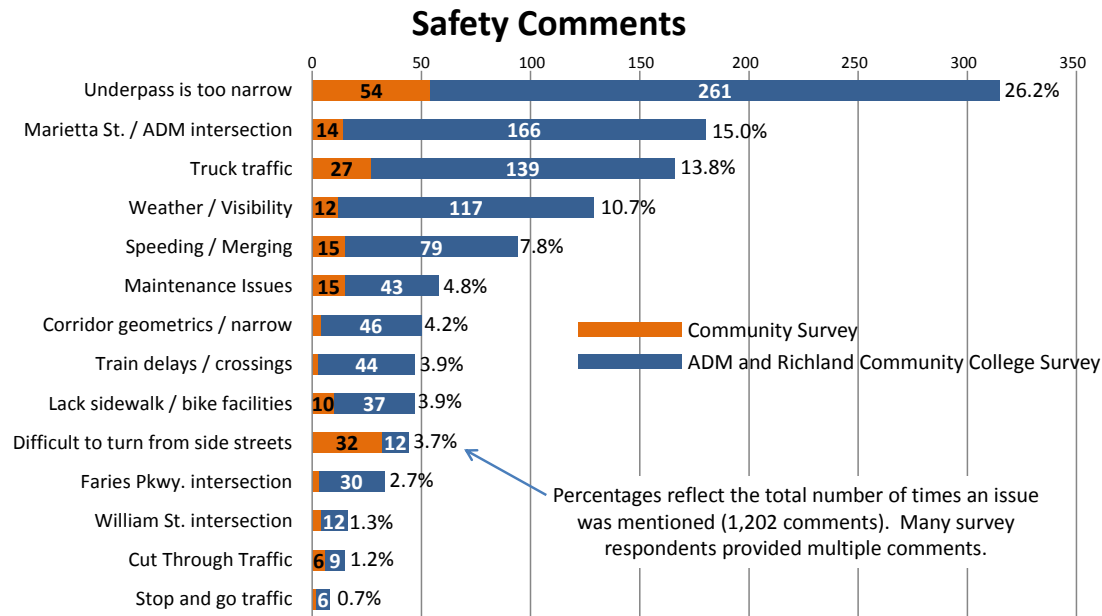


SOURCE: Community, ADM, and RCC Surveys (December 2010 and January 2011)

The following summarizes some of the traffic congestion comments:

- Survey respondents (20.3%) identified train delays as a primary cause of traffic congestion.
- Nearly one out of four survey respondents said traffic congestion is heaviest at peak travel times. Respondents generally feel the evening p.m. rush hour represents the worse condition but many indicated the a.m. rush hour and the lunch hour are also congested.
- 15.3% of survey respondents indicated that heavy traffic congestion, including many trucks, makes it difficult to turn onto Brush College Road from the Marietta Street / ADM Research Center intersection.
- The Decatur Public Transit System (DPTS) indicated that there are times when traffic backs-up at William Street which can negatively impact transit operations. Generally speaking, the primary concern is the southbound approach on Brush College Road approaching the William Street intersection which impacts the Route 12 supplementary service (Grand/James loop).

Comments regarding safety are summarized in **Figure 7**. In total, 1,202 comments regarding traffic safety within the study corridor were received. In many cases, survey respondents provided multiple comments which are reflected in the graphic.



SOURCE: Community, ADM, and RCC Surveys (December 2010 and January 2011)

The following summarizes some of the traffic safety comments:

- 26.2% of survey respondents said the underpass is too narrow and a primary safety concern. Many added the underpass is especially troubling to travel through with opposing trucks and that travel conditions become increasingly worse during bad weather.
- 16% of community survey respondents indicated that it is difficult to turn onto Brush College Road from side streets which create potential safety concerns. ADM employees expressed similar concerns exiting the James Randall Research Center (JRRC) indicating that poor sight distance and heavy traffic (including numerous trucks) makes it difficult to turn onto Brush College Road.
- Several survey respondents mentioned that at times motorists traveling along Brush College Road will stop to allow exiting traffic from JRRC onto Brush College Road. While respondents said they appreciate the kindness of drivers most feel this creates an unsafe condition and increases the potential for crashes. Others mentioned that motorists will sometimes pass a stopped car on Brush College Road creating potentially an even more dangerous situation.
- Some survey respondents mentioned that the southbound approach to William Street can become difficult to travel during bad weather as cars tend to slide down the hill toward the intersection.
- Fog and visibility were mentioned as safety concerns within the corridor. Specifically, respondents indicated that the manufacturing in the area creates, or adds, to this situation.

- Some respondents indicated that train crossings at Faries Parkway create potential safety concerns. However, based on the comments, most respondents seem to feel that the actual train crossings are not so much the safety concern but instead the actions that drivers take to avoid train related delays. Specifically, survey respondents indicated that motorists make unsafe U-turns to avoid train blockages. Others indicated that the overall maintenance of the train tracks are a safety concern.
- The turn movements (eastbound right-turn and westbound left-turn) from Faries Parkway to travel southbound on Brush College Road were identified as a safety concern. Survey respondents indicated that the two westbound left-turn lanes merging into one lane creates a situation where some motorists do not want to let others merge and will speed up or tailgate causing an unsafe condition.
- A number of survey respondents are concerned about speeding, unsafe merging, poor road conditions, poor sight distance and visibility for drivers traveling the corridor, and cut through traffic in the surrounding neighborhoods.

1.2 Stakeholder Contacts

Various stakeholders were identified early in the study. Stakeholder input was obtained through meetings, telephone conversations and emails. **Table 2** lists the stakeholders, their interests, and any issues that have been identified. Appendix I-B includes stakeholder meeting minutes and other correspondence.

Table 2: Stakeholders

Stakeholder	Interest	Issues
Ameren	Substation on Brush College Road. Power poles along Brush College Rd.	Substation relocation required. Power pole relocation required.
Archer Daniels Midland Co. (ADM)	Own much of surrounding land. West Plant located at SW corner of Brush College Rd. and Faries Parkway. Research center located on Brush College Road south of NS underpass. Corporate headquarters located at east end of Faries Parkway. East Plant located east of Brush College Road between Faries Parkway and Reas Bridge Road. Steam lines and supports in area of project and in CN bay of existing underpass. Development planned for area NW of Brush College Road and Faries Parkway intersection.	Impacts to travel between corporate and research center. Train movements on NS track at Faries Parkway intersection. Impacts to steam lines and other utilities. Power line over Brush College Road.

Table 2 (cont.): Stakeholders

Stakeholder	Interest	Issues
Canadian National Railroad	Own track servicing Tate & Lyle running along west side of Brush College Road	Train movements Drainage along track area adjacent to proposed underpass
Creekmur Car Care Center	Located on William Street	Access issues with proposed raised median at William Street
Decatur, City of	Maintain Brush College Road south of Faries Parkway	Congestion, safety, industrial growth restriction.
Decatur Fire Department	Emergency response	Impacts to response times
Decatur Park District	Own parking lot for Brush College Elementary School.	Impacts to parking lot
Decatur Police	Emergency response	Impacts to response times
Decatur Public School Dist. 61	Brush College Elementary School located along Brush College Road	Impacts to school property due to proposed improvements. Impacts to school bus routes.
Decatur Public Transit System	Bus routes	Impacts to bus routes
Decatur Township	Currently has jurisdiction of area near Faries Parkway.	Jurisdictional transfer to City of Decatur.
Economic Development Corporation of Decatur and Macon County (EDC)	Economic Development in Decatur and Macon County	
Illinois Commerce Commission (ICC)	Various rail crossings in area of the project.	Elimination of at-grade crossings and proposed grade separations at NS rail yard and NS track at Faries Parkway.
Illinois Department of Transportation (IDOT) / FHWA	William Street is a state route.	
Macon County Highway Dept.	Maintain Brush College Road north of Faries Parkway	
Mobil - Super Pantry (Tri-Star Marketing)	Located at NE corner of Brush College Road and William Street	Access issues with proposed raised median at Brush College Rd. and William Street intersection.
Norfolk Southern Corporation	Own existing underpass and rail yard. Own E-W track servicing ADM at Faries Parkway intersection.	Impacts to existing structure. Proposed overpass at NS rail yard. Train movements. Power and communication lines in yard will have to be raised for overpass. Utilities to be jacked and bored under NS tracks.
Pepsi Refreshment Services	Located on Brush College Road just north of St. John's Cemetery.	ROW required. Need ROW for new access road to St. John's Cemetery.

Table 2 (cont.): Stakeholders

Stakeholder	Interest	Issues
St. John's Lutheran Cemetery	Located at NE corner of Brush College Road and Faries Parkway	Will lose access to Brush College Road. ROW required.
S.J. Smith Company	Located at SE corner of Brush College Road and Faries Parkway	Total property acquisition required for proposed improvements. Expansion planned at facility.
Tate & Lyle	Serviced by CNIC track running along west side of Brush College Rd	Relocation of CN/IC Track. Train movement on CN/IC Track.
Walston Auto Wrecking	Own wrecking yards along Faries Parkway.	Impact and access to property.

Noted Stakeholder Issues

Proposed improvements to the William Street / Brush College Road intersection will result in raised medians along William Street Road and Brush College Road. In accordance with IDOT policy, the raised medians are required adjacent to proposed dual turn lanes. Two businesses have stated that the raised medians will impact their business.

Mobil – Super Pantry

A Mobil / Super Pantry station owned by Tri-Star Marketing is located at the northeast corner of the William Street / Brush College Road intersection. The proposed raised medians will limit the access to the business. Owners have stated that they are “vehemently opposed” to the road improvements and that the magnitude of the improvements and raised medians would effectively put them out of business.

Creekmur Car Care Center

The owner of Creekmur Car Care Center, located at 3690 E. William Street Road, has also expressed concern about the raised median and the impact on his business. John Creekmur said that he does not want a raised median along E. William Street road. He said that the majority of his customers approach the business from the west and will not be able to cross the median to enter. He said that the raised median will also cause problems for semi-truck delivery to his business.

Walston Auto Wrecking

Businesses will also be impacted by the proposed improvements to the Faries Parkway / Brush College Road intersection. Walston Auto Wrecking has several properties along the east leg of Faries Parkway. One of the properties on the south side of Faries Parkway currently has an entrance off of Faries Parkway. The proposed improvement at the intersection would add a free-flow right turn lane from Brush College Road to Faries Parkway. The current entrance would be located within the lane taper. Since the City of Decatur has concerns about locating a business entrance in the area of the lane taper, the owner will be advised that the entrance from Faries Parkway will be removed. In previous discussions with the owner, he was asked about relocating the customer entrance to E. Logan Street, but he indicated that wouldn't work for them.

St. John's Lutheran Cemetery

The cemetery is located at the northeast corner of the Brush College Road / Faries Parkway intersection. An initial meeting was held with the cemetery sexton on March 27, 2012.

Currently, two entrances/exits to the cemetery are located along Brush College Road. The road inside the cemetery is only one-lane, so the two entrances/exits allow motorists to use a circular path through the cemetery using one as an entry point and the other as an exit point. A raised median along Brush College Road will not allow a southbound turn out of the south entrance/exit.

The proposed overpass at Faries Parkway will eliminate cemetery access to Brush College Road. A new access road is proposed from E. Harrison Street. The access road will require the acquisition of property from Pepsi Refreshment Services. This was discussed with representatives from Pepsi Refreshment Services at a meeting on July, 11, 2012. They did not see any problems with providing the necessary right-of-way for the cemetery access road.

Since circulation must be maintained inside the cemetery, the two existing entrances/exits will be connected with a roadway passing under the proposed overpass.

A portion of the proposed overpass at Faries Parkway was extending beyond the cemetery right-of-way. The width of the shared-use path on the proposed structure was reduced from 12'-0" to 10'-0" in order to reduce the encroachment. Even with the reduction, the east edge of the superstructure projects beyond the cemetery right-of-way by 2" to 6", however the bridge will not extend beyond the existing fence line. Since no graves sites will be impacted, and the cemetery has no set-back rules for the fence line relative to the right-of-way, the cemetery is agreeable to the small amount of right-of-way that will need to be acquired. Their response is documented in a letter from St. John's Lutheran Church dated September 28, 2012.

1.3 Public Meetings

Public meetings were held to present options for improvements along Brush College Road and to obtain feedback from the public. The first public meeting was held on February 17, 2011. At that meeting, a 4-lane cross section was presented to the public along with renderings of an underpass and an overpass at the Norfolk Southern rail yard.

Appendix I-C includes documentation from the first public meeting and **Table 3** shows a summary of the comments from the meeting.

Sometime after the first public meeting, the decision was made to expand the study to address the William Street intersection and the frequent train blockage at Faries Parkway. A second public meeting was held on July 24, 2012 to present the proposed intersection at William Street / Brush College Road and to present two options for the intersection at Faries Parkway / Brush College Road.

Appendix I-C includes documentation from the second public meeting and **Table 4** shows a summary of the comments from the meeting.

A public hearing will be held in the future to present the recommended improvements based on public input from the previous meetings and stakeholder comments.

Table 3: Summary of Comments from Public Meeting #1 (2/17/11)

ID	Name	Address	Phone/Email											Additional Comments			
				Underpass	Overpass	No Opinion	Raised Median	Brush Median	Path on East Side	Path on West Side	Alternate Alignment	No Opinion	None/Question Need				
1	Ralph Acklin	3910 E. Marietta Decatur, IL 62526	422-7594	X				X		X							
2	Carmen Bremmer	4197 E. Lake Shore Dr Decatur, IL 62526	330-7362		X				X					X			OK with closing side streets. Important to keep road open during construction.
3	Alvin Cohen (Whits End)	3663 E. William Decatur, IL 62526	329-5650		X			X		X							Closing Brush College would impact business.
4	Daniel Fleckenstein	3823 E. Marietta St. Decatur, IL 62526	425-2886 lakerat4@comcast.net		X			X		X							Concerned with traffic volume on Marietta. Would like to extend James St. to Faries.
5	Kathleen Fleckenstein	3823 E. Marietta St. Decatur, IL 62526	358-1164 sillyrjawg33@comcast.net		X			X		X							Concerned with traffic volume on Marietta.
6	Debbie Freeman	1235 N. Nickey Ave Decatur, IL 62526	422-2058			X		X							X		Closing Hickory & Grand will increase traffic in neighborhood. Extending James to Faries will increase traffic in neighborhood.
7	Brian Kater	4320 E. White kater_brian@yahoo.com	853-5293		X			X			X						No to extending James to Faries Parkway.
8	Tina Moran	4280 E. Glenwood Ave Decatur, IL 62526	433-9534 tntmoran@comcast.net		X			X							X		OK with any improvement.
9	Hannah Musson	265 E. Andrews Macon, IL 62544	299-6446 genuine.09@hotmail.com		X			X	X								
10	Teena Zindel-McWilliams	2128 E. Wood St. Decatur, IL 62521	855-0153 stb87@comcast.net		X		X	X									Concerned about traffic to and from Richland
11	Suellen Taylor	3941 E. Grand Decatur, IL 62526	422-9501 staylor@bwm-law.com			X		X							X		If open James to Faries Parkway, traffic will be ridiculous Never get out if close Grand & Hickory. Improve Marietta.
12	Stan & Renne Walters	4120 E. Grand Decatur, IL 62526	422-6748 sfrank500@yahoo.com			X		X		X							James to Faries Prkwy a good option as long as stoplight at 105. Consider moving Brush College Road to the west - fewer impacts.
13	Michael Price (BGM Engineers)	1670 S. Talorville Rd Decatur, IL 62521	423-8600 Mprice@BGMEngineering.com		X		X	X									
14	Mick Ashley (ADM)	670 Country Manor Dr Decatur, IL 62521	428-9996/412-1330 mick.ashley@adm.com		X		X	X									Besides traffic light, JRRR needs better access to Brush College.
15	Delmar D. Gross	1505 N. Lake Shore Dr Decatur, IL 62526	422-4996		X			X		X							Overpass will do away with ice and flooding. Option to Faries Prkwy nice but then back to RR tracks.
16	Steven & Diana Martin	1415 N. Lake Shore Dr Decatur, IL 62526	413-0400		X			X		X							Traffic signal at JRRR/Marietta good idea. Would like to see Grand Street kept open. Extending James St to Faries Prkwy good idea.
17	Walston Auto Wrecking	4148 Faries Parkway Decatur, IL 62526	422-4733 JLTWALSTON@comcast.net		X			X						X			See additional comments. Concerned about potential loss of access at Olive and Logan Street. Will impact business.
18	Jan Elliott	566 Brush College Rd Decatur, IL 62521	2014309 / 428-0094 jansgrill@yahoo.com		X			X		X							Owner of East End Plaza and Jan's East End Grill. Keep road open. Closing road will devastate businesses. Extend over Faries Parkway.
19	David Elliott	566 Brush College Rd Decatur, IL 62521	519-0566		X			X		X							No reason to extend James. Closing those streets fine. Good to have traffic signal to slow traffic. Start as soon as possible.
20	JoAnn & Ron Patrick	6331 Reas Bridge Rd Oakley, IL 62501	429-4238 Joann.Patrick@adm.com		X		X	X									Traffic signal at Research Center is needed now.

Table 4: Summary of Comments from Public Meeting #2 (7/24/12)

ID	Name	Address	Phone/Email	Ramp with Signals						Additional Comments
				Ramp with Signals	Ramp with Roundabouts	Keep Brush College Rd Open	Close Brush College Rd Open	Close North Leg	Keep South Leg Open	
1	Jerry Mubaroger (Ameren)	870 S. Main Street Decatur, IL 62523	217-424-8794 jmubaroger@ameren.com	X						
2	William Stanger	4004 E. Marietta Decatur, IL	217-423-1215 wstanger13053@comcast.net	X				X		If BC Road is closed between FP and William, ADM traffic will illegally cross tracks on James St. and cut thru residential neighborhood.
3	Keith R. Jeeeton (FWS Railroad)	1735 E. Condit St. Decatur, IL 62521	217-413-0227 (cell) kjeeeton@fwsrr.com	X					X	With overpass at Faries Parkway there will be some relief, but will still have rail traffic on Faries Parkway at various times.
4	Walber R. Logan	4000 E. Marietta St. Decatur, IL	217-238-0541	X					X	
5	Stan & Renee Walters	4120 E. Grand Ave. Decatur, IL 62526	217-420-6748	X				X		
6	Dwight J. Limbill	528 Lucas Ln. Forsyth, IL 62595	217-451-8056 dwightlimbillcontractor@aol.com	X		X				
7	Tim Wilderman	4230 E. Lakewood Ave. Decatur, IL 62526	217-620-3882 twilderman@comcast.net	X				X		
8	Abin Cohen (White's End Owner)	3668 E. William St. Decatur, IL	217-329-5659		X	X			X	
9	Ronald E. Palmer Sr. (Owns Ron's Garage)	3800 E. Hickory St. Decatur, IL 62526	217-422-9000		X				X	
10	Tim A. Moran	4280 E. Glenwood Ave. Decatur, IL 62526	217-433-9584 tamoran@comcast.net		X	X				
11	Mike Ashley (ADM Employee)	670 Country Manor Dr Decatur, IL 62521	217-428-8996 mike.ashley@adm.com	X		1		2		Rerouting traffic to Faries Parkway for ADM would definitely create backups, particularly if there is a train crossing at ADM West Plant.
12	Roy & Mary Ann Montgiprey	8838 E. Harrison Decatur, IL	217-402-1748	X		X				Concerned about whether property will be eliminated and access to Brush College Road due to ill husband.
13	Doris Chaney Tri Star Mktg / Super Pantry	2211 W. Bradley Ave. Champaign, IL 61821	217-202-6137 dchaney@tristar.net	X		X				Design of Brush College Rd/William St interchange will seriously impinge our business. Need service road from Elliot property.
14	Delmar D. Gross (St. John's Cemetery)	1505 N. Lake Shore Dr. Decatur, IL	217-422-4996, cell - 433-0919 deljor1146@aol.com		X			X		Ramps with traffic signals could be a problem during winter months.
15	Steve Martin	1415 N. Lake Shore Dr Decatur, IL 62526	217-413-0400 smartinr2@aol.com		X	X				
16	Ron & Joann Patrick	6932 Rees Bridge Road Oakley, IL 62501	217-429-4288	X		X				
17	Tony Williamson	2292 E. North St. Decatur, IL 62521	217-429-7297 tonywilliamson1328@hotmail.com	X				X		

1.4 Property Owner Contacts

Property owners with potential right-of-way acquisition were notified by letter that their property may be impacted by the proposed improvements. The letters were sent out by the City of Decatur on August 1, 2012 and included an aerial showing the required right-of-way or property acquisition shaded in red. A questionnaire was included with the letter giving the owner the following options:

- 1) I have no comments at this time
- 2) I have noted my comments on the back of this page
- 3) I would like to discuss this further in a telephone conversation
- 4) I will call you
- 5) Please call me
- 6) I would like to have a personal meeting to discuss this project. Please call to arrange a date, time and location.

A similar questionnaire was also distributed to affected property owners that attended the second public meeting.

Potential Early Acquisition Properties

To date, two properties have been identified where delays in acquisition may lead to hardships for the property owners.

S.J. Smith Company

S. J. Smith Company, located at 1908 N. Brush College Road, is a producer and supplier of industrial and specialty gases, providing these products to 13 locations in 4 states. The business is located in the southeast quadrant of the Faries Parkway / Brush College Road intersection and total acquisition of the property would be required for the proposed overpass and ramp at the intersection.

Representatives of the company met with the consultant and the City on August 13, 2012. Ground breaking for a \$1.4 M addition was planned for the following week. The company indicated that they were open to property acquisition/relocation at that time instead of moving forward with the planned project and increasing the cost of future acquisition. In February of 2013, the City informed the S.J. Smith Company that funds are not available to proceed with the early acquisition and relocation. The Company informed the City that they cannot wait until full funding is obtained and that they plan to proceed with construction of the new facility at the existing site.

Ronnie Utterback Property

Total acquisition of property owned by Ronnie Utterback at 3790 E. William Street Road would be required for the proposed improvements at the William Street / Brush College Road intersection. The owner has stated that he currently has a contract to sell the property after some underground storage tanks are removed. The owner has requested that the property be purchased by the City of Decatur.

The City of Decatur will not use advance acquisition for any of the properties until the Phase I work is completed and approved and funds are available for the acquisitions and relocations.

Documentation of property owner contacts can be found in Appendix I-D.

Appendix I-A
Questionnaire

Contents

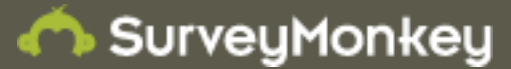
Appendix I-A.1	ADM
Appendix I-A.2	Richland Community College
Appendix I-A.3	Community

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
Appendix I-A.1

Questionnaire – ADM Summary





Brush College Road Corridor Study - ADM Employee Survey









1. How frequently do you travel along the Brush College Road study corridor?

		Response Percent	Response Count
More than 5 times per week		62.3%	1,139
3 to 5 times per week		16.7%	305
1 or 2 times per week		8.9%	163
On occasion (a few times per month or maybe a couple times per year)		12.0%	220
		answered question	1,827
		skipped question	0

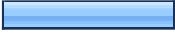




2. How frequently do you travel to the ADM James Randall Research Center located along Brush College Road?

		Response Percent	Response Count
More than 5 times per week		20.1%	368
3 to 5 times per week		8.6%	157
1 or 2 times per week		9.1%	167
On occasion (a few times per month or maybe a couple times per year)		62.1%	1,135
		answered question	1,827
		skipped question	0







3. What is your normal mode of transportation for commuting to and from work?

		Response Percent	Response Count
Drive Alone		95.0%	1,735
Carpool / Ride with Someone		4.3%	78
Dropped-off / Picked-up		0.5%	10
Public Transportation		0.1%	1
Walk		0.1%	1
Bicycle		0.1%	2
		answered question	1,827
		skipped question	0

4. Which of the following best describes how you access the study corridor?

		Response Percent	Response Count
From the North (travel from the I-72 area and drive south on Brush College)		25.5%	461
From the South (travel from William Street and drive north on Brush College)		53.1%	959
From the West (travel along Faries Parkway to Brush College)		13.9%	251
From the West (travel along Hubbard Avenue or Mound Road to Brush College)		4.4%	80
From the East (travel along Reas Bridge Road to Brush College)		3.0%	54
		answered question	1,805
		skipped question	22

5. If your normal mode were not available, what alternative mode of transportation would you use to get to and from work?

		Response Percent	Response Count
Drive Alone		21.9%	396
Carpool / Ride with Someone		43.1%	780
Dropped-off / Picked-up		32.3%	585
Public Transportation		1.3%	24
Walk		0.2%	3
Bicycle		1.2%	21
		answered question	1,809
		skipped question	18

6. If the previous questions did not accurately describe your commute, please provide additional details below.

		Response Count
		186
		answered question
		186
		skipped question
		1,641

7. When traveling to work, what time of day do you normally travel through the study corridor?

		Response Percent	Response Count
Before 5:30 am		2.1%	36
5:30 - 6:00 am		3.6%	62
6:00 - 6:30 am		6.5%	112
6:30 - 7:00 am		18.1%	311
7:00 - 7:30 am		24.6%	422
7:30 - 8:00 am		35.3%	605
8:00 - 8:30 am		3.6%	61
8:30 - 9:00 am		0.6%	10
After 9:00 am		5.7%	97
answered question			1,716
skipped question			111

8. Considering the time that you normally travel to work, please rate the level of traffic congestion at the following locations?

	Don't Know	None	Very Little	Moderate	High	Severe	Response Count
...at the intersection of Brush College Road and Faries Parkway.	9.3% (159)	0.6% (11)	10.3% (177)	40.3% (691)	34.6% (594)	4.9% (84)	1,716
...at the intersection of Brush College Road and William Street.	25.4% (436)	0.7% (12)	7.0% (120)	30.1% (516)	31.5% (541)	5.3% (91)	1,716
...at the entrance to the ADM James Randall Research Center.	23.7% (407)	4.0% (68)	23.6% (405)	28.4% (488)	16.5% (283)	3.8% (65)	1,716
...at other locations along Brush College Road.	18.7% (321)	1.7% (29)	17.0% (291)	41.0% (704)	18.9% (325)	2.7% (46)	1,716
answered question							1,716
skipped question							111

9. When leaving work, what time of day do you normally travel through the study corridor?

		Response Percent	Response Count
Before 3:00 pm		3.0%	51
3:00 - 3:30 pm		2.9%	49
3:30 - 4:00 pm		7.9%	135
4:00 - 4:30 pm		12.8%	217
4:30 - 5:00 pm		41.7%	709
5:00 - 5:30 pm		20.8%	354
5:30 - 6:00 pm		5.6%	96
6:00 - 6:30 pm		2.2%	37
6:30 - 7:00 pm		0.4%	6
After 7:00 pm		2.7%	46
answered question			1,700
skipped question			127

10. Considering the time that you normally leave work, please rate the level of traffic congestion at the following locations?

	Don't Know	None	Very Little	Moderate	High	Severe	Response Count
...at the intersection of Brush College Road and Faries Parkway.	8.3% (141)	1.4% (23)	6.5% (111)	23.6% (401)	41.4% (703)	18.9% (321)	1,700
...at the intersection of Brush College Road and William Street.	21.6% (367)	1.2% (20)	5.1% (86)	17.9% (304)	36.9% (628)	17.4% (295)	1,700
...at the entrance to the ADM James Randall Research Center.	20.6% (351)	2.5% (42)	9.2% (157)	21.1% (358)	27.1% (461)	19.5% (331)	1,700
...at other locations along Brush College Road.	18.0% (306)	1.8% (31)	11.0% (187)	31.9% (543)	29.3% (498)	7.9% (135)	1,700
					answered question		1,700
					skipped question		127

11. If you would like, please use the space below to provide additional comments regarding traffic congestion within the corridor. For example, details regarding specific locations, specific times of day when traffic congestion is the heaviest, or your thoughts on what is causing the congestion.

	Response Count
	509
answered question	509
skipped question	1,318

**12. Are there any safety related issues or concerns that should be addressed as part of the Brush College Road corridor study?
If so, please specify.**

	Response Count
	652
answered question	652
skipped question	1,175

13. The following are potential transportation improvements along Brush College Road. Please rank what would be your 1st, 2nd, and 3rd priority.

NOTE: The following improvements are listed randomly and do not reflect any priority or preference by the project team.

	1st Priority	2nd Priority	3rd Priority	Response Count
Making it easier for pedestrians to cross Brush College Road is...	4.5% (2)	38.6% (17)	56.8% (25)	44
Develop a continuous bicycle/pedestrian path along Brush College Road is...	10.9% (11)	23.8% (24)	65.3% (66)	101
Divert truck traffic from Brush College Road is...	22.6% (84)	42.3% (157)	35.0% (130)	371
Enhance public transportation connections within the corridor is...	4.8% (2)	28.6% (12)	66.7% (28)	42
Find ways to better accommodate truck traffic along Brush College Road is...	18.8% (76)	33.1% (134)	48.1% (195)	405
Improve the Brush College/Faries Parkway intersection is...	22.7% (66)	41.2% (120)	36.1% (105)	291
Improve the Brush College/William Street intersection is...	14.5% (34)	37.6% (88)	47.9% (112)	234
Improve travel safety (i.e., better geometrics, access, driving/site visibility) along Brush College is...	35.5% (146)	30.7% (126)	33.8% (139)	411
Install a new traffic signal at the entrance to the ADM James Randall Research Center is...	32.2% (200)	27.2% (169)	40.6% (252)	621
Reduce the number of train crossings/delays in the Faries Parkway intersection is...	34.7% (274)	33.9% (268)	31.4% (248)	790
Widen (add lanes) at the railroad underpass along Brush College Road is...	51.8% (505)	31.5% (307)	16.7% (163)	975
Widen (add lanes) along the entire Brush College Road corridor is...	37.7% (243)	34.3% (221)	28.0% (180)	644

answered question	1,643
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skipped question	184
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14. If you wish, please use the space below to make additional comments regarding the Brush College Road corridor study. This can be related to general mobility issues, a particular transportation mode, your daily commute, or specific transportation improvements that you would like to see implemented within the corridor.

Response Count

190

answered question	190
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skipped question	1,637
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15. If you would like to stay up to date on the corridor study, please give us your e-mail address. We will not share your e-mail with anyone.

Response Count

440

answered question	440
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skipped question	1,387
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1. If the previous questions did not accurately describe your commute, please

Response Text

1	IN the summer I do ride a bike	Dec 10, 2010 7:42 PM
2	i live in the west end, use the corridor both ways, 5 days a week.	Dec 10, 2010 7:42 PM
3	acceptable as their are no railroads to cross	Dec 10, 2010 7:42 PM
4	I use this passage way for other reasons besides commute to work.	Dec 10, 2010 7:42 PM
5	travel between JRRRC and Richland 5 times a week	Dec 10, 2010 7:43 PM
6	Commute daily to the JRRRC from Springfield.	Dec 10, 2010 7:43 PM
7	My wife and I carpool.	Dec 10, 2010 7:43 PM
8	There are no longer people in my neighborhood area that commute to ADM. Driving alone is my only option - bus line is not convenient/trustworthy; walking is not an option for me.	Dec 10, 2010 7:44 PM
9	If Brush College were unavailable, I would use the back entrance to ADM via the old Faries Park. I would then cross the lake on Rae's Bridge and take back roads home. I live South East of town.	Dec 10, 2010 7:44 PM

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1. If the previous questions did not accurately describe your commute, please

	Response Text	
10	Ride a motorcycle in summer time.	Dec 10, 2010 7:44 PM
11	I have been travelling under that dangerous eye sore for 40 years, I would love to see someone take action on improving the underpass....dangerous and ugly.	Dec 10, 2010 7:44 PM
12	I access BC from the south coming to work and from the west leaving work. Giving both was not an option in the survey.	Dec 10, 2010 7:44 PM
13	I travel along East Lake Shore Drive to get to the intersection of Brush College and Williams Street.	Dec 10, 2010 7:45 PM
14	I work in one section of the study corridor and frequently travel to facilities on the other side of the corridor so many days i travel through the corridor multiple times.	Dec 10, 2010 7:45 PM
15	My only option is to drive alone.	Dec 10, 2010 7:45 PM
16	I drive to work along this corridor everyday to work at least four times a day	Dec 10, 2010 7:46 PM
17	I work downtown and only travel to ADM Corporate or JRRRC on occasion.	Dec 10, 2010 7:46 PM
18	I access the corridor the same amount from south and west.	Dec 10, 2010 7:46 PM
19	i enter from the south 2 times per week and from the west three times per week.	Dec 10, 2010 7:46 PM
20	Every work day, going from William Street to ADM on Fairies Parkway & leaving the oppisite way. So twice daily.0 times or more.	Dec 10, 2010 7:47 PM
21	I generally enter JRRRC from the back. My main travel on Brush College is from JRRRC to the Wellness Center between JRRRC and the Corporate office of the corn plant.	Dec 10, 2010 7:47 PM
22	I avoid Brush College by entering and exiting the Randall Research Center through the rear access.	Dec 10, 2010 7:47 PM
23	I work in the JRRRC building and I usually use the rear entrance to the facility by accessing it via North 35th Street	Dec 10, 2010 7:48 PM
24	I don't drive to Research other than a few times a week for meetings, but I do drive to ADM Corporate daily from I-72. After work, I also drive to the Mt. Zion area 3 days a week for an evening activity and get held up in traffic for several minutes at both lights and in front of Research.	Dec 10, 2010 7:48 PM
25	I live on James st. It runs parallel to Brush college so I come onto brush college either via marietta or grand.	Dec 10, 2010 7:48 PM
26	I always drive to work by myself from Mt Zion area. Public transportation is not available.	Dec 10, 2010 7:48 PM
27	In the morning travel from the west through Brush Colledge intersection In the evening after work and then again on way to the wellness center, travel on Brush College from William St.	Dec 10, 2010 7:49 PM
28	I have to drop my child off at Daycare and double back to work so I use this corridor more frequently than just to go to my office.	Dec 10, 2010 7:49 PM
29	I HAVE TO PASS JRCC TO GET TO WORK.	Dec 10, 2010 7:49 PM
30	need a stop light at gate E-6, every few months(someimes longer) there is an accident out there and many many near misses	Dec 10, 2010 7:49 PM
31	I live in a rural area outside of town, I have no other mode of transportation besides driving alone to work.	Dec 10, 2010 7:50 PM
32	I would love to be able to bicycle to work in good weather but there is no safe connection from Mt. Zion to Decatur.	Dec 10, 2010 7:50 PM
33	I travel through the intersection from the west and the east on Faries Parkway 8 to 10 times a week to and from office. Depending on schedule, post work errands, construction and visiting JRRRC I utilize Brush College to William Street 1-2 times a week and Faries Parkway north on Brush college 1-2 times a week..	Dec 10, 2010 7:51 PM

1. If the previous questions did not accurately describe your commute, please

Response Text		
34	I return a different way than I come as I need to drop my daughter off at daycare on the way to work. Previous questions refer to my trip to work. On the way home I usually just cross Brush College at the Faries/Brush College intersection, traveling West.	Dec 10, 2010 7:51 PM
35	I come from Sullivan Illinois and Brush College is the easiest and quickest way to get to ADM.	Dec 10, 2010 7:51 PM
36	N/A	Dec 10, 2010 7:52 PM
37	Re: the question about an alternate mode, if I couldn't drive alone I'm not sure any of the alternatives would work for me.	Dec 10, 2010 7:52 PM
38	Mostly I cross brush collage road on 105.	Dec 10, 2010 7:52 PM
39	Good Luck on the project...seems like quite an undertaking. I drive to corporate from the south on William and then north on Brush College. In the winter, when the roads are icy. it is pretty terrifying to pass through the underpass when a semi is in the other lane. However, it sure beats getting stuck at railroad tracks. Also, I think it would be difficult to get in and out of the JRRRC, especially around 8 am and 4:30 pm. Thank you.	Dec 10, 2010 7:53 PM
40	I work at the GTC, so I only travel to corporate as needed.	Dec 10, 2010 7:54 PM
41	I live in Forsyth and use Greenswitch road, via County Highway 20 as my primary route. Depending on time of arrival, I will change my route and come from the west on Fairies Parway. Otherwise I cut-over from Greenswich and use Brush College from the intersection with route 48.	Dec 10, 2010 7:54 PM
42	the underpass is much better after recent repairs although it still creates a hazard when driving thru opposing a semi. Also the multiple turn lanes at the intersection of Faries and Brush College create a hazard as it allows multiple cars to pile up as the lanes going south file into a single lane.	Dec 10, 2010 7:54 PM
43	My commute to work is approximately 25 miles one way.	Dec 10, 2010 7:54 PM
44	N/A	Dec 10, 2010 7:54 PM
45	I live by the airport and work at GTC so I don't use Brush College Road every day. I do use it to get to the ADM Wellness Center, ADM Corporate, and I-72.	Dec 10, 2010 7:56 PM
46	In addition to my daily commute, my colleagues and I (9 people) make numerous trips between the ADM Corporate campus, JRRRC, and the BioProducts entrance (off of Brush College Rd.)	Dec 10, 2010 7:56 PM
47	I have on occassion rode to work with someone and then in the evening taken public transportation home.	Dec 10, 2010 7:57 PM
48	I do not frequently commute that way to work because I live off of Reas Bridge and go through the park. I do use it a lot in non work related functions.	Dec 10, 2010 7:57 PM
49	Because of the heavy conjestion on brush college from the north turning onto Faries Pkwy, I have started coming to work on Birch Church road to the park and coming into ADM the back way. While the road is less maintained, the traffic and lack of stop lights makes it a quicker commute from the north.	Dec 10, 2010 7:57 PM
50	I go both to and from work along this corridor, so I approach from South in the Morning, and from East in the evening	Dec 10, 2010 7:57 PM
51	I would travel Brush college more often but the road and RR tracks going west to the plant are so bad that it has damaged my vehicle becaue of pot holes and tracks that are bad. I now travel Jasper, Water or 22nd street.	Dec 10, 2010 8:00 PM
52	I work at GTC, and therefore, don't access Brush College to get to work. Consequently, Ques. #7 does not apply.	Dec 10, 2010 8:01 PM
53	I drive from Mt. Zion to the Corn Plant. I drive on Brusch College almost every day.	Dec 10, 2010 8:01 PM

1. If the previous questions did not accurately describe your commute, please

	Response Text	
54	I can always go a seperate way to work if needed. This route is one I take if I have time and the weather is not bad.	Dec 10, 2010 8:03 PM
55	I work at the Corn Plant at 4666 Faries Parkway and have to go to JRRRC frequently. I don't travel to work through the corridor.	Dec 10, 2010 8:04 PM
56	I travel from Springfield to JRRRC and use 72/Eldorado and then come in thourgh the neighborhood to park behind the JRRRC building. I try to avoid Brush College if possible.	Dec 10, 2010 8:04 PM
57	With my extended family living on the north end of town and my wife working in Forsyth, she and I both heavily utilize Brush College Rd. The high traffic due to end of shifts at ADM plants and JRRRC and residential traffic, two lanes are not sufficient to handle the traffic load. In addition, the underpass is a hazard to all that have to use it alongside the semi-trailers. With the winter weather also figured in, I, along with many residents of the southern side of Decatur and Mt. Zion, greatly appreciate your attention to this area.	Dec 10, 2010 8:05 PM
58	I would borrow a vehicle instead of any the previous choices. I live out of town so none of them really apply to me.	Dec 10, 2010 8:05 PM
59	in the morning I come in from Mound road to Brush College, then to Faries in the evening I travel from Faries to Brush College to William St	Dec 10, 2010 8:06 PM
60	The question about accessing the corridor is erroneus because I access both from the South and North going to and from work every day.	Dec 10, 2010 8:06 PM
61	I can alter my route to and from work to avoid this stretch of road without really adding more than 1-2 minutes to my commute.	Dec 10, 2010 8:10 PM
62	I would like to use the city bus system but it would add 1.5 hrs twice a day to get to the west side of Decatur. Or, there is no safe way to ride a bike from the Millikin area to ADM without traveling on a major thoroughfare with many trucks. Could unused rail beds be revamped to make bike travel accessible?	Dec 10, 2010 8:12 PM
63	My hours are 7:00 AM to 3:30 PM. My only choice is drive alone.	Dec 10, 2010 8:13 PM
64	I actually go through Nelson park and then to William Street road to Brush college	Dec 10, 2010 8:18 PM
65	i travel north to the main ADM office in the am, south on the way home, with occassional trips over the road to lunch	Dec 10, 2010 8:19 PM
66	Need a stop light at the entrance to ADM Randall	Dec 10, 2010 8:20 PM
67	I make at least one round trip daily between Corporate and Williams Street. Best available alternate route is via MLK-Garfield-Faries Pkwy-Corp and the reverse.	Dec 10, 2010 8:21 PM
68	Dangerous intersections with trucks all over the place. Road covered in fog and mist from cooling towers so you can't see where you are going, even when you come to a complete stop. Dangerous icing conditions caused by water vapor from plant. Trucks pulling out in front of you all over the place. Cars and trucks pulling in and turning out all over the place. Very confusing and poorly marked entries to the plant in several locations. Train traffic that totally blocks the road for up to 1 hour at a time on frequent occasions. Ongoing construction with many dump trucks confusing traffic patterns even more. There are thousands of trucks on this road every day, high speed traffic, and it is bad-bad-bad. Most dangerouse road in the state. I have seen many close calls, injuries, accidents, and am surprised we don't have a fatality on this road every month. You can easily die on Brush College road.	Dec 10, 2010 8:22 PM
69	I travel alone to Corporate HQ from Design Services on Elodorado St. almost daily to eat lunch at the cafeteria. I occasionally travel to the East Plant from Design Services for meetings with Plant Engineers for project work. Car pooling would not be a very viable option for me, but is the best choice from the options available	Dec 10, 2010 8:22 PM

1. If the previous questions did not accurately describe your commute, please

Response Text		
70	Please install a stop light by ADM BioProducts Gate E6. I have seen and witnessed several near misses of vehicle accidents. Its not a matter of can we kill someone in that area, its a matter of we will eventually kill some one in that area.	Dec 10, 2010 8:23 PM
71	I do not work at Adm Corporate office. I very seldom go to that location during the year.	Dec 10, 2010 8:23 PM
72	I drive along lake shore drive to williams to brush college to and from work everyday. this is a very busy road between 6:30-7:10 am and brush college heading south is backed up past James Randall every day between 4:00-5:00 pm.	Dec 10, 2010 8:27 PM
73	It would be very helpful if a stop light will be installed in the James R. Randall Research exit for easy access to cross Brush College road	Dec 10, 2010 8:29 PM
74	I suggest that truck traffic (18 wheelers) not be allowed on this corridor between 07:30 and 08:00 hours, and again between 16:30 and 17:00 hours.	Dec 10, 2010 8:32 PM
75	most of my business at the JRRRC building could not accurately be reflected in any other answer - driving alone is the only practical answer.	Dec 10, 2010 8:32 PM
76	I daily travel both North and South on Brush College road from William St. to I-72. I also frequently travel both East and West on Farries Parkway and occasionally on Hubbard and Mound Road.	Dec 10, 2010 8:36 PM
77	I live 2 miles from the facility where I work.	Dec 10, 2010 8:38 PM
78	I come from I-72 area but don't actually go as far as the Faries Parkway intersection, but during lunch, etc. I usually go that way to eat or meetings, etc.	Dec 10, 2010 8:39 PM
79	I usually travel from West Garfield across Brush College in the mornings. Afternoon and lunch times I travel Brush College from Willams to Faries.	Dec 10, 2010 8:42 PM
80	car is the only reasonable mean of transportation in this area	Dec 10, 2010 8:44 PM
81	It would be next to impossible for Me to carpool due to My schedule and hours	Dec 10, 2010 8:45 PM
82	I also take the route most days through Faries Park.	Dec 10, 2010 8:57 PM
83	I used to commute from the north and hated taking that route, especially in the winter, I felt the underpass on brush college as extremely treacherous. I also hate getting in and out from JRRRC research as the traffic makes it also treacherous.	Dec 10, 2010 8:58 PM
84	enter at Gate E6 off Brush College Road	Dec 10, 2010 9:04 PM
85	The railway that crosses fairies parkway and the condition of fairies parkway road from where ADM begins east to Brush College is the biggest problems	Dec 10, 2010 9:04 PM
86	I normal do not use Brush College Road on a regular basis. I come from the west side and work at JRRC, i enter work from the back entrance taken the street where Loretta's boots is located.	Dec 10, 2010 9:10 PM
87	I work at the JRRRC, so I come here every day.	Dec 10, 2010 9:14 PM
88	Because I come in so early there might not be anyone to drop me off or pick me up so then I would have to get a ride with someone and there is a girl in my dept that comes in same time as I do and she drives right by my house. I could take the bus or even walk (if the weather is nice.)	Dec 10, 2010 9:16 PM
89	Many times, i come from the West along Williams Street Road and take the back way into the parking lot.	Dec 10, 2010 9:17 PM
90	The obvious thing that needs revamped is the extremely narrow underpass going under the railroad tracks between William and Faries... that would definitely be a rather lengthy closing, but well worth it in the end I believe... It needs widened very badly for safety's sake, especially the way semi trucks constantly roar through there.	Dec 10, 2010 9:23 PM
91	I drive 10 miles to and from Forsyth to ADM round trip daily. I will continue to drive and if needed take an alternate route to ADM.	Dec 10, 2010 9:24 PM
92	Different routes may be used which are dependent on weather and ice.	Dec 10, 2010 9:27PM1-14

1. If the previous questions did not accurately describe your commute, please

Response Text		
93	I drive through multiple times as it is the route I take to drop my kids off.	Dec 10, 2010 9:30 PM
94	If I were to carpool, I would still be using the same roads. There are few ways into ADM without using Brush College Road.	Dec 10, 2010 9:40 PM
95	I typically enter the JRRRC facility from the back gate off Williams Road on week days. I use the study intersection if I enter the building on a week-end,	Dec 10, 2010 9:44 PM
96	I work for ADM downtown, GTC, but travel to JRRRC or Corporate for meetings throughout the week.	Dec 10, 2010 9:51 PM
97	I commute from a distance, very few colleagues live in my immediate area allowing for the opportunity to carpool.	Dec 10, 2010 10:12 PM
98	On Question #4 most people might have 2 answers. You travel to work one direction and back home the other.	Dec 10, 2010 10:55 PM
99	From Sullivan to ADM	Dec 10, 2010 11:09 PM
100	road needs to be four lanes w/ stop light in front of JRRRC. also need stoplight in front of bioproducts (adm gate e6)	Dec 10, 2010 11:14 PM
101	It would be great to the rail underpass widened, but it would be a large inconvenience to have this stretch of road closed for any significant time since it is a long detour from where I live to get to work.	Dec 10, 2010 11:37 PM
102	I travel from the East, Rte 105 (aka William Street).	Dec 10, 2010 11:47 PM
103	I travel this section of Brush College Road in both directions on a daily basis. The road is quite busy at peak times, and has over crowded intersections at both ends.	Dec 11, 2010 12:04 AM
104	Motorcycle is primary transportation in summer when weather permits, Car or truck all other times.Swing shift causes all hours day and night travel from Williams Street to ADM Cornsweetner Plant then back!	Dec 11, 2010 1:37 AM
105	I come up Grand to Brush College Rd.	Dec 11, 2010 3:03 AM
106	I approach from the north but I usually come out from the back road just accross form the pilot station near Presley RV sales. This is a bad intersection and am attempting to avoid this intersection. Will there be a traffic light installed there?	Dec 11, 2010 4:59 AM
107	I travel both from 72 and william street during the week and during winter weather because the hill at william street and brushcollege is very very dangerous. thanks	Dec 11, 2010 5:33 AM
108	I walk under the railroad viaduct and the sidewalk along this stretch is horrible and encompasses many trip, slip and fall hazards. There is water running over this sidewalk area 365 days a year. There is weeds and grass growing over the sidewalk . There is all types opf garbage located along this stretch of sidewalk. The plant life that grows on the banks of this sidewalk grow over and making walking very difficult.	Dec 11, 2010 6:38 AM
109	During the work week between 4pm and 5pm there are south-bound traffic delays on Brush College Road.	Dec 11, 2010 6:47 AM
110	If I was unable to drive my truck I would drive my motorcycle or 2nd vehicle at home	Dec 11, 2010 7:37 AM
111	I would take an alternate route into work.	Dec 11, 2010 2:06 PM
112	Although I come to work from I-72 to Brush College (I live in Forsyth), when I leave ADM Randall Building, I go the back parking lot through the back neighborhood to William Street, then wait to turn left onto Wm Street, to go back to the light at Wm and Brush College, turn left back onto Brush College to head north back to I72. I do all of this because I cannot pull out of the ADM main entrance on Brush College and turn left. The volumn of traffic is so heavy that the wait is extremely long and very dangerous to pull out.	Dec 11, 2010 2:09 PM
113	From the North the is no good way to access JRRRC other than the Brush College corridor. It is very important for my daily commute.	Dec 11, 2010 3:41 PM

1. If the previous questions did not accurately describe your commute, please

Response Text		
114	ONLY CHOICE IS BY CAR	Dec 11, 2010 4:55 PM
115	Wife and both work for ADM. But different shifts and different places. Would be great if could carpool, but cant. Something needs to be done about the exit on to Brush College from the JRRRC! Someone is going to get killed one of these days especially beteen 4:30pm to 5:15pm.. It is crazy trying to turn left (north)onto Brush colleg. Hardley anyone stops and lets you exit and if they do, then you have to look out for some bozo either getting into the center lane or even on the right side so they can pass, because they don't want to wait. I know there is a another exit we can use at the back of JRRRC but that leads into a residential area and the it can be just as bad trying to turn east onto William St.. And if I am picking up my wife, this is not pratical at all. Like I said before, this is a very dangerous situation, just come out and do a time study some evening and you find out for yourself.	Dec 11, 2010 10:29 PM
116	Access Brush College from Williams to Faries Parkway go west on Faries Parkway AND from Faries Parkway to ADM JRRRC via Brush College, for morning routine to ADM Wellness Center, then to ADM JRRRC	Dec 12, 2010 3:36 AM
117	On a daily basis also drive from JRRRC to wellness center and back.	Dec 12, 2010 8:10 PM
118	Work at GTC and go to JRRRC or Corp once in a great while. I alsu sue it for personal reasons when I travel from my home to the Forsyth area or to get to 51 north towards Clinton/Bloomington	Dec 13, 2010 4:39 AM
119	if alone was not possible i would have to be dropped of at work by my spouse because i live out of town	Dec 13, 2010 12:25 PM
120	I travel to work from the East, Rea's Bridge Road & come through Faries Park. I only use Brush College Road when I'm out at lunch, or when the winter weather road conditions prohibit me from getting to & from work via the country roads.	Dec 13, 2010 12:34 PM
121	I travel from the East on William Street to North Brush College to E Faries Parkway	Dec 13, 2010 12:52 PM
122	The most direct route to come to work is down Fairies Parkway, but I go out of my way to avoid the underpass on Brush college.	Dec 13, 2010 12:58 PM
123	I come from East on SR105 (Williams Road).	Dec 13, 2010 1:02 PM
124	I would be interested in a bus route that went directly from ADM complexes to Hickory Point Mall on a regular basis.	Dec 13, 2010 1:27 PM
125	I live in the Airport area - so besides working at the ADM corporate office I travel Brush College frequently to get to other destinations in the Decatur area.	Dec 13, 2010 1:29 PM
126	I travel from ADM Corporarte Office to JRRRC. I travel Brush College to commute to the GTC Facility downtown also.	Dec 13, 2010 1:45 PM
127	I arrive from the north in the morning, and leave the south side of JRRRC in the back neighborhood because it is very hard to leave at 5:00 out the east side of JRRRC and turn north on Brush College due to having to cross traffic.	Dec 13, 2010 1:51 PM
128	I drive about an hour to and rom work so carpooling opportunities are rare.	Dec 13, 2010 1:53 PM
129	I also access Brush College from Faries Pkwy leaving ADM Corporate office	Dec 13, 2010 2:02 PM
130	I live only 2 miles away on William St. Rd. I would ride a bike daily if there was SAFE access for bicycles along Brush College and Garfield/Faries Pkwy.	Dec 13, 2010 2:10 PM
131	I would carpool more often if work hours were more predictable or my schedule matched others. I would not feel safe riding a bicycle on Brush College Road under the overpass.	Dec 13, 2010 2:11 PM

1. If the previous questions did not accurately describe your commute, please

Response Text		
132	I drive by myself as I live out of town in the middle of nowhere (country). If I didn't drive myself, someone else would have to take me, as I don't have access to public transportation and I live more than 20 miles away. I access both directions of the corridor. I usually initially come from the north, but I always come back the same way, so I use both directions equally. Previous questions are worded very oddly.	Dec 13, 2010 2:13 PM
133	Live in Mahomet with time requirements that prevent me from being able to carpool	Dec 13, 2010 2:16 PM
134	I commute from the north of Decatur daily. I do not have an alternate transportation available except to drive myself.. One issue regarding the Brush College corridor to consider would be the placement of a traffic light in front of JRRRC or the timing of the traffic lights at Faries and Williams streets to allow a left turn out of JRRRC at busy times - such as 4:30-5pm on workdays.	Dec 13, 2010 2:19 PM
135	We commute from Mt. Zion to Forsyth every morning and back to ADM for work. Then we go from ADM to Forsyth and back to Mt. Zion every night. Then on weekend we go to Bloomington so we travel Brush College almost everyday.	Dec 13, 2010 2:24 PM
136	I am a commuter from Champaign, IL. I always take I-72 to Brush College and turn left on Faries Parkway to get to work. That is the best and mostly only route for me to take.	Dec 13, 2010 2:25 PM
137	I work by the Corporate Offices, but I have to go to Bio-Products 3-5 times a week.	Dec 13, 2010 2:35 PM
138	I used to take 105 to Brush College to get to work (I live in the West End). I have decided to avoid Brush College because the condition of the road, especially the underpass, makes me nervous. I would rather go out of my way to get to work than drive on Brush College between William St and Faries Parkway.	Dec 13, 2010 2:40 PM
139	coming from the east on Williams street to brush college going north bound to Faries pkw,	Dec 13, 2010 2:45 PM
140	I access the study corridor most often from ADM and then south on Brush College to William Street.	Dec 13, 2010 2:55 PM
141	Lake Shore Dr, thru Nelson Park, North on 35th, jog across William St, North on 35th to the south entrance of JRRRC.	Dec 13, 2010 2:57 PM
142	If my normal mode of transportation were not available, I would not be here (JRRRC)	Dec 13, 2010 3:01 PM
143	If the road was more conducive to other modes, I would bike and/or walk more on the route.	Dec 13, 2010 3:12 PM
144	If I am unable to drive to work then that is the end of the question. I am unable to drive to work.	Dec 13, 2010 3:13 PM
145	This survey is failing to ask the needed questions - of course I commute by car - brush college is not in the center of town. A lot needs done to increase safety on brush college!! To turn out of JRRRC onto Brush college M-F between 3:30pm - 5:30 pm is taking a life risk. To have traffic backed up from William street to the viaduct is a failure to plan on the city's part. There are obvious obstructions to widening this area of brush college, but something must be done. Is there not another area to cut a road through to the largest employer Decatur has? [North Brush college, the curve at the end which is always pure ice and has several accidents each year, also need addressed! - there is nothing around that intersection that that should not be fixed. The turn lane from the north onto brush college should also be widened to 2 lanes, with the speed of traffic there on R48 and the congestion of the new pilot station, that area also greatly needs addressed.] ...Hopefully these important items appear further into this survey.	Dec 13, 2010 3:25 PM
146	Mostly to and from ADM headquarters from Mt. Zion, via Williams street. Closing that part of Brush college for repairs this summer required a detour way out of my way. Glad it was only temporary.	Dec 13, 2010 3:34 PM

1. If the previous questions did not accurately describe your commute, please

Response Text		
147	Daily work commute does not require this corridor, however, it is used numerous times per week and weekends (both directions) to access the ADM Wellness Center. Questions 7 and 9 do not apply because study area is not used for work commute.	Dec 13, 2010 3:35 PM
148	While public transportation along this route might seem logical, as an ADM employee, it is very difficult for me to estimate what time I will need to be at work and what time I can leave work on any given day. Hours are 8-4:30, but my hours are much longer than this - sometimes I come in at 7, sometimes 8, and sometimes I leave at 5, and sometimes maybe not until 7. I also need flexibility to go out for lunch and drop off and pick up my child from daycare (over by CAT). The trains that typically come through this area also cause problems getting to my destination on time. There have been many times I've waited for at least 20 minutes for a train to move in order to pass through Brush College at the Faries Parkway intersection. It is also a HUGE problem over by CAT, although I know that area is not included in this study. It causes enough frustration for me that I've contemplated moving to another city and employer because of it.	Dec 13, 2010 3:35 PM
149	Depending upon the time of day, will come from the South and come into the backside of JRRRC (off of William and turning onto road at Loretta's boots). I do this as traffic will back up in the morning when coming in the from the south off of William and trying to make a left turn onto Brush College. In the evenings instead of going out the front entrance of JRRRC due to difficulty of making a left or right turn onto Brush College between 4:30 and 5:00 pm, I opt to go out the back way and to avoid traffic.	Dec 13, 2010 3:39 PM
150	Pershing Road to 22nd St. South to Faries Parkway	Dec 13, 2010 3:47 PM
151	I don't go down Brush college on my commute to work. I do cross the intersection of Brush and Faries.	Dec 13, 2010 3:54 PM
152	Bike/ walking paths along this road would be used if they were available. There is no way to safely walk or ride a bike.	Dec 13, 2010 3:56 PM
153	When I drive TO ADM, I access Brush College Road from the south. When I drive FROM ADM, I access Brush College Road from Faries Parkway.	Dec 13, 2010 3:57 PM
154	My work takes me from North to Gate E6.	Dec 13, 2010 3:59 PM
155	I drive the corridor everyday from home, by the airport, to ADM Corn plant every day and back.	Dec 13, 2010 4:02 PM
156	I commute to the James Randall Research Center daily. I also commute to the bioproducts plant as well as the corporate building on a regular basis. I also take my child to daycare which is located north of the ADM campus. I travel brush college as far north as Richland on a daily basis.	Dec 13, 2010 4:04 PM
157	Primary use is to go to the ADM Wellness Center or north to I-72.	Dec 13, 2010 4:06 PM
158	I don't believe large truck traffic should be allowed on Brush College between William St. and Faries. I believe trucks should be routed down to 27th street instead, thus not creating the traffic and road condition issues and also not creating a more dangerous situation with the narrow underpass that currently exists.	Dec 13, 2010 4:19 PM
159	I commute from the Champaign area - another mode of transportation is not really viable. With daycare, carpooling is not an option.	Dec 13, 2010 4:41 PM
160	I live on glenwood ave. I would ride or walk to work at time but, the walk passway if awful. The underpass is 5 inch Slug/smells like sewer on the walk pass. No walk was is available. I think we need to make an extention to lakeshore drive for a back access to ADM would cut down on the traffic.	Dec 13, 2010 5:07 PM
161	I really access Brush College Road via, Mound Rd not I 72	Dec 13, 2010 5:12 PM

1. If the previous questions did not accurately describe your commute, please

Response Text		
162	There was no option to describe the study corridor being used twice a day, once in the morning and once in the evening. There was no option to indicate that there is no alternative mode of travel. This survey was poorly designed and you may not get accurate results.	Dec 13, 2010 6:38 PM
163	My wife & I both work @ ADM. She @ east & I am @ west. We usually ride together to cut down on traffic.	Dec 13, 2010 6:54 PM
164	ride share	Dec 13, 2010 7:41 PM
165	I work at the JRRRC building and would still have to go to work. I could use the alternate entrance where we drive through the neighborhood to access the back of the JRRRC building. However, the neighborhood residents do not wish to see commuters going through their neighborhood which is apparent by the signs they have hanging from trees.	Dec 13, 2010 7:48 PM
166	I ride my bike and use the back entrance (35th St) to JRRRC or drive alone and use Brush College Rd from Williams St.	Dec 13, 2010 8:57 PM
167	If a safe multi-use path were available, I would ride my bike to work when the weather permitted.	Dec 13, 2010 9:48 PM
168	I travel from the south and usually use the William Street/Brush College access route but also use the route from Faries/Garfield quite often. Additionally, going to and from appointments the use of all the corridors would be used even more so. I would not be able to carpool or use public transportation for this reason.	Dec 14, 2010 1:03 AM
169	At one time a second route was up for discussion. It is the first street on the west side of the bridge past the DAV. I would take all the traffic to corporate and east plant coming from all the cities south. Mt. Zion, Sullivan, etc. There is not public transportation from Mount Zion, that would have been my second option to driving my vehicle.	Dec 14, 2010 2:05 PM
170	I generally come in from Faries (the wellness center) and turn South on Brush College. I generally leave by going North on Brush College to Mound	Dec 14, 2010 2:09 PM
171	In the mornings I come into JRRRC the back way by Lauretta's and leave out the front headed north Brush College to the Wellness center.	Dec 14, 2010 2:09 PM
172	I come from the South, but do not use William St. I come through the park on lake shore dr.	Dec 14, 2010 2:44 PM
173	There is no "good" time to leave JRRRC and try to travel north. If I stay at work later than necessary, say 5 pm (4:30 is normal quitting time) I run into unrelenting southbound traffic. If I leave later than 5 pm I am cutting into the time I need to make it to some of my evening commitments across town.	Dec 14, 2010 7:00 PM
174	Since my workplace is JRRRC, I travel the corridor to work, sometimes out to lunch and back and then at the end of the workday.	Dec 14, 2010 8:26 PM
175	Need to figure out ways we can get to and from the East Plant when there are trains on the tracks at the Brush College Intersection. Not sure if the improvements are gonna affect that area but if ADM could suggest something to help all employees in this area it would be greatly appreciated.	Dec 15, 2010 1:18 PM
176	The commute is very congested 7-8am and 4:30-5:10pm. I have waited up to 15 minutes to access Brush College from JRRRC at around 4:45pm.	Dec 15, 2010 8:53 PM
177	do not drive thru study area on a normal day	Dec 15, 2010 9:54 PM
178	I go to the gym before work; so car pooling doesn't work very well.	Dec 15, 2010 10:35 PM
179	This survey assumes a commute and I do not work at the plants but work elsewhere in town. I travel thru there primarily to go to Wellness Center, not to work.	Dec 17, 2010 2:07 PM
180	Commute from Bloomington daily.	Dec 17, 2010 3:40 PM
181	I live by the Decatur Airport and if Brush College Rd was not available, I would have to travel to 22nd Street and exit at Garfield Rd to get to corporate.	Dec 17, 2010 8:25 PM

1. If the previous questions did not accurately describe your commute, please

Response Text		
182	I do not go to the research center at all.	Dec 18, 2010 10:17 AM
183	I drive late night/early morning shift. Lighting and land definition is a major concern of mine. Thankyou.	Dec 20, 2010 11:45 AM
184	I work at the JRRRC center, so travel the study route every work day that I am in town. I turning left out of JRRRC at least twice a week around 4:40pm to go to the ADM fitness center and it is dangerous task. A stop light would be great!	Dec 20, 2010 7:18 PM
185	Yes, I accurately described my commute.	Dec 21, 2010 11:52 AM
186	i have lived here all my life i went to school at lakeviw . brush has always been a busy road and hard to maintain . it is a money maker for decatur .we need to do what ever it takes to keep it up take any taxes dollars we need to do this . if there is any way the underpass needs to be made bigger and more safe .	Dec 27, 2010 11:48 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
1	Trains, trains, trains.	Dec 10, 2010 7:44 PM
2	It is absolutely impossible to leave the James R. Randall Research center at any time of the day.	Dec 10, 2010 7:44 PM
3	Lunchtime traffic is high as well	Dec 10, 2010 7:44 PM
4	I'm from Chicago so to me this does not seem bad. My only issue is the railroad bridge and how narrow it gets, especially with truck traffic moving through there.	Dec 10, 2010 7:45 PM
5	It is impossible to turn left, heading North on Brush College exiting the JRRRC.	Dec 10, 2010 7:45 PM
6	I work at GTC but travel often to Corporate and ADM Trucking.	Dec 10, 2010 7:45 PM
7	Getting out fo Randall is very difficult expexially in the mornings, at lunch and at quitting time.	Dec 10, 2010 7:45 PM
8	the trains traveling forwards and backwards 3+ times would help with congestion, they need to not do it at the busy times of day!	Dec 10, 2010 7:45 PM
9	It is very difficult to exit the JRRRC center when going North at the end of the day.	Dec 10, 2010 7:46 PM
10	A big part of the congestion around E6 is, obviously, all of the incoming trucks. If we could find a way to get the trucks off of Brush College, it would help in this area.	Dec 10, 2010 7:46 PM
11	Widen street at JRRC...need turn lanes. Rail movement causes major delays also	Dec 10, 2010 7:46 PM
12	Traffic issues when cars exiting/leaving commercial property near William stree on South side.	Dec 10, 2010 7:46 PM
13	Trying to turn left at Brush College Rd. between 4:30-5:00 is difficult because of the employees leaving locations North of JRRRC	Dec 10, 2010 7:46 PM
14	As heavy as these roads are traveled in my opioin they need to be 4 lane from Brush College to Williams	Dec 10, 2010 7:46 PM
15	Normal to and from work traffic	Dec 10, 2010 7:46 PM
16	NS underpass is very dangerous, Brush college/williams street/ Faires Parkway intersections needs improved to handle more traffic	Dec 10, 2010 7:46 PM
17	sorry but i dont drive that way to work,i work at adm railcar repair on north 22nd st	Dec 10, 2010 7:46 PM
18	The traffic at the E-6 gate is severe from 5:30 am until 5:30 pm as much as i hate saying a light there would be nice	Dec 10, 2010 7:46 PM

1. If you would like, please use the space below to provide additional comments

	Response Text	
19	When leaving JRRRC between 5:00 p.m. and 5:30 p.m. the traffic is severely congested. Leaving JRRRC is slow and ripe for an accident to occur.	Dec 10, 2010 7:46 PM
20	Rail traffic does not set their schedule to prevent interference with rush hours. There needs to be a way that all of the rail movement stopped during rush hours	Dec 10, 2010 7:46 PM
21	The 2 lanes turning from Faries Parkway to Brush College then merge into one that is an accident looking for a place to happen	Dec 10, 2010 7:46 PM
22	The railroad underpass , especially in the winter, or when meeting a semi	Dec 10, 2010 7:46 PM
23	Leaving corporate around 3p and again around 4p, there is a lot of congestion with people heading southbound on Brush College. In a lot of cases, people begin using side streets to avoid the line that sometimes extends back to the underpass. A lot of the congestion is from people who have to use one lane to turn either direction as the road merges before the underpass and not again two lanes until right before the intersection at William St.	Dec 10, 2010 7:47 PM
24	Traffic congestion is bad due partly to backed up cars trying to enter into Corporate parking lots.	Dec 10, 2010 7:47 PM
25	One problem with Brush College Road around 3:00-3:30 is that the grade school is getting out then, so traffic has to go very slow and gets stopped a lot. Many times I go through the neighborhood to the East to get up to William Street.	Dec 10, 2010 7:47 PM
26	Trains and semi's add a lot to the congestion.	Dec 10, 2010 7:47 PM
27	Too many vehicles for the timing of the traffic signals.	Dec 10, 2010 7:47 PM
28	Train traffic disrupts complete pattern.	Dec 10, 2010 7:47 PM
29	Congestion is at it's worst from 3:30 - 5:00 p.m. when we get off work. One of the biggest problems is that semi's are also using these roads at the same time, which tends to slow everyone down.	Dec 10, 2010 7:47 PM
30	Anytime after 3pm during the week, it is very time consuming getting out of JRC onto Brush College either North or South	Dec 10, 2010 7:47 PM
31	The constriction of BCR down to two lanes south of Faries Parkway seems to be the primary problem. Numerous rail crossings without overpasses / underpasses are an issue. A 20 MPH school zone on this corridor also reduces the ability for traffic to clear during peak times.	Dec 10, 2010 7:48 PM
32	rail traffic across Brush College Rd during the 7:00-8:00 and 4:30-5:30 commute times is very disruptive to traffic flow	Dec 10, 2010 7:48 PM
33	Typically trains cause the most congestion during the early morning or mid day timeframes however tractor trailer traffic is very high at those times too.	Dec 10, 2010 7:48 PM
34	During the winter it seems that Brush College (north of Faries) is one of the worst roads to drive on if there is ice on the road.	Dec 10, 2010 7:48 PM
35	Driving east on Faries and turning south on Brush College is always congested. Turning from Faries there are 2 lanes that merge into 1 lane on Brush College. Brush college needs to be widened to accept 2 lanes continuing to Willam Street.	Dec 10, 2010 7:48 PM
36	The trains increase problems significantly.	Dec 10, 2010 7:48 PM
37	Trains cause the most congestion.	Dec 10, 2010 7:48 PM
38	Truck Traffic at Gate E-6 to BioProducts Along Brush College is moderate to Very congested at least 1 time per week durring the hours of 6-7AM	Dec 10, 2010 7:48 PM
39	very little traffic when i come down the corridor at 6:45 am, but when leaving at 3:30 encounter high level of what i think is Caterpillar traffic.	Dec 10, 2010 7:48 PM
40	It would be so helpful to have a stop light at the JRRRC.	Dec 10, 2010 7:48 PM
41	Trains being allowed to run during prime time in the morning before work always backs up the traffic.	Dec 10, 2010 7:48 PM
42	Train traffic increases traffic congestion	Dec 10, 2010 7:49 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
43	The trains cause severe congestion. Sometimes they will just sit on the tracks for 20 mins or just continue to rock back and forwards.	Dec 10, 2010 7:49 PM
44	Norfolk and Southern trains cause a problem when people are going to work around 7:45 a.m. to 8 a.m. In the evening it is ADM traffic and trucks.	Dec 10, 2010 7:49 PM
45	eastbound on Faries at Brush College the lane split for left hand turns and straight ahead lanes is too close to the intersection.	Dec 10, 2010 7:49 PM
46	I have found that I cannot exit to the north from JRRRC at anytime from about 3:30 to 5:30 without a long wait and an eventual kind soul heading south who stops to let us out. It is very dangerous. I would love to know where that steady stream of traffic comes from and where it is headed.	Dec 10, 2010 7:49 PM
47	Lunch from 11-1 is bad also.	Dec 10, 2010 7:49 PM
48	I think the biggest congestion at night, going South on Brush College to William Street, is caused by there only being one lane, until you get closer to the light where you can split off. Traffic is sometimes backed up beyond the entrance to Randall.	Dec 10, 2010 7:49 PM
49	too many travelers for a 2 lane road	Dec 10, 2010 7:49 PM
50	In the winter Brush College in front of the elementary school near William street tends to be very icy and slick.	Dec 10, 2010 7:50 PM
51	getting out of JRRRC most often is very congested and possibly even a safty hazard	Dec 10, 2010 7:50 PM
52	During daytime hours, the traffic seems to always be congested. It is extremely severe when trains are holding traffic up.	Dec 10, 2010 7:50 PM
53	I use I72 to Brush College Road and then through the old Faries Park to get to the corporate parking lot. I never have any trouble with congestion. I have seen some near misses where traffic enters Route 48 from the new Pilot station.	Dec 10, 2010 7:50 PM
54	On the question regarding traveling to work. I do not travel to work on Brush College. This was not an option. When I leave work and travel to the Wellness center the intersection at the entrance of JRRRC is very congested.	Dec 10, 2010 7:50 PM
55	The biggest conjestion is caused by trains switches during morning, noon and evening peak times of people traveling to and from work.	Dec 10, 2010 7:50 PM
56	Very narrow viaduct between ADM and JRRRC. Heavy semi traffic makes Travel under the viaduct difficult and slow-going (backing up traffic clear to the intersection of Faries/Brush College	Dec 10, 2010 7:50 PM
57	Alot of the congestion occurs when trains block any direction of the road.	Dec 10, 2010 7:50 PM
58	A traffic light needs to be installed at the entrance to the JRRRC.	Dec 10, 2010 7:50 PM
59	congestion multiplied when a train is coming from one of the plants located at the intersection.	Dec 10, 2010 7:50 PM
60	It would be nice if they can creat more lanes on Brush between Faries and Williams, and eliminate the rail tracks that follow under the rail underpass.	Dec 10, 2010 7:50 PM
61	Most of the congestion at the Williams/Brush College intersection is due to the fact that there's only one turn lane. Commuters traveling East on Williams and turning left onto Brush College must wait for at least 3 cycles of traffic lights on some days when the traffic is especially bad.	Dec 10, 2010 7:51 PM
62	It needs to be 4 lanes - 2 going south and 2 going north - and something needs to be done about that hazardous underpass and a terrible eye sore for ADM employees and guests Semis need to have a seperate route - send them around Decatur and in on the back roads, not through the middle of local traffic	Dec 10, 2010 7:51 PM
63	Railcar movement around Brush College & Fairies Parkway, contibutes to the congestion.	Dec 10, 2010 7:51 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
64	The worst congestion occurs when there is train traffic or bad weather.	Dec 10, 2010 7:51 PM
65	Turning left out of ADM's JRRRC between 4:30-5:00 is impossible and EXTREMELY dangerous.	Dec 10, 2010 7:51 PM
66	My general experienc with the corridor is to go to meetings at the JRRRC. Leaving that facility to go back to the corporate office or to go home (turn north on Brush), is very dangerous and congested regardless of the time of day.	Dec 10, 2010 7:51 PM
67	On Brush College, most of the congestion is caused when trains cross Brush College, either at Brush College/Faries Parkway intersection or block the entrance to ADM	Dec 10, 2010 7:51 PM
68	Coming out of the Research Center is always a struggle. It doesn't really matter what time of day it is, if its between 3:00 and 5:00 its brutal trying to get out of there, no matter which way you're turning.	Dec 10, 2010 7:51 PM
69	The unpredictability of rail car blockages makes it difficult to leave work during the day as a long delay can be very disruptive to my schedule.	Dec 10, 2010 7:51 PM
70	train blockage on north brush college, train blockage at faries and brush college, train on faries (west plant) 6:30am to 8:00am..lunch 11-11:30am (trains)	Dec 10, 2010 7:52 PM
71	The intersection at Brush College and Williams Street is a major bottleneck. From a higher perspective, the intersection ultimately receives the majority of traffic of employees coming from Williams Street traveling east and west, which includes employees from all cities and locations south of William Street. (Ex. Mt. Zion, South Decatur, Macon, Blue Mound, Taylorville, etc.) There needs to be an additional route for this large population to use to reduce the bottlenecking effect.	Dec 10, 2010 7:52 PM
72	The city needs to widden the road, put a traffic light in at the JRRRC (that's on only at closing time) and get rid of some of the traffic lights in town. I would travel another way if there weren't traffic lights every block that were completely timed so that a driver obeying the speed limit is stopped each and every block.	Dec 10, 2010 7:52 PM
73	there are multiple types of traffic all trying to get to the same place. there are cars, semi-trucks and trains. all of these put together is what is causing all the traffic.	Dec 10, 2010 7:52 PM
74	It is nearly impossible to make a left hand turn leaving JRRRC at the end of the work day. I have seen this nearly result in accidents.	Dec 10, 2010 7:52 PM
75	The intersection of 48 and Brush College is often very congested and is somewhat of a blind area for other traffic. Getting off of the Interstate on to 48 isn't exactly easy either. The intersection of Brush College and Faries Park coming from the North is a mess too.	Dec 10, 2010 7:52 PM
76	everybody leaving work at the same time.	Dec 10, 2010 7:52 PM
77	It is very difficult to make a left hand turn from the James R. Randall Research Center onto Brush College road between 3:00 and 4:30PM during the work week.	Dec 10, 2010 7:52 PM
78	Leaving JRRRC and turning to the north is a dangerous excersize after work. Some southbound cars are nice enough to stop traffic and let you through, but bumper to bumper traffic on the south side of the intersection makes it difficult to assess north bound traffic prior to your northbound turn.	Dec 10, 2010 7:52 PM
79	Traffic congestion on Brush College happens all hours during the day not just before and after work. Leaving JRRRC is a nightmare.	Dec 10, 2010 7:52 PM
80	Afternoon exit from JRRRC is highly congested and potentially dangerous	Dec 10, 2010 7:52 PM
81	I leave work between 4 and 5 but usually within the 4:00 - 4:30 p.m. time - most drivers think more of others lives than getting home quickly but all it takes is one to start a disaster. That "one" drives Brush College every day Mon-Friday between 4 and 5 p.m.	Dec 10, 2010 7:53 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
82	Traffic congestion becomes severe when trains or bad weather interfere with the commute. Part of the cause to the congestion is having to go to two lanes under the bridge. If the four lanes were to continue throughout, I believe the congestion would be less.	Dec 10, 2010 7:53 PM
83	Please look into improving Faries between Brush College and 27th St!! Please!! The rail traffic there is frequent and the tracks crossing the road are damaging to drive over every day!!	Dec 10, 2010 7:53 PM
84	congestion along brush college from faries to williams due to traffic from corporate or the plants.	Dec 10, 2010 7:53 PM
85	The two lane underpass can be hazardous in bad weather - there is no room for moving out of the way. You are stuck in traffic.	Dec 10, 2010 7:53 PM
86	Brush College needs to be 4 laned to Willimas St with a center lane for turning.	Dec 10, 2010 7:53 PM
87	Faries Parkway is a mess all day long due to rail crossings. I am not sure there is really any way of solving this issue.	Dec 10, 2010 7:53 PM
88	I think anytime you have a 2 lane road there is going to be congestion. If there would be anyway to expand to a 4 lane road - that would be extremely helpful. Traffic is very high in the mornings 7:30-8:00 and at night 4:30-5:15 especially for ADM traffic using Brush College and William St. corridor. I think there is so much congestion because it is a 2 lane road down to William St.	Dec 10, 2010 7:54 PM
89	turning left onto Faries Pkwy from Brush College can be very congested at 8 am. The cars from Faries Pkwy heading towards ADM and turning right from Brush College onto Faries Pkwy block the intersection and make it impossible to turn left onto Faries from Brush College whenever there is alot of traffic	Dec 10, 2010 7:54 PM
90	When I left at 4:30 there is a lot of traffic at the Brush College/Faries Parkway entrance. After you pass that location it is not bad. When there is a train blocking one of the many tracks you are talking about major congestion. I am sure there is really not a solution for the trains other than routing the traffic over or under the trains.	Dec 10, 2010 7:54 PM
91	Grain trucks and contractor traffic. Having an entrance to ADM at Muller street would help	Dec 10, 2010 7:54 PM
92	not enough lanes to handle the amount of traffic that uses that corridor.	Dec 10, 2010 7:54 PM
93	Dangerous situations occur when plant personnel are trying to turn against the flow of traffic onto Brush College (turning left to go Southbound).	Dec 10, 2010 7:54 PM
94	a crossing guard would help with the flow to and from. Fix the other track on Faries. thanks you	Dec 10, 2010 7:54 PM
95	It's hard to comment on the congestion of the road because, to me, it depends more on the trains than the amount of traffic. When I'm driving through this area, the traffic lights seem to suffice unless there is a train in the middle of the road, and that's when the area becomes HIGHLY congested.	Dec 10, 2010 7:54 PM
96	the truck traffic coming in and out of ADM Trucking and ADM Bioproducts.	Dec 10, 2010 7:54 PM
97	I hope the road is changed so going south on Brush College, before the underpass, traffic won't be merging into one lane right there. That causes lots of congestion and is worse in bad weather.	Dec 10, 2010 7:54 PM
98	On the days I come through at 7:45, the congestion at Brush College and Faries is terrible. It can take 5 lights to be able to turn left onto Faries.	Dec 10, 2010 7:54 PM
99	The railroad tracks just north of Faries Pkwy, by the new rail yard & gate E6 are very dangerous. A stop light needs to be put in there to direct traffic in & out of the plant.	Dec 10, 2010 7:54 PM
100	3:30 is an incredibly busy time to try to leave JRRRC 4:30 is an incredibly busy time to try to leave JRRRC	Dec 10, 2010 7:54 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
101	Traffic is quite frankly a nightmare along this stretch of road. I no longer live on the southside of Decatur and am so glad I don't have to travel this road regularly. This road could benefit from being closed down and an alternate route being devised. I would say 3 lanes each way would possibly alleviate some of the traffic concerns.	Dec 10, 2010 7:54 PM
102	Would like suitable path ways for travel by foot and bicycle. Under the railroad tracks is very dangerous for bicycle traffic at any time. there are no shoulders and drivers are not always careful for cyclists.	Dec 10, 2010 7:54 PM
103	heaviest when there are trains.	Dec 10, 2010 7:54 PM
104	When heading home between 4:30 & 5:00 traffic is backed up at the light of Brush College to William Street. It can take 2 or 3 light cycles to be able to turn left onto William Street. The light doesn't stay green long enough and only having 1 lane is an issue.	Dec 10, 2010 7:55 PM
105	This concern is regarding the exit from I72 on to 48 from East and West. From the East, a light needs to be added at the exit so ADM employees can safely turn onto 48 during morning Rush. From the West a second lane needs added at the bottom of the ramp exit to allow vehicles to bypass the truck congestion at the light.	Dec 10, 2010 7:55 PM
106	traffic in the evenings travel to fast going south from Faries.	Dec 10, 2010 7:55 PM
107	At peak travel times it is often very difficult to turn left onto Brush College from ADM gate E6	Dec 10, 2010 7:55 PM
108	In the afternoon, traffic is extremely high, to the point that exiting onto Brush College Road is difficult.	Dec 10, 2010 7:55 PM
109	Need additional traffic signals at some of the busier locations.	Dec 10, 2010 7:55 PM
110	The lunch hours seem to have heavy traffic in this area as well, particularly between William Street and Faries Parkway. Many people travel to the Wellness Center from both Corporate and Randall, so traffic is thick. Obviously a factor in the traffic is the trains, which can cause major pileups, especially during already-high traffic times of day.	Dec 10, 2010 7:55 PM
111	the railroads block traffic for more than 15-20-30 minutes at a time an over pass from Garfield/faries to brush college would be great and the same goes for cars heading south to brush college .	Dec 10, 2010 7:55 PM
112	Trains sometimes cause congestion @ Fairies & Brush College	Dec 10, 2010 7:55 PM
113	I believe the cause of the congestion is due to the narrowness of the corridor as well as the bad shape that the section is in (pot holes in the road, etc).	Dec 10, 2010 7:55 PM
114	Making left turn from JRRRC onto north-bound Brush College Rd is always difficult.	Dec 10, 2010 7:55 PM
115	Those leaving the JRC building between 5 and 5:30 pm have a hard to impossible time pulling out in to traffic northbound on to Brush College. I feel that the road needs to be at least 3 lanes the whole way, four would be optimal. I think an overpass should be put in running parallel to the current underpass, optimizing lanes and easing traffic congestion, at least long enough to get work done on the underpass - - it is too narrow and has water/ice issues, especially in winter.	Dec 10, 2010 7:56 PM
116	William Street and Brush College turn lane is always backed up. Traffic traveling south on Brush College cannot turn east on William due to oncoming traffic. In general, traffic is backed up due to trains and large trucks blocking the turn lane on to Faries when trains are on the track.	Dec 10, 2010 7:56 PM
117	In the morning the traffic is pretty heavy between 7:30 am - 8:30 am. Between ADM employees, Richland Community College students, the Brush College Elementary School, and area businessess, the traffice is very heavy. I believe the reason is not enough lanes that can handle the traffic.	Dec 10, 2010 7:56 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
118	It is extremely slow at the Faries/Brush College intersection. Cars are often stuck in the middle of the intersection when the light changes b/c traffic is moving so slowly.	Dec 10, 2010 7:56 PM
119	Inconsistent switching / rail traffic by the NS seems to severely add to congestion at Faries and Brush College at times. If the NS could refrain from switching around morning and evening rush hours, it would probably ease congestion in that area.	Dec 10, 2010 7:57 PM
120	Leaving JRRRC between 3:30-5:00 there is usually a very large line of cars heading south and stopped all the way past the JRRRC drive. I feel the cause of the congestion is ADM employees leaving work all around the same time and the William street intersection is not prepared to handle the number of cars traveling on the road at that time to allow the cars to flow. The flow is also slowed by the school.	Dec 10, 2010 7:57 PM
121	biggest problem probably is, that this streets leads to william street going downtown and west, so its a highly frequented road but only has one lane in either direction. biggest limitaion here is the railroad track leading over the street and limitatig the width	Dec 10, 2010 7:57 PM
122	Biggest challenges on Brush College are the railroad overpass as it is very narrow and difficult with semi trucks as well as the section of Brush College by the elementary school. Having Brush college go from 2 lanes north of Faries to one lane south of Faries causes a lot of congestion especially during shift changes and when ADM Corporate comes and goes to work.	Dec 10, 2010 7:57 PM
123	I think what's causing the congestion is the fact that from William St. to Faries, Brush College Rd is only 2 lanes. The railroad underpass is also too narrow and dangerous, in my opinion.	Dec 10, 2010 7:57 PM
124	The roadway is not maintained very well.	Dec 10, 2010 7:57 PM
125	Trains blocking access to or from the SE ADM parking lot on Faries Parkway OR blocking Brush College N/S OR blocking Faries Parkway E/W at the West plant during ordinary commute hours are a major cause of congestion. Also, there are no alterantive by-pass routes connecting Faries Pky and Williams St. at any point other than Brush college - an alternative route from Williams St. N/S along the lake to the SE parking lot at Faries would be a good.soluiton.	Dec 10, 2010 7:58 PM
126	Heavy rains flood the underpass.	Dec 10, 2010 7:58 PM
127	It is VERY hard to get out of the front entrance of JRRRC between 4:30 - 5:30 pm	Dec 10, 2010 7:58 PM
128	It often takes three cycles of the light to move south through the intersection of Brush College and Faries Parkway at and after 5pm. Then the line of vehicles moving south towards William is always tight and compact, stop and go or a slow roll.	Dec 10, 2010 7:58 PM
129	Some type of traffic control is needed at the JRRRC main entrace leaving work between the hours of 4:30pm and 5:30pm. At times I've left at 5:15pm and still have had to sit and wait to be able to get out of the JRRRC's main entrance.	Dec 10, 2010 7:58 PM
130	Traffic seems to get pushed back the longest when a train is going across the Brush College-Fairies Parkway intersection. I don't know if anything can be done about that, but that seems to be the biggest issue.	Dec 10, 2010 7:59 PM
131	The turn lane on Brush College to William street needs to be longer to allow traffic to turn into local gas station. A stop light that could be activated at high traffic times times to allow safe passage in and out of JRRRC. A double east bound lane into contractors and main entrance to allow for better traffic flow for automobiles when trucks are unable to enter the gate due to trains.	Dec 10, 2010 7:59 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
132	There are just a lot of people going to the same places at the same time. Maybe it would be more cost effective and easier to stagger the workday starting and stop times of the employees at Corporate/Plants and the JRRRC. I come in at 8:15 am instead of 8 am everyday (of course I work later) and it saves me 15 + minutes of commute time because there is less traffic and congestion. I think it would also be helpful to post the RR schedules so people would know when to find alternative routes.	Dec 10, 2010 7:59 PM
133	School crossing at Brush College school.	Dec 10, 2010 7:59 PM
134	I used to work at Corporate. The trains were always really bad at causing congestion, but even without them it was very difficult to make the left turn from Brush College (southbound) toward ADM on Faries Parkway.	Dec 10, 2010 8:00 PM
135	I think the major cause of congestion is the underpass on Brush College is only a two-way road. It backs up traffic going both ways. Also - on Brush College, on the North side of the intersection with Faires Pkwy, when there is a East/West train on the tracks. Since traffic can't proceed North, it prevents those who are wanting to turn East on Fairies towards ADM.	Dec 10, 2010 8:00 PM
136	Congestion is caused mainly by the workers of ADM, either going or leaving work at various times up to two hours in the morning, midday, and evening.	Dec 10, 2010 8:00 PM
137	I work at BioProducts and the entrance is quite busy at times. Coming into the plant many mornings Grain trucks are backed up to Richland. I feel a stop light would help at this location	Dec 10, 2010 8:00 PM
138	Turning left onto Brush College from JRRRC can take a long time. I've had to wait upwards of 10 minutes to be able to turn. Many times I have to wait for a car traveling southbound to yield and let me out.	Dec 10, 2010 8:00 PM
139	The light onto Brush College from 48 around the Pilot is really bad in the mornings. First, with no turn left turn on a red arrow (when the light is green) really backs up traffic and trucks beyond the turn lane onto 48.	Dec 10, 2010 8:00 PM
140	The narrow underpass on Brush College needs revamped, every time winter hits accidents occur on this section causing massive delays. With the new rail yard and more short runs of trains one consideration might be to resturcture an underground rail system to make these short runs from the plant to the rail yard.	Dec 10, 2010 8:01 PM
141	Train traffic seems to be the biggest issue with the traffic congestion, the timing of the rail movement appears to coincide with normal shift change/end of workday traffic times.	Dec 10, 2010 8:02 PM
142	To little space in the underpass with the amount of traffic flow for to and from work traffic and semi hauling for ADM.	Dec 10, 2010 8:02 PM
143	Congestion is very heavy when leaving ADM between 5:00 pm and 5:15 pm because the contractor parking is clearing out and those vehicles are turning onto Faries as employees are leaving the employee parking lots. This creates congestion along Faries and at the intersection of Faries and Brush College, as all turn lanes become full very quickly.	Dec 10, 2010 8:02 PM
144	It is very difficult to access Brush College Road from James R. Randall Research Center in the afternoon if I have to leave work due to the traffic from both sides. Congestion is due to the traffic lights at the intersection of Faries Parkway and Brush College and the one at the intersection of William St. and Brush College.	Dec 10, 2010 8:02 PM
145	The traffic at Gate E6 of ADM is very bad. Trucks and people going to work.	Dec 10, 2010 8:02 PM
146	A traffic light is needed at the entrance/exit of the parking lot from James Randall Research Center onto Brush College Road	Dec 10, 2010 8:02 PM
147	From 4:30pm till almost 6pm there is an almost continuous stream of traffic traveling south, many times backed up from William to the ADM JRRRC entrance.	Dec 10, 2010 8:03 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
148	Trains are one of the big problems for any employee and others trying to get to Richland	Dec 10, 2010 8:03 PM
149	Without a traffic light at the entrance to JRRRC, it can be difficult during most of the day to get onto Brush College Rd. Also, the traffic lights at Faries Pkw and Brush College are not timed correctly to clear the intersections during high volume traffic. The lights need to stay on longer, especially for the North and South bound traffic. Same is true for turning off of Route 48 onto Brush College from the North and for coming off the clover leaf from I72 Eastbound onto Route 48 South.	Dec 10, 2010 8:04 PM
150	When moving between JRRRC and ADM corporate office, traffic can be a serious problem exiting the JRRRC facility, particularly between 4P and 5P. Additionally, traffic coming from corporate office to JRRRC at those times is difficult. Yesterday I was stopped in the viaduct under the railroad tracks because of the traffic tie up.	Dec 10, 2010 8:04 PM
151	The railroad crossing blocks the traffic when there are trains at the intersection of Brush College and Faries Parkway.	Dec 10, 2010 8:04 PM
152	The underpass is narrow and sometimes causes traffic to slow down when compared the rest of Brush College Road. This causes traffic slowdown all the way back to Williams Street during very heavy times.	Dec 10, 2010 8:04 PM
153	On Faries pky the train cars being taken into the bean plant causes alot of backed up traffic both in the am and evening. on Brush College the trains that are moving from the NS yards to the ADM Plant causes a back up since the traffic going North to Richland can't use the underpass that the ADM employees have access to.	Dec 10, 2010 8:05 PM
154	morning traffic congestion is only a problem when train is on tracks.pm traffic is bad when all locations let out at the same time.	Dec 10, 2010 8:05 PM
155	Painting of lines not reflected, center lanes for left turns need reflected painting.	Dec 10, 2010 8:05 PM
156	E6 is an area of congestion particularly between 7:00 and 8:30 AM.	Dec 10, 2010 8:05 PM
157	southbound traffic on brush college road to william street is very congested from 4:30 - 5:30	Dec 10, 2010 8:06 PM
158	From a realistic standpoint, no one really uses public transportation, rides bicycles, or walks in this area, and probably never will.	Dec 10, 2010 8:06 PM
159	The road needs to be widened. Traffic is usually backed up ~4:30 when turning onto Williams St. from Brusch College	Dec 10, 2010 8:07 PM
160	Rail traffic at these times only adds to the problem.	Dec 10, 2010 8:07 PM
161	Trains	Dec 10, 2010 8:07 PM
162	Rail traffic at the heavy time periods of shift changes such as 7:00am to 8:30am and 3:30pm to 5:00pm congest the traffic greatly in the Brush/Faries intersection. Another rail traffic congestion at the same location is from 11:00am to 1:00pm or lunch time for many people, this can become a safety issue with people rushing after getting 25min of their lunch taken up by waiting on a train.	Dec 10, 2010 8:08 PM
163	In the morning and evening the congestion at the intersections of Brush College Road and Faries Parkway and again at Brush College Road and William Street is very heavy. A lot of traffic is heading southbound on Brush College Road from the North, East and West. I am not sure if this could be relieved by changing the timing of the lights but most definitely could be improved if the need to merge four lanes into two at the railroad underpass between East Hickory Street and East Olive Street were removed.	Dec 10, 2010 8:08 PM
164	see previous comments	Dec 10, 2010 8:08 PM
165	Traffic is a mess all through out that area during business hours every day. With the train traffic backing up traffic in all directions at busy times of the day, during lunch hours and before and after work, you can be at a stand still for some time.	Dec 10, 2010 8:09 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
166	The traffic in front of ADM trucking and the industrial park is congested with contractors, ADM employees, and semis trying to turn on and off of Brush College Road. If there was a way to install a stop light in front of ADM trucking that would help so that the traffic is segmented before it gets to the Faries Parkway traffic signal.	Dec 10, 2010 8:09 PM
167	Trains create a real headache when they combine with the traffic created by ADM employees, it would be nice if they did not occur at those hours and they would be less lengthy when they do occur	Dec 10, 2010 8:09 PM
168	The corridor is busy at all shift change times at ADM and before and after classes at Richland.	Dec 10, 2010 8:09 PM
169	Trains blocking the intersections for more than 20 mins. Brush College and Faries.7:45 am to 8:15am and usually 3:45p to 4:00pm	Dec 10, 2010 8:09 PM
170	Traffic is very heavy from Faries to William st between 7-8 in the morning and 4 to 6 in the evening, part of the problem is the traffic turning left onto Brush College is 2 lanes merging into one on Brush, most of the time when the light changes there are cars left in the intersection. In an ideal world, Brush college road to William would be 2 lanes.	Dec 10, 2010 8:10 PM
171	It would be helpful to have a four lane road all the way down brush college, all the way to Williams St. because it causes severe congestion once the road narrows. Considering there are always semis and other heavy machinery traveling thru the same intersections as ADM corporate employees do, a four lane road would help considerably.	Dec 10, 2010 8:10 PM
172	going north on Brush College you have contactors leaving all the gates, you have semi's leaving the back gate by the railroad tracks and they all pull out in front of on coming traffic. You also have the traffic from Richland, so it is very congested.	Dec 10, 2010 8:10 PM
173	Should go to 4 lane divided. The railroad bridge is the bottleneck.	Dec 10, 2010 8:10 PM
174	At 5:00 - 5:30 it is really hard to pull out from JRRRC on to Brush College Road, there is such a line of steady traffic from north & south you have to wait until traffic is stopped at the William St light to the Faires light then some people are nice about letting you edge halfway out until you can check and make sure nobody is coming from the south so you can get all the way out there. Otherwise you are stuck for the duration.	Dec 10, 2010 8:11 PM
175	Big problem the Train	Dec 10, 2010 8:11 PM
176	I often wait 5-10 minutes to leave JRRRC turning left onto Brush College when I leave in the afternoon (3:30 - 4:30).	Dec 10, 2010 8:11 PM
177	Trains at peak times when people are coming to and from work is a huge issue. Trains crossing Fairies Parkway to/from the West Plant tend to take very long as they are loading/unloading or switching tracks. Also, when turning left (north) onto Brush College from William Street can be an issue. The turn lane arrow is very brief.	Dec 10, 2010 8:11 PM
178	The fact that the railroad when pushing or pulling cars shouldnt do it at time when people are coming to work, leaving or lunch time.	Dec 10, 2010 8:11 PM
179	VERY VERY severe traffic and safety issues when leaving ADM Randall Research Center in the afternoon anytime between 3:00PM and 5:00PM. I typically go out the back way out of my way because it is VERY DANGEROUS and I get really nervous trying to turn left. Unfortunately, the congestion is caused by other ADM locations in the area leaving work at the same time. So it would be my thought for ADM to help pay for putting in a stop light in front of Randall. I HATE TO THINK THAT IT WILL TAKE THE LOSS OF ONE PERSON TO CONSIDER DOING THIS!	Dec 10, 2010 8:12 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
180	At Brush College/Williams - going south, turning east should have a green arrow. At Brush College/Williams - going east, turning north/south - should be illegal to turn right (south) on red (to u-turn on Brush College and head straight north through intersection).	Dec 10, 2010 8:12 PM
181	The flow of traffic turning left onto Brush College from Faries Park is extremely bad. There are people coming at you from all directions causing a serious delay in ability to move forward.	Dec 10, 2010 8:12 PM
182	Brush College and Faries Parkway is the most congested intersection in Decatur during work commute hours and the problem is further aggravated by rail traffic and the poor condition of the intersecting roads (lots of potholes and very rough rail crossings).	Dec 10, 2010 8:13 PM
183	The simple fact that it's one lane	Dec 10, 2010 8:13 PM
184	when you try to leave the plant out onto Brush collage road it is congested north and south to try and get out in the traffic because there is no stop light when leaving the plant and also on some days the fog is bad you can not hardly see the traffic from either direction before entering the road.	Dec 10, 2010 8:14 PM
185	When i leave my office (just north of the corridor on Brush College), i will occasionally see that a train that is causing a back up. On those days, I go north to the interstate which is an alternate route for me.	Dec 10, 2010 8:14 PM
186	With Richland and ADM, there is just a lot of traffic to be on a two lane street during the heavy commuting time. I know there are staggered quitting times but it still doesn't make a difference.	Dec 10, 2010 8:14 PM
187	Train traffic blocking intersections is the most disruptive.	Dec 10, 2010 8:14 PM
188	Coming from the north in the morning and entering the plant off of Bruch College by gate E-6 is horribly congested. Semis take up the left lane and are unable to enter the plant if the line is too long. Additionally, when leaving the plant heading south, there is so much conjection that it takes 10 minutes before making a left turn.	Dec 10, 2010 8:15 PM
189	congestion is due to turns with no stop lights into and out of James R. Randall Center	Dec 10, 2010 8:15 PM
190	Exiting the JRRRC bldg at 4:30 and attempting to pull out onto Brush College.....quite treacherous!	Dec 10, 2010 8:15 PM
191	When the Faries Pkwy intersection was widened, the congestion onto the Brush College corridor increased during peak travel times. There is also considerable traffic to Brush College School in the mornings and afternoons.	Dec 10, 2010 8:16 PM
192	need more lanes of traffic	Dec 10, 2010 8:16 PM
193	During the time frame of 4:30 to 5:00 the traffic congestion at the enterance of Brush College is extremely heavy. For those individuals leaving Randal it is almost impossible to make a left or Right turn out of JRRRC.	Dec 10, 2010 8:17 PM
194	leaving JRRRC anywhere between 3p.m. and 5 p.m.	Dec 10, 2010 8:17 PM
195	There seems to be problems when there is a train on the tracks and people seem to travel alittle faster.	Dec 10, 2010 8:17 PM
196	Although not in the specific corridor you are studing, there is difficulty making a left turn onto Brush College Road (South) from ADM BioProducts entrance. High amount of traffic coming from the south along with a high amount of traffic coming from the north makes it difficult to leave the plant.	Dec 10, 2010 8:18 PM
197	Truck traffic turning into ADM gate E6 entrance from the north.	Dec 10, 2010 8:18 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
198	At the intersection of Brush College and Faries Parkway as you turn south from Faries to Brush Cllege coming from the west the two lanes turning south is confusing and dangerous. Two lanes turning and then quickly reducing down to one lane has caused many near misses that I have personally seen and a few I have been involved with. There should be one turning lane and one lane only. Traffic may back up a little more at certain times but there are plenty of lanes on Faries to handle the south turning traffic.	Dec 10, 2010 8:18 PM
199	It would be helpful to have a stop light at the entrance of JRRRC and Brush College Road. Sometimes it can be hazardous trying to make a left turn from JRRRC onto Brush College Road.	Dec 10, 2010 8:19 PM
200	I recall a significant traffic study being done in the last 12 mos. If I thought about the different 5 min intervals from between 7 and 8 AM, I would say the traffic peak occurs from 7:30 to 7:45. Outside of this time, traffic moves smoothly...	Dec 10, 2010 8:19 PM
201	Railroad under pass on Brush College Rd. just north of ADM Research Entrance. Way Too Narrow! Trucks traveling TOO fast. Brush College Road south of Faries is way to narrow, blind spos.	Dec 10, 2010 8:20 PM
202	Rail traffic on 27th street. Rail traffic on Farries Parkway. truck traffic on Sammuels street, all day long.	Dec 10, 2010 8:20 PM
203	During rough road/weather conditions, the traffic is always worse due to slower traffic.	Dec 10, 2010 8:21 PM
204	I work from 8:30-5pm Monday through Friday so that means if it is work related it is rare I encounter high traffic, however there have been many occasions I've been there between 7-8am and between 4-5pm during the week and it is worse traffic than I've experienced in some larger cities I've lived in.	Dec 10, 2010 8:22 PM
205	The traffic really gets congested when there is a train. Sometimes it the traffic can be backed up from Brush College west all the way back to the the corner of 32nd street in the AM	Dec 10, 2010 8:23 PM
206	ADM plant entrance is the worst place.	Dec 10, 2010 8:24 PM
207	6am to 9 am and 3 to 5 pm ADM and CAT getting off work and going to work..	Dec 10, 2010 8:26 PM
208	At the James Randall Center the heaviest congestion is between 4:30 and 5:00. The next heaviest is between 3:00 and 4:00.	Dec 10, 2010 8:27 PM
209	It's obvious the cause of the congestion at 3: 30 pm is the release of an abundance of employees/workers at the same time onto a short 2 lane road. Either another connection to William Street or widening of the road into a 4 lane would be a relief of congestion. However, expanding the road to 4 lanes might not be possible. What if a thorough fare connecting Lake Shore Drive to Fairies Parkway or Fairies Parkway to James Street were an option? What about off-site parking and a trolley/tram/train of some sort that would give curb-service delivery?	Dec 10, 2010 8:28 PM
210	When Leaving work at the James R. Randall Research Center and turning North onto Brush College the traffic is severe! I have seen multiple accidents where the traffic heading south is backed up to the James R. Randall Research Center from the stop lights on Brush College and William St. Cars are not realizing traffic is stopped and they rear end them. They have also been accidents from people trying to turn North onto Brush College from JRRRC and have been hit by traffic traveling North. I do not feel safe at that intersection when I am leaving work and it takes 5-7 minutes to get out onto Brush College Rd.	Dec 10, 2010 8:28 PM
211	Truck traffic if pretty heavy in the mornings and afternoons	Dec 10, 2010 8:28 PM
212	Traffic can gets backed up when trains are either moving or stopped at the intersections either in the mornings, around noon or any time during the day, which makes it difficult to get make required appointments or meetings.	Dec 10, 2010 8:29 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
213	The questions concerning traffic congestion going to and from work do not apply to me. As previously stated I travel on the Brush College Road corridor at lunch time as a rule and between 9:00 a.m. and 4:00 p.m. occasionally for work related meetings. As a rule the traffic congestion does not seem to be too bad for me during these times. My complaint lies with the Railroad scheduling rail car movement across the roads at times when they will impact the largest amount of people and cars, i.e., near 8 a.m., noon and 5 p.m.	Dec 10, 2010 8:31 PM
214	Railroad switching in the early AM. Between 6:00 AM and 8:00AM at Faries Pkwy and Brush College Rd.	Dec 10, 2010 8:31 PM
215	Grain trucks entering gate E6 off of brush college road can cause severe congestion, causing people to make stupid and dangerous decisions. Have personally witness numerous accidents	Dec 10, 2010 8:31 PM
216	Traffic is heavy between 3:00 and 3:30 pm from James R. Randall due to class dismissal of the school and some employees coming from other ADM locations from Faries and gets severe between 4:30 and 5:00 pm as most of the employees are going home	Dec 10, 2010 8:32 PM
217	When heading East on Faries Parkway and turning south onto Brush College, there are two turn lanes that are a safety hazard. The inside turn lane is too short and majority of the drivers want to cut the other lane off. Traffic is usually backed up to Research and then you have the employees from research wanting to leave causing more of a traffic jam.	Dec 10, 2010 8:32 PM
218	Don't allow trains to block the roads between 7:30 and 8:00 or 4:30 and 5:00. Also, a lot of truck traffic is on this road, which is probably unavoidable, but if there could somehow be an alternate entrance to the plant versus the entrance off of Brush College that would greatly reduce congestion.	Dec 10, 2010 8:32 PM
219	Not having enough lanes	Dec 10, 2010 8:33 PM
220	Exiting from Randall Research Center between 4:30 and 5:30 to go North is almost impossible without a 5 to 10 minute wait. Congestion times are not predictable. A 5 to 10 second gap in the Southbound and Northbound traffic is needed. Maybe only sequencing the stoplights is needed to hold traffic in all directions for the gap to form.	Dec 10, 2010 8:34 PM
221	When heading south on Brush College to William in the afternoon heavy traffic impedes the ability for those leaving JRRRC in any direction. Also, there is only one turn lane to the left at Brush College and William that traffic signal cycle really should be changed in the late afternoon allowing for a much longer green light. Also trains crossing Brush College @ Faries Pkwy during hours of I'd say 4:00 TO 5:30 creates a severe back up. I've seen drivers become heavy with their right foot and speed over tracks or jump out of line to the left to get into either the lane going west on Faries Pkwy or to turn left on Brush college to go south.	Dec 10, 2010 8:36 PM
222	Trains at the Faries Parkway intersection create havoc, no matter the time of day.	Dec 10, 2010 8:36 PM
223	Semi truck traffic waiting to turn into ADM at their E6 gate creates significant travel hazard during peak grain transfer times.	Dec 10, 2010 8:36 PM
224	THE BIGGEST PROBLEM IS THE TRAIN TRAFFIC AND THE AMOUNT OF TIME THEY SPEND BLOCKING AN INTERSECTION, IT CAN BE LONGER THAN 20 MINUTES AND NO WAY TO TURN AROUND AND TAKE AN ALTERNATE ROUTE. THE OTHER PROBLEM IS TRACTOR TRAILERS TRYING TO GET IN TO DUMP OR LOAD AND HOLDING UP TRAFFIC.	Dec 10, 2010 8:37 PM
225	Traffic back-up on South bound Brush College from the William Street intersection to the North	Dec 10, 2010 8:39 PM
226	Traveling south @ 5:00 p.m. due to bottleneaking to one lane @ NS bridge over Brush College	Dec 10, 2010 8:39 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
227	At 3:00pm to 5:00pm it is almost impossible to turn north out of the James Randall Research Center.	Dec 10, 2010 8:39 PM
228	The busiest times are between 6am-8am.	Dec 10, 2010 8:40 PM
229	As I suggested earlier, limit truck traffic from 07:30 to 08:00 and 16:30 to 17:00 hours.	Dec 10, 2010 8:41 PM
230	Underpass at railroad track is very narrow and drainage is poor (standing water, ice in winter).	Dec 10, 2010 8:41 PM
231	I don't travel over to Corp very often, so I don't have a good understanding.	Dec 10, 2010 8:41 PM
232	JRRRC needs a traffic light at the entrance before some one gets killed and the police need to watch the traffic during the peak times, there are people using the middle lane to pass and drive down for many blocks'	Dec 10, 2010 8:41 PM
233	Would be nice to see routes specific to truck traffic separate it at all possible.	Dec 10, 2010 8:44 PM
234	The road isn't wide enough for additional lanes between William and Brush College Streets. Many times I go through the neighborhood by Loretta's Boots to avoid the congestion. Extra turn lanes and expanded roadway would alleviate the problem.	Dec 10, 2010 8:46 PM
235	There is much truck traffic at all times of the day on Brush College. Seems traffic is always waiting on trucks. Many cars entering and exiting due to many businesses along the corridor.	Dec 10, 2010 8:47 PM
236	My trip to work normally takes around 15 minutes. When leaving work at 4:30 and heading south on Brush College Road, my trip home takes nearly twice as long if I don't turn off of Brush College into a neighborhood to take an alternate route.	Dec 10, 2010 8:48 PM
237	from faries parkway to william st. having to merge to one lane to go thru the tunnel where the rr tracks are. the tunnel causes a bottleneck. and is old and too narrow.	Dec 10, 2010 8:50 PM
238	Seems like leaving ADM Corporate office everyone turns onto Brush College going past JRRRC and their is only one lane to travel in. Traffice is severely congested.	Dec 10, 2010 8:50 PM
239	TRAINS at NOON and at 3PM	Dec 10, 2010 8:50 PM
240	My travel time in the morning, traffic is very light, how ever on My commute home depending if there is a train, weather related- the traffic congestion can be very severe	Dec 10, 2010 8:51 PM
241	a stoplight at ADM Research is necessary because in the afternoon, it is almost impossible to go north onto Brush College. It also might slow down traffic coming from the south, as it is sometimes difficult to see the oncoming traffic approaching from the south, when one is leaving ADM Research.	Dec 10, 2010 8:52 PM
242	any time of day when I go to JRRRC, it is difficult to get out. At lunch, before and after work, it is almost impssible. I pity those who work there.	Dec 10, 2010 8:52 PM
243	most heavy from 5-5:30 pm	Dec 10, 2010 8:52 PM
244	I work at JRRRC--I leave via the south entrance of JRRRC that goes to William St--don't know the name of the street--I had to answer ques 9 with time of leaving which is accurate, but I don't leave via the study corridor	Dec 10, 2010 8:53 PM
245	Almost impossible to get out of JRRRC parking lot between 3:30 & 5:30 especially if you are turning and going north.	Dec 10, 2010 8:53 PM
246	(2) lanes merging into (1) going East on Faries as well as N/S on Brush College are huge bottlenecks.	Dec 10, 2010 8:54 PM
247	I believe that the entrance to the Research center is very busy at the end of the day. It makes leaving the site difficult.	Dec 10, 2010 8:54 PM
248	Exit from Randall Center onto Brush College Northbound is always an issue. Southbound traffic is always heavy, especially from 4pm through 6pm.	Dec 10, 2010 8:56 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
249	Trains blocking roadway for more than 20 minutes at a time.	Dec 10, 2010 8:59 PM
250	Most of the congestion i think realtes to trains on the track across intersections of Brush college and Faries parkway. Are across and back and forth way to long expecially in route to and from work and at lunch.	Dec 10, 2010 9:02 PM
251	trains blocking the roads getting to work (across Brush College / Faries Parkway and down Faries Parkway. (travelling to and from work) Lots of Congestion at the intersection of Brush College / Faries Parkway from all directions. People turning into traffic (from Brush College heading South) when the lanes heading North on Brush College lines have the green light and /or turn light.	Dec 10, 2010 9:03 PM
252	It is very hard to exit the JRRRC at 4:30.	Dec 10, 2010 9:07 PM
253	Traffic is very heavy on Brush College and into and out of James R. Randall Research Center at 8 am around noon hour and 4:30	Dec 10, 2010 9:07 PM
254	The underpass is my only concern. very congested.	Dec 10, 2010 9:09 PM
255	It would be great to have a traffic light at entrance from corridor to JRRRC. This light does not have be function all day while just for the time range from 4-5 pm during work day.	Dec 10, 2010 9:09 PM
256	Traffic congestion makes it impossible to turn left from JRRRC durring peak times.	Dec 10, 2010 9:10 PM
257	The railroad trains cause more congestion, they shouldn't block traffic so long or block it at times when the employees are getting off or going to work.	Dec 10, 2010 9:11 PM
258	I think a lot of the congestion is caused by trains - as it is not unusual for them to run during the morning hours, as everyone is arriving at work - and in the evening, as everyone is leaving. The back up of traffic can be quite severe - on top of already heavy traffic in the area.	Dec 10, 2010 9:12 PM
259	Trains block off traffic going west so the traffic is routed south on Brush College to avoid the trains.	Dec 10, 2010 9:12 PM
260	Around 5pm - Very high congestion leaving Randall.	Dec 10, 2010 9:12 PM
261	Congestion is heaviest at the beginning and end of the day based on corporate office general start / end hours. It is sometimes heavier during lunch (11:00 - 1:00). Also during plant shift change or Brush College School day start / end.	Dec 10, 2010 9:13 PM
262	When people are getting off work at JRRRC, it is hard to make a left hand turn out of the drive. Traffic takes forever.	Dec 10, 2010 9:13 PM
263	one problem is going south on brush college at the faries intersection, the right lane either turns or goes straight. But if you go straight it merges in with the left lane. People take advantage of this and will race through, and cut in on the left lane traffic causing them to slow down more and more difficult to cross.	Dec 10, 2010 9:14 PM
264	A lot of the congestion along the Brush College Road Corridor, particulary between the James Randall Research Center and Williams Street, is between 7:30 am to 8:00 am and 3:30 pm to 4:00 pm when the buses and parents are dropping their children off/pickup to school and the speed is reduce to 20 mph.	Dec 10, 2010 9:14 PM
265	Turning left onto brush college road out of JRRRC is very difficult and dangerous at the end of the work day. During other hours it is not so bad.	Dec 10, 2010 9:19 PM
266	Railtrain	Dec 10, 2010 9:19 PM
267	at 4:30pm, i have noticed that it is very congested on Brush College Road in front of JRRC. I do not travel this way because I use the back entrance to JRRC. I avoid leaving out the front most of the time.	Dec 10, 2010 9:20 PM
268	Trains blocking traffic during peak hours is a big reason for congestion and saftey issues.	Dec 10, 2010 9:20 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
269	The JRRRC location is almost impossible to get out of if you have to cross a lane of traffic either in the morning or night. Night is worse though, as from Williams street to almost Faires is backed up.	Dec 10, 2010 9:21 PM
270	It's really not bad unless there is a train	Dec 10, 2010 9:22 PM
271	Getting out of the JRRRC drive way after work, especially turning North onto Brush College road, is very dangerous.	Dec 10, 2010 9:22 PM
272	of course the railroads are there and the lights dont seem to last very long for ppl using the arrows to turn left on Williams St then it drops down to one lane under the rail bridge .	Dec 10, 2010 9:26 PM
273	Everyone arrives to and leaves from the plants, corporate office, and JRRRC within the same hour or so. When the lights turn yellow (and even red most of the time) there is generally many cars that continue through the intersection because they don't want to wait for the next green light, and that backs up traffic on the road they are turning onto, and sometimes blocks traffic for a few moments that actually have the green light to go.	Dec 10, 2010 9:30 PM
274	Trains. Too many trains.	Dec 10, 2010 9:31 PM
275	Southbound traffic on Brush College Road makes it impossible to turn left onto Brush College Road from JRRRC and almost impossible to turn right.	Dec 10, 2010 9:35 PM
276	I only experience congestion when a train has traffic backed up down Brush College to the underpass.	Dec 10, 2010 9:36 PM
277	Perhap you should take off the "No Turn on Red" sign going West on Faries at Brush College Road. This would allow some traffic to move while the intersection is clear going North thru the intersection.	Dec 10, 2010 9:37 PM
278	The rail underpass is harrowing in a car and a death defying act on a bicycle.	Dec 10, 2010 9:37 PM
279	It is very hard to get out of JRRRC in the mornings traveling north on brush college	Dec 10, 2010 9:40 PM
280	The corridor needs to be a four lane road with a traffic light in use at Randall Research Center during peak hours	Dec 10, 2010 9:41 PM
281	Pulling trains across Faries Parkway before 8am and after 4:30pm causes congestion and at times complete blockage of traffic flow for several directions. Would like to see semi-trucks have their own gate for entering into the Corp complex as this would loosen traffic flow and front gate congestions.	Dec 10, 2010 9:42 PM
282	Also trains between 7:30-8:00am and 4:20-5:00pm cause alot of congestion	Dec 10, 2010 9:43 PM
283	Leaving the Bio-Products plant to Brush College can be very congestied at any part of the day time.	Dec 10, 2010 9:44 PM
284	Most of the congestion is due to the fact that there is only one way to get to the corporate office from the south. I think that there should be some thought into creating a tunnel under the railroad tracks on N. LakeShore drive by the DAV hall. This would allow passage to not only ADM but boaters trying to get to the Faries Park basin.	Dec 10, 2010 9:45 PM
285	There is just alot of business in that general area and a junior college and a route to the highway. It is probably one of the busier thoroughfares in the city.	Dec 10, 2010 9:50 PM
286	My primary work loaction is downtown (GTC). Occasionally I will visit corporate HQ and JRRRC and when this occurs, the time of travel is normally after the morning rush hour(s) and before the evening rush hour(s).	Dec 10, 2010 9:54 PM
287	In the morning, North bound Brush College backs up because of the 2 lane into 1 lane on Faries Parkway East of it's intersection with Brush College. In the evening, South bound Brush College backs up because of the 2 lane into 1 lane on South bound Brush College.	Dec 10, 2010 10:04 PM

1. If you would like, please use the space below to provide additional comments

	Response Text	
288	I fel traffic gets congested, as my house is one block south of the williams/brush college intersection, is the left turn arrow for east bound williams street at that intersection. Traffic 7-8am going west on williams street towards said intersection is heavy and if you don't get the turn arrow travelling east, you mst wait a complete light cycle to move which eventually causes more and more cars to back up. Unideal train traffic during peak travel times on Faries also does not help situation.	Dec 10, 2010 10:07 PM
289	The congestion in the morning at the main corridor (brush & faries) is caused from the number of vehicles on the road at that time and ADM's first two gates which includes the main gate. If there are a couple semi trucks clogging up the gate(s) it takes NO time to back fill the road all the way to brush college.	Dec 10, 2010 10:11 PM
290	It is nearly impossible to turn left out of the James Randle building's parking lot between 4:15 and 5pm due to the amount of traffic. I would highly recomend installing a traffic signal at this location so that people will be able to leave work and not have to wait in line for 15-20 min. at the enterance to the parking lot.	Dec 10, 2010 10:13 PM
291	after five PM large number of vehicels turning to the east onto William St.	Dec 10, 2010 10:14 PM
292	Too much traffic for single lane traffic from William to Faries Parkway.	Dec 10, 2010 10:21 PM
293	ADM Gate E6 entrance - typically there is very heavy traffic at each shift exchange; there is steady congestion most week days due to truck traffic; the problem has been magnified with the construction traffic related to the new railyard directly across from the E6 entrance. There is additional congestion at the Hubbard Ave intersection related to the grain truck traffic origingating from the ADM probe station located at the old Caterpillar facility.	Dec 10, 2010 10:38 PM
294	BETWEEN 715AM-830AM ITS VERY VERY BUSY. IF YOU'RE ON WILLIAMS TURNING TO GO TOWARD RANDALL BUILDING YOU MUST WAIT 2-3 LIGHT CHANGES TO GO DOWN BRUSH COLLEGE RD.	Dec 10, 2010 11:05 PM
295	I work 11pm to 7 am. A majority of the congestion is caused by trucks at the intersection of Brush College and William Street.	Dec 10, 2010 11:06 PM
296	am on swing shift - travel brush college at varrying times, road is always congested and unsafe	Dec 10, 2010 11:16 PM
297	Williams street to Faries parkway needs to be four lanes. I know it won't be cheap but it needs to be done. With better traffic flow in this sector it will help ADM grow, and this will help the community grow.	Dec 10, 2010 11:17 PM
298	I travel between Park 101 and ADM HQ at various times during the day. Trains blocking the tracks are a major problem and cause the worst traffic backups and congestion. If there could be a way to bypass the trains with overpasses that would be great.	Dec 10, 2010 11:22 PM
299	It seems to me one of the biggest causes of congestion is when a train blocks traffic durring the morning commute rush. Also, the narrowness of the underpass on Brush College slows traffic down.	Dec 10, 2010 11:31 PM
300	When I am leaving work heading south, traffic often builds up along Brush College due to the traffic light at Brush College and Williams St taking too long to turn green. Sometimes it backs up all the way to the Brush College and Faries Parkway intersection.	Dec 10, 2010 11:33 PM
301	The underpass is extremely narrow, oftentimes floods, and is hazardous. There are times in the winter that traffic cannot make it up the hill from the underpass due to icy conditions. If there is a train in the morning at Brush College and Faries, traffic is backed up to William Street. This causes hazardous conditions at the William Street and Brush College intersection. There have been numerous accidents caused by ewxcessive traffic at this intersection in the morning which is compounded by the customers entering and leaving the gas station.	Dec 10, 2010 11:53 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
302	The underpass is way too narrow. In mornings the traffic is backed up at Fairies intersection from northbound vehicles.	Dec 11, 2010 12:10 AM
303	Between the times 3pm and 6pm when the grade school is let out and rush hour work traffic begins it would be nice to have a timed stop light at the JRRRC entrance intersection on Brush College Rd., or perhaps a permanent 3 way stop sign. If this would cause more traffic backup, what about a traffic director at that intersection for those 3 hours? This could also increase the safety for the school children.	Dec 11, 2010 1:25 AM
304	It is very hard and dangerous to enter Brush College Road leaving ADM JRRRC turning north around 7:30-8:00 am (traffic flow north) and 3:00-5:00 pm (traffic flow south) due to ADM and Caterpillar work traffic. A traffic light should be considered at that intersection.	Dec 11, 2010 1:27 AM
305	Train Traffic big factor, Truck Traffic also an issue between 6:00am and 8:00am traffic congested on all routes. Then again at 4:00pm to 5:00pm.	Dec 11, 2010 1:46 AM
306	I am always uncomfortable driving under the overpass. It is too narrow, especially with large trucks coming the opposite direction.	Dec 11, 2010 2:21 AM
307	Need a better way other than the underpass to get thru	Dec 11, 2010 3:06 AM
308	Intersection of E. Boyd Rd. and Brush College Rd. Is highly congested at certain times of the day.	Dec 11, 2010 5:21 AM
309	Leaving gate E6 from ADM is very congested. There are times you cant even pull out & head souyth on brish college	Dec 11, 2010 5:27 AM
310	We need a light at the E6 entrance to ADM. This is where there can be a lot of conjestion.	Dec 11, 2010 5:32 AM
311	Rail traffic can cause backups from Faries parkway south to William st. Rail traffic at the times stated are a big problem.. Rail traffic north by gate E-6 is just as bad. There are times when both rail lines are blocked that is double jepardy. Brush college is used by Cat, Richland College and ADM. At the stated times they are all under heavy travel conditions. They should be included in the study.	Dec 11, 2010 6:03 AM
312	i work swimngs so i see all hours the worst is at gate E-6 on brush college	Dec 11, 2010 6:41 AM
313	I think the traffic lights could be modified in the afternoon to allow extra traffic flow from Brush College Road south onto Williams.	Dec 11, 2010 6:50 AM
314	The truck traffic needs to be re-routed to another area, possible towards I-72 and use the bypass around Decatur to ease some of the traffic congestion between william street and fairies parkway	Dec 11, 2010 7:39 AM
315	It is very dangerous and difficult to exit the JRRRC during all times of regular business hours. It is very hard to turn north. Additionally, the underpass on Brush College is even more dangerous. Someone will be killed in an accident unless it is widened.	Dec 11, 2010 8:51 AM
316	A few years ago research management instituted a flex time policy that allows employees to come in early and leave early or come in late and leave late to reduce the number of people queued to leave JRRRC at 4:30pm. This has helped somewhat but it still is very congested.	Dec 11, 2010 1:11 PM
317	Although I come to work from I-72 to Brush College (I live in Forsyth), when I leave ADM Randall Building, I go the back parking lot through the back neighborhood to William Street, then wait to turn left onto Wm Street, to go back to the light at Wm and Brush College, turn left back onto Brush College to head north back to I72. I do all of this because I cannot pull out of the ADM main entrance on Brush College and turn left. The volumn of traffic is so heavy that the wait is extremely long and very dangerous to pull out. WE NEED A STOP LIGHT AT THE ENTRANCE TO THE ADM RANDALL MAIN DRIVE WITH ARROWS ALLOWING TO TURN LEFT TO HEAD NORTH TO I-72	Dec 11, 2010 2:13 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
318	Drivers are stopping at the exit of JRR @4:30pm to allow the backlog of drivers to exit from JRR...This causes traffic to back up along Brush College...Drivers exiting JRR during this scenario are pulling out in front of traffic along Brush College. An accident is eminent.	Dec 11, 2010 3:06 PM
319	Rail movement needs to be restricted during these hours. This causes the majority of the problems with the movement of traffic around ADM.	Dec 11, 2010 3:16 PM
320	Between 7:00am-7:30am the traffic is pretty steady. There are different kinds of traffic using Brush College Road everything from cars, trucks, shuttle vans, dump trucks, and semis to trains crossing between traffic. The traffic is much heavier between 8:00am-8:45am. I believe motorists would benefit if Brush College Road was widened from two lanes into four lanes with traffic lights at JRRRC entrance/exit. I don't believe the road was designed to hold the amount of traffic on Brush College Road in this present day. ADM has grown and with that growth brings an influx of traffic. ADM is like its own little town. Brush College has a heavy amount of traffic most of the time, especially the week days when people are traveling to and from work. I also believe that there must be some changes done to the railroad underpass on Brush College. I feel Brush College Road should be built over the railroad just almost in the same manner as the Staley's viaduct road.	Dec 11, 2010 3:49 PM
321	It seems from 4:00 pm - 5:30 pm traffic is backed up most of the way between Williams and Faries.	Dec 11, 2010 4:20 PM
322	TRAINS BLOCKING CROSSING	Dec 11, 2010 4:57 PM
323	The exit from the James Randle Research Center is very difficult to navigate at peak Morning, Lunch and Pm hours - a dangerous intersection.	Dec 11, 2010 9:36 PM
324	Wife and both work for ADM. But different shifts and different places. Would be great if could carpool, but cant. Something needs to be done about the exit on to Brush College from the JRRRC! Someone is going to get killed one of these days especially between 4:30pm to 5:15pm.. It is crazy trying to turn left (north) onto Brush college. Hardly anyone stops and lets you exit and if they do, then you have to look out for some bozo either getting into the center lane or even on the right side so they can pass, because they don't want to wait. I know there is another exit we can use at the back of JRRRC but that leads into a residential area and the it can be just as bad trying to turn east onto William St.. And if I am picking up my wife, this is not practical at all. Like I said before, this is a very dangerous situation, just come out and do a time study some evening and you find out for yourself.	Dec 11, 2010 10:29 PM
325	Lack of adherence to traffic laws (speed, lane changes) and lack of courtesy among many follow ADM employees are contributing to a very unsafe situation for those entering James Randall Center and many intersections along the way. Speeding with cell phone use and texting is commonly observed along the roads.	Dec 12, 2010 1:07 AM
326	none	Dec 12, 2010 2:07 AM
327	Timing of the traffic lights from Faries to Williams does not allow for sufficient time for traffic to clear Brush College from 4:30 to about 5:30 PM, creating additional congestion from traffic attempting to merge from JRRRC and other access locations. Traffic released from Faries intersection backs up a Williams, by the time the light changes at Williams, the next load is already released again from Faries, adding further to the congestion.	Dec 12, 2010 3:46 AM
328	Quite often the congestion is added to/ and or made worse by trains crossing Brush College Rd. immediately north of the Brush College/ Faries Pkwy. intersection.	Dec 12, 2010 9:25 AM

1. If you would like, please use the space below to provide additional comments

Response Text		
329	Concerns I have are the number of lanes to/from ADM and the TRAINS!! Trains over the road during the most busy time of day, to/from work and lunch hour. I go to the Wellness Center at lunch and after work, and a train is on the tracks for 20 minutes at least one a week. I have to go down to RCC, to CAT and on around... I only have one hour!! It's very frustrating.	Dec 12, 2010 12:36 PM
330	There are too many trains moving before work and during lunch hours.	Dec 12, 2010 5:49 PM
331	I tend to work late after the traffic has abated. When leaving at the normal 4:30 hour it is very aggravating. I am glad I go south rather than having to turn North from JRRRC most of the time in the afternoon. Northbound is impossible at some time periods.	Dec 12, 2010 8:12 PM
332	Intersection between Faries Pkwy and Brush College Road poses a dangerous situation on the reduction of lanes at the underpass.	Dec 12, 2010 8:12 PM
333	I previously worked at JRRRC and making a left turn onto Brush College around 3:30pm or 4:30-5:15 pm would rate "severe" in my opinion.	Dec 12, 2010 8:37 PM
334	The concern I have is the intersection of William St. and Brush College Rd. Traffic heading south on Brush College gets backed-up and could be elivated by having a traffic cop controlling the intersection.	Dec 12, 2010 11:07 PM
335	Only bad when there is a train across the track at Faries Parkway and Brush College. That causes traffic delays any time of day.	Dec 13, 2010 2:50 AM
336	Exiting the audit parking lot can be somewhat troublesome at around 4:30 each day. There is a high volume of traffic heading north on Brush College and little room to exit.	Dec 13, 2010 4:11 AM
337	Questions 7 & 9 did not have a not applicable answer to select as I do not travel that route to & from work	Dec 13, 2010 4:41 AM
338	I work a rotating shift, so to and from travel times are not accurate in your survey. There are many others on shift work that could impact your survey accurateness.	Dec 13, 2010 5:22 AM
339	If possible I think widening the road to 4 lanes would be of a big relief as far as congestion goes.	Dec 13, 2010 12:17 PM
340	The congestion along this corridor is due to the outdated infrastructure (roads) along this corridor due to the increased development to the North of Faries Parkway. ADM expansions, Progress City, RCC, Hotel, Car Dealership, Industrial Pkwy, etc.	Dec 13, 2010 12:46 PM
341	Intersections are to small. Semi Trucks slow traffic down. The Brush College underpass needs replaced as traffic bottle necks there. Brush College needs to be 4 lanes with built in turn lanes(5 total).	Dec 13, 2010 12:57 PM
342	If I go out at lunch or need to leave during the work day turning left onto Brush College is difficult.	Dec 13, 2010 1:01 PM
343	I haven't noticed much congestion, but I come from a metro area...congestion is a relative term.	Dec 13, 2010 1:06 PM
344	it would help if their was a traffic light at randall research	Dec 13, 2010 1:08 PM
345	Only two lanes needs to be four!!!!	Dec 13, 2010 1:13 PM
346	a lot of congestion is caused when there are trains on the tracks	Dec 13, 2010 1:13 PM
347	Pulling out of randall is a pain in the neck. needs a light	Dec 13, 2010 1:20 PM
348	Gate 6 at ADM with all the semi activity	Dec 13, 2010 1:21 PM
349	The only congestion is when trucks are constantly pulling out right in front of you. I don't think there is really anything we can do about that..	Dec 13, 2010 1:30 PM
350	The Tunnel / Train Bridge limits the traffic from four lanes to two lanes and then it is two lanes rest of the way to Williams. During busy hours, that stretch is almost car to car and it is pretty much impossible to get out of JRRRC going north bound, and only slightly easier to go south bound.	Dec 13, 2010 1:31 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
351	Turning north on Brush College Road from 3:30 to 4:40 pm is the most dangerous part of my job.	Dec 13, 2010 1:31 PM
352	I have noticed whenever there are trains at either of the tracks going across Brush College, the traffic becomes severely back-up – especially the left turn lane onto Fairies. Traffic tends to be horrible getting into and out of the ADM Corp Facility. With only one way in or out, it creates sever congestion. Also, ADM's unwillingness in certain areas to have flex-time creates sever congestion with everyone having the same start and end times. I would like to see the left turn lane from Brush College to Fairies somenow increase the green arrow time at high traffic times, so people do not have to sit other several light changes.	Dec 13, 2010 1:32 PM
353	Need a stoplight outside of JRRRC, especially when there are meetings there and a large amount of vehicles are trying to head North.	Dec 13, 2010 1:40 PM
354	Brush College @ Railroad overpass is very narrow... never feel comfortable maneuveringthrough this area	Dec 13, 2010 1:43 PM
355	Lack of four lanes and train and no stoplight at James R Randall Research Center	Dec 13, 2010 1:43 PM
356	The road when you pass under the railroad bridge on brush college near the intersection with Faries Parkway is very narrow and dangerous. Especially when trucks go thru.	Dec 13, 2010 1:45 PM
357	The bridge just past Ferrys parkway on Brush College is far too narrow, when semi pass under, going the other way can be quite dangerous	Dec 13, 2010 1:47 PM
358	Afternoon time, there is traffic problem on bush college rd.	Dec 13, 2010 1:48 PM
359	vehicles exiting Randall that are turning North onto Brush College get very backed up mainly 4:00 - 5:30 PM	Dec 13, 2010 1:51 PM
360	What is causing the congestion between the 4:30 to 5 p.m. hour every day is the availability of only two lanes which is not enough for the number of individuals and truckers that use this road. There has to be a way to open up another street from the ADM Faries area by the lake - with all the woods - it would assume another exit from the ADM corporate could be arranged - lowering the volumne of traffic that uses Brush College.	Dec 13, 2010 1:52 PM
361	trains and semi's	Dec 13, 2010 1:52 PM
362	If feel the problem with the rail trains blocking the street are getting out of hand. Especially in from of the West Plant. It is just awful. This morning I had to wait over 35 minutes before there was any movement at all. In front of the West plant is the worst. But the other rail crossing along the Northern section of Brush College Rd. could also use some analyzing also.	Dec 13, 2010 1:53 PM
363	When traveling from the north and turning onto Faries from Brush College, people who are turning left do not yield at the green light. They automatically turn and so are people who are coming from the south turning onto Faries. It is major conjestion and is bound to cause an accident.	Dec 13, 2010 1:53 PM
364	Very hard to get out of JRRRC and go north on Brush College in the morning (7:00 to 9:00) and in the evening (4:30 - 5:30)	Dec 13, 2010 1:55 PM
365	I will typically go through Faries Park to enter the East Complex rather than travel on Brush College. I do the same when I leave work. I avoid Brush College whenever I can.	Dec 13, 2010 1:57 PM
366	The heaviest time would be around 4:30 when everyone is leaving ADM. Brush College is often backed up	Dec 13, 2010 2:04 PM
367	Traffic is often backed up on both sides of the school zone around 3pm.	Dec 13, 2010 2:09 PM
368	The railroad tracks at the intersetcion of Brush College and Fairies Pkwy are causing a lot of congestion when I travel.	Dec 13, 2010 2:09 PM
369	Trains sometimes cause the congestion, as they block travel during high traffic times (as people are going to and leaving work)	Dec 13, 2010 2:15 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
370	Traffic is much worse when there are trains across Faries for more than 20 minutes... Brush College backs up to Williams Street. It would be nice if more ADM Corporate departments staggered their hours so 4:30 was not so congested.	Dec 13, 2010 2:16 PM
371	Almost impossible to get onto Brush College from eastern side streets in the morning.	Dec 13, 2010 2:16 PM
372	trains crossing Brush College cause congestion	Dec 13, 2010 2:16 PM
373	These questions assume I use the corridor daily, which I do not. I don't personally use the corridor on my way to/from work, but I usually use it during the day or after work. I tend to think volume is the problem.	Dec 13, 2010 2:19 PM
374	If the trains continue to block brush college/faries parkway for 15-30 minute stretches, improving brush college underpass will have a limited improvement on traffic. Faries Parkway going from 2-1 lane by the ADM Mail office also severely congests traffic going into work in the morning.	Dec 13, 2010 2:20 PM
375	Trucks using the same gate as employees creates the largist traffic congestion issue. the rail crossing being blocked appears to be the next largist problem. It is difficult for people leaving JRRRC to turn north on to brush college during prime commuting times	Dec 13, 2010 2:21 PM
376	When traveling west on Faries Pkwy from ADM and then turning south onto Brush College - the two lanes that have the green light to turn south run into traffice from the east who are also turning south onto Brush College - that is after they have stopped at their red light - most fail to yield to the traffice that has the green light, they slow down the cars making a turn south. East bound should not be allowed to turn south on this red light onto Brush College. The opposite corner traveling east from Faries and turning north onto Brush college is not congested at all, turning on the red is ok.	Dec 13, 2010 2:26 PM
377	The times are heavy during 4:30 and 7:30-8am.	Dec 13, 2010 2:27 PM
378	On very snowy or icy days the hills on Brush College cause traffic issues. Either people cannot get up the hill in front of the school and at the rail viaduct. If something could be done to level out the grade, these issues could be permanently corrected.	Dec 13, 2010 2:30 PM
379	The area where ADM Trucking traffic leaves the lot onto Brush College Rd. Tractor/trailers exiting the lot onto Brush College Rd when the car traffic is heavy and the car and truck traffic are traveling at or above the posted 45mph. All day and at 17:00 when the contactors are leaving from the lots from the east onto brush College.	Dec 13, 2010 2:30 PM
380	It is nearly impossible to leave James R Randall Research anytime between 4:30 and 5pm from the main entrance. The only way to leave is through the back gate.	Dec 13, 2010 2:30 PM
381	State Farm had this same issue in Bloomington several years ago so they allowed employees to begin flexible hours that would help stagger the times that everyone was coming and going. I uderstand that doesn't work for all business units, but it might help if some did it.	Dec 13, 2010 2:31 PM
382	while sometimes traveling to work (at 6am) traffic may be very light, other times it is very congested. Also if there is a train and you are trying to turn left onto Faries to go to the West Plant, trucks are backed up so much the only way you can get into the plant is to go down the wrong side of Faries.....scary!	Dec 13, 2010 2:35 PM
383	Congestion by the Bio-Products main entrance can get EXTREAMLY congested at different times of the day. The timing differes, but trucks backed up waiting to turn into the Bio is an issue.	Dec 13, 2010 2:37 PM
384	Rail traffic is a challenge when the trains are moving at the key intersection of Brush College and Faries during peak rush hours. In addition, the capacity limits of Brush College from Faries to Williams cause quite the back-up of traffic.	Dec 13, 2010 2:37 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
385	<p>Rail crossings are too rough on Faries. Turning left onto Faries to HQ from Brush is hazardous due to oncoming traffic making the same turn (a right turn for them). Interfection is a hazrd--if you get too far out and get caught in a red light.</p> <p>Truck traffic is too heavy</p>	Dec 13, 2010 2:37 PM
386	Exiting out of JRRRC is very time consuming and risky - especially for those needing to go north.	Dec 13, 2010 2:38 PM
387	Turning left on to brush college from JRRRC can be tricky. Many times people take chances and narrowly avoid accidents. Putting in a traffic light to stop traffic if 2 or more cars are backed up in the JRRRC drive way would help.	Dec 13, 2010 2:39 PM
388	I appreciate the work that was done this past summer to Brush College.	Dec 13, 2010 2:40 PM
389	The only intersection in this study that has affected me is Brush College and Faries. I think traffic is regulated adequately right now by existing traffic control signals. I would not recommend making any modifications.	Dec 13, 2010 2:40 PM
390	traffic is horrible at 4:30 when the majority of ADM employees leave work	Dec 13, 2010 2:40 PM
391	I usually use a back street and entrance to JRRRC due to congestion at turn lane (from the west) at Williams Rd and Brush College. I also experience traffic congestion at the noon hour and when headed north on Brush College (out of JRRRC between 4:30 and 5:30	Dec 13, 2010 2:42 PM
392	It is really hard to get out of ADM JRRRC and go South between 4:30-5:00 b/c you are trying to get out on to a single lane. If Brush were 4 lanes then you could pull out into the right hand lane while other traffic was still moving in the left lane. There also needs to be a light that works during this time to stop traffic so those wanting to go North can get out across traffic.	Dec 13, 2010 2:42 PM
393	<p>I believe several factors cause congestion:</p> <ul style="list-style-type: none"> - when trains are present, traffic stops completely, making brush college/faries unsafe and unpleasant - the tunnel/underpass at the bean plant near JRRRC significantly slows traffic, even with the new improvements to the storm drainage system. Meeting semis head on is common, and terrifying every time. - after work, the traffic from corporate (traveling south on brush college road) makes it nearly impossible to exit JRRRC because southbound traffic does not have to stop. 	Dec 13, 2010 2:45 PM
394	typically when i have gone that route it is between 4:30-5:00 pm traffic it quite heavy , although it seems to move reasonably smooth	Dec 13, 2010 2:47 PM
395	Congestion Going south in the afternoon evening is due to backed up traffic at Brush College and William.	Dec 13, 2010 2:51 PM
396	I used to live off of Grand Ave and you could barely get off of your street due to traffice congestion coming down Brush College...and if you wanted to head south on Brush college you NEVER tried to do it between 7-9 am because you could sit there forever and then if there is a train at Faries heaven only knows how bad it can be.	Dec 13, 2010 2:55 PM
397	Between 4:30 - 5:00 would be the worst time, especially at the intersection of Brush College and Faries Parkway and the Exit for Randall Research Center. The people leaving JRRRC do not have a good way of exiting the drive unless someone lets them in.	Dec 13, 2010 2:55 PM
398	If you are leaving entrance of JRRRC and traveling north, it takes forever to get onto Brush College because of traffic.	Dec 13, 2010 3:04 PM
399	Trains seem to be the major of congestion.	Dec 13, 2010 3:09 PM
400	The two largest back ups are Faries / Brush College and Williams / Brush College at evening commute.	Dec 13, 2010 3:12 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
401	People pulling in to Jan's East End in the morning cause traffic to be backed up. There needs to be access from another street other than Brush College for this area.	Dec 13, 2010 3:13 PM
402	It is so hard to get out of the Randall Research Center pretty much throughout the entire day. There needs to be a stoplight intersection here.	Dec 13, 2010 3:19 PM
403	Leaving JRRRC out onto Brush College between 4 and 5:30 is almost impossible. On several occasions, even with someone stopping to allow traffic out, another vehicle comes speeding down the center lane.	Dec 13, 2010 3:19 PM
404	The railroad underpass sometimes causes congestion. I have seen tractor-trailers stop on one side so that there won't be two of them in the underpass at the same time.	Dec 13, 2010 3:26 PM
405	There is also a serious problem with pulling out of JRRRC at lunch time - sometime around 11:30AM - 1:00 PM.	Dec 13, 2010 3:27 PM
406	No matter what is done, how it is done, who you ask to contribute someone will be left out, unhappy, and disgruntled. Just figure out a way to get two lanes of traffic moving or restrict Semi usage from William Street to Brush College.	Dec 13, 2010 3:38 PM
407	As I mentioned previously, the railroads can usually cause quite a bit of congestion. It is especially frustrating during the times in which employees are coming and going to/from work and/or lunch.	Dec 13, 2010 3:42 PM
408	Very hard for employees of JRRRC to leave out the front entrance between 4:30 and 5:00. Traffic coming from the north heading south is generally the where the congestion is coming from. However, nice thing about the back entrance of JRRRC, can avoid some of this congestion by making use of back entrance. It is inconvenient for those wanting to travel North out of JRRRC, but for safety, going out back way is sometimes necessary depending upon what time of day you are leaving.	Dec 13, 2010 3:44 PM
409	ADM is the area's largest employer and the city is failing to grow traffic capacity at the rate the business has grown... and growth continues... please stop ignoring the concerns of this area of town. All of Brush College should be 4 lane with a center turn lane provided. If not possible in the current location then make the current section of BC one-way and build a near-by second road. Getting in and out of ADM's multiple locations in this side of town should not be so difficult, don't just think commute - what if there was need for evacuation? The correction and expansion of Brush College traffic should be near the top of the city's priority list. Both ends of brush college needs addressed.	Dec 13, 2010 3:45 PM
410	The underpass is too narrow and almost always wet. In the winter this can be very dangerous as it turns icy. I definitely think that the truck traffic is causing the majority of congestion. You will have that anyway with the volume of people getting to work but the trucks going the same route does not help.	Dec 13, 2010 3:46 PM
411	ADM gate off of Brush College road- Grain truck congestion any time a BOT contract is close to the final delivery date.	Dec 13, 2010 3:48 PM
412	The closer to 8:00 in the morning it is the more congestion I find along Brush College and both the intersection with William Street and the intersection with Farries. The same is true for when i leave work. The closer it is to 4:30 the more traffic congestion there is. The reason would be all the people going to or leaving work.	Dec 13, 2010 3:51 PM
413	Congestion at the intersection of Farries Park and Brush College Road is very bad during busy arrival and departure times at ADM and Richland Community College. WAY TOO MANY cars turn left in front of on-coming traffic when they turn east from Brush College onto Farries Parkway. Their traffic light needs to be TURN LEFT ON ARROW ONLY. They impede traffic trying to turn right on green from Brush College onto Farries Parkway. This happens every single morning.	Dec 13, 2010 4:02 PM
414	The traffic congestion I encounter is at Gate E6	Dec 13, 2010 4:02 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
415	Between 4:30 and 5:00 each day the traffic is terrible when trying to head South on Brush College Road. Then if anyone is trying to exit from teh JRRRC Center they have to wait forever. Usually until someone is nice enough to stop traffic and let them out. This creates a safety issue by the sudden stop.	Dec 13, 2010 4:03 PM
416	traffic would be better if we had two lanes south. One for travelers headed east on williams and for travelers headed west on williams	Dec 13, 2010 4:06 PM
417	Seems like traffic going south on brush college is the bad in the evenings (4pm - 530pm). traffic becomes very backed up and triples the normal commute time.	Dec 13, 2010 4:07 PM
418	Need to add a second turn lane from Brush College to Faries Parkway. Another concern turning off Brush College onto Faries Parkway going East. Many times this road becomes "blocked" throughout the day due to semi's backup and waiting for entry into the plant. People try to go around using the oncoming lane of traffic causing a safety hazard.	Dec 13, 2010 4:13 PM
419	Northbound travel on Brush College from William St to Faries Parkway is significantly congested in the morning. Trying to turn into Mobil station on corner while heading South on Brush College can take 5 minutes.	Dec 13, 2010 4:18 PM
420	There is a huge amount of traffic on Brush College all day long, not just from ADM employees, but fom grain trucks and other employers. Add the trains into the mix and there is always something causing traffic jams. I also believe only having 2 lanes on Brush College going south contributes to the congestion.	Dec 13, 2010 4:26 PM
421	I believe that most of the traffic congestion is due to the wait time on trains at any given time of day. This morning for example. I was stuck on Faries Parkway coming east toward Brush College and waited 30 minutes on a train that went back and forth connecting & exchanging rail cars.	Dec 13, 2010 4:31 PM
422	A light might be beneficial at ramp when exiting 72 from east (westbound traffic). Somehow maybe it could be just used in the morning 7:30 - 8:00????	Dec 13, 2010 4:36 PM
423	It would really help if Brush College were made into 4 lanes between the intersections of Williams Street and Faries Parkway. With the high traffic coming from ADM it is very congested and makes it very unsafe with the current 2 lanes.	Dec 13, 2010 4:41 PM
424	The amount of of truck and commuter traffic along this route is to large to be safely accomodated by a 2 lane road and the resulting narrow railroad underpass.	Dec 13, 2010 4:42 PM
425	Congestion is high coming from the East on 105 to Brush College both before and after work going the other direction.	Dec 13, 2010 4:43 PM
426	The traffic very heaviest between 3:oopm to 4:30pm.	Dec 13, 2010 4:54 PM
427	Turning s/b off Faries Parkway to Brush College can be very dangerous at peak times when trying to merge into one lane. Everyone is jockeying for position.	Dec 13, 2010 5:04 PM
428	Congestion is cause by one lane traffic. I feel for the employee's that work at the JRC, they need a traffic light to let them in and out.	Dec 13, 2010 5:14 PM
429	I work at JRRRC and oftentimes have to make a left turn out of the JRRRC entrance to go to the Corporate office. Traffic level is severe at that time and making that left turn is very dangerous. Additionally, the traffic load is so heavy in mid-lat afternoon that I usually exit JRRRC out the back way through the local neighborhood much to the disdain of the local residents.	Dec 13, 2010 5:22 PM
430	train switching time	Dec 13, 2010 5:33 PM
431	I checked I arrive at work between 7 and 7:30 am. Part of that is motivated due to the fact traffic is very heavy at the Brush College/Faries intersection after 7:30. It sometimes, but is not often, is more congested if a train is crossing Brush College.	Dec 13, 2010 5:44 PM
432	The narrowing to one lane south of Faries parkway creates significant congestion.	Dec 13, 2010 6:03 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
433	When heading west on Fairies from ADM Corporate office between about 4:30 and 4:45/5:00p.m. a lot of the congestion is due to backed up traffic trying to turn left onto Brush College. They are often backed up for before the designated turn lanes are even available.	Dec 13, 2010 6:26 PM
434	ADM gate 6 is a nibghtmare waiting to happen with the semi-truck traffic in and out of that gate to Brush College.	Dec 13, 2010 6:34 PM
435	Westbound Faries turning onto southbound Brush College at the end of the workday: backs up unnecessarily since many people refuse to use the 2nd turn lane.	Dec 13, 2010 6:41 PM
436	A little longer left turn light from william St eastbound turning north on Brush College.	Dec 13, 2010 6:59 PM
437	Something to keep in mind is the rail road crossing that goes over Brush College. If you throw a train into rush hour, the traffice it TERRIBLE. You can get stuck under the bridge with semi trucks flying past you. An accident waiting to happen. That road needs to be 4 lanes, just like it is north of Farries Parkway.	Dec 13, 2010 7:07 PM
438	It is always busy but definately at its peak during morning and afternoon comutes to and from work.	Dec 13, 2010 7:25 PM
439	a traffic light should be installed at the entrance to JRRRC	Dec 13, 2010 7:42 PM
440	I leave work between 3:30 and 4pm. If I leave closer to 3:30 the traffic is not too bad. If I leave close to 3:45-4pm, the traffic going south is very congested. I don't know what is causing the congestion other than it is a very heavily traveled road for many commuters every day.	Dec 13, 2010 7:52 PM
441	Lunch hour is usually pretty congested as well, but after work is the heaviest	Dec 13, 2010 8:09 PM
442	I find traffic to be worst from 7:25 a.m. to 8:15 a.m. coming to ADM and 4:30 p.m. to 5:15 p.m. leaving using the Faries to William Street corridor. Turn lanes are backed up and it's bumper to bumper on Brush College (which seems to result in quite a few fender benders especially around Brush College Grade School). I've driven through the neighborhood behind JRRRC for volunteer work and there are many signs homeowners have posted regarding the traffic and driving speeds of our employees using it as a shortcut. This is not something you want to see as a negative against the company. We should be good neighbors. Perhaps a better system for JRRRC employees to access the property would cut down on the need to speed through neighborhoods.	Dec 13, 2010 8:30 PM
443	ADM traffic all flowing one direction, the viaduct, single lanes, JRRRC traffic trying to get out.	Dec 13, 2010 8:37 PM
444	we work swing and so traffic congestion is different at different times How ever It can be congested at different times	Dec 13, 2010 8:37 PM
445	Trains should not be on the tracks during high traffic times of the day.	Dec 13, 2010 9:02 PM
446	The E-6 entrance can be very busy when the grain trucks are not managed properly.	Dec 13, 2010 9:07 PM
447	It seems like much of the back up on Brush College Rd occurs during during the evening commute as a result of traffic making a left at the light at Williams St.	Dec 13, 2010 9:08 PM
448	The exit from 72 to brush is difficult with the frequency of lights and limited south-west traffic on 48 (near McDs). The majority of traffic moves south to BC not 48.	Dec 13, 2010 9:08 PM
449	The traffice is not the issue. It is the train track at Brush College and Faries Pkway. When a train blocks the intersection in the morning or night it is a major inconvenience for all travelers trying to get into the ADM corporate offices on time.	Dec 13, 2010 9:18 PM

1. If you would like, please use the space below to provide additional comments

Response Text	
450	It is extremely difficult to exit JRRRC between 5 - 5:30. There is heavy traffic from both directions on Brush College and I have waited 5 - 10 minutes for a break in traffic to exit the facility. There have been times when the wait would have been longer except someone traveling south on Brush College let me through the line of traffic so I could head north. Dec 13, 2010 9:53 PM
451	Traffic is heaviest when various ADM locations are changing shifts or corp gets out (ie, 3:45-4:15 pm, 5 pm, 7:45 am, etc). Trains also cause a huge headache, especially when they block traffic going N on brush college past faires or block the tracks for westbound traffic on faires from brush college. I always heard the trains had a max time limit they could block the tracks - somewhere in the range of no longer than 20 minutes? I know I've been stopped by a train for longer than 30 min as well as many other coworkers. Dec 13, 2010 11:16 PM
452	Personally, I feel that the heavy truck traffic is causing the greatest congestion and wonder if this traffic could be better handled going over 22nd Street to Garfield and not allowed to use the South Brush College entrance off William Street. Dec 14, 2010 1:10 AM
453	I am typically working in the field (western US), but return to Decatur periodically. I recall the road was very congested during the lunch traffic. I also arrived early / stayed late to avoid the congestion. I would arrive from the North so I could turn right and leave toward the South so I didn't have to cross the traffic lanes to get out from the JRRRC entrance. Dec 14, 2010 2:11 AM
454	All ADM traffic of employees and trucking , and shipping use this area and during the times that people are going to and from work it gets congested Dec 14, 2010 2:22 AM
455	The closer you get to 7:30am and 4:30pm the heavier the traffic. Trains tend to backup traffic - shocker! Dec 14, 2010 4:26 AM
456	There are numerous employees who work swing shift - this survey does not allow for the reflection of those hours - has this been taken into account or is it only the day shift people who are being considered? Dec 14, 2010 6:28 AM
457	the williams street intersection to brush college gets very backed up in the morning. also between 3:30 and 4:30 brush college is highly congested and many accidents have occurred because people stop so abruptly Dec 14, 2010 1:10 PM
458	I used to travel to work between 7:30 & 8 am and home at 4:30 pm & congestion is much worse then. I'd say, however, the biggest problem with traffic congestion is caused when trains block traffic between peak travel times. Dec 14, 2010 1:40 PM
459	truck traffic is high- along with ADM corporate employees Dec 14, 2010 1:40 PM
460	Pulling out of JRRRC, Brush College School, and other businesses is extremely difficult because there is rarely a break in the traffic flow. People are traveling too fast to pull into the stream of traffic in a safe manner at times. There is a slight crest to a hill in front of the school and businesses which also adds to the difficulty in seeing open space to pull out. Having only two lanes of traffic for a main corridor is the major problem. Having the railroads cross the lanes of traffic is another problem. If the road were tunneled under the rail tracks this would help keep the flow of traffic moving. Ultimately having another main corridor for traffic to flow would be optimal. Dec 14, 2010 1:54 PM
461	turning east on Faries Parkway from the South on Brush College, I have noticed that if there is no northbound traffic continuing to the north, southbound vehicles will turn left and fail to yield causing me to turn into the far right lane and have to merge into the left lane. In plain English....they're cutting me off! Dec 14, 2010 2:07 PM
462	am:I come to work early so I miss the 7:45 am congestion. Dec 14, 2010 2:09 PM
463	It can be very difficult to turn left on Brush College out of the front driveway of JRRRC after work. Every once in a while a kind soul stops and lets you out but then there is still the traffic coming from the south. Dec 14, 2010 2:13 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
464	Congestion would be alleviated by widening Brush College road to four lanes (+ turning lane) between William Street and Faries Parkway (including the underpass). This would eliminate almost all issues.	Dec 14, 2010 2:17 PM
465	Traffic is severe in the morning and afternoon's on weekdays. Traffic lights that function during the morning and afternoon would help regulate traffic flow better. Trains on Farries Pkwy and Brush College contribute to congestion and make matters worse at these times.	Dec 14, 2010 2:27 PM
466	Congestion is much greater in the evening than morning. Also at shift change or office quitting time, it is impossible to turn north out of the JRRRC access drive due to heavy traffic.	Dec 14, 2010 2:49 PM
467	Additional sidewalk/bike path would benefit all. For example students of RCC.	Dec 14, 2010 2:56 PM
468	trains constantly slow if not stop traffic for 10-15 minutes or more. Providing alternative routes that didn't take drivers too far out of the way would be very helpful	Dec 14, 2010 3:00 PM
469	The congestion is relatively light compared to large cities. There seems to be more problems when trains are moving over the intersections in the morning and at the end of the day.	Dec 14, 2010 3:09 PM
470	There is really not a good time of day to exit JRRRC.	Dec 14, 2010 3:18 PM
471	gate e-6 and brush college, this entrance is extremely dangerous. railroad delays are extreme when coming to work and leaving from work. truck traffic very risky going under the underpass on south brush college.	Dec 14, 2010 3:54 PM
472	The traffic increases drastically in the mornings when there is a train blocking the intersection at Faries Parkway and Brush College this prevents the traffic going on North of the intersection from proceeding because of the train blocking them. This will bottleneck the traffic all the way South to William streets when this happens.	Dec 14, 2010 3:58 PM
473	Widen Brush College south of Faries Parkway. Put a traffic light at the entrance to the Randall research center, so that left turns out can be safely made. left turns in as well.	Dec 14, 2010 4:42 PM
474	congestion to and from William Street Trains Semi Trucks	Dec 14, 2010 5:06 PM
475	Between 3:45-4:00, 5:00-5:15, and 5:30-5:45, it is EXTREMELY difficult to turn left out of the James R Randall Research Center onto Brush College Road. It would help tremendously if there was a traffic light to make this intersection controlled. Most people do not bother to let you out, even if they will be stuck waiting at the traffic light for William Street. Lights from William Street and Faries Parkway are not appropriately timed to allow someone to turn out onto Brush College Road from JRRRC without a controlled intersection being present.	Dec 14, 2010 5:26 PM
476	Most congestion I see is related to traffic trying to access the Main ADM Corporate Campus	Dec 14, 2010 5:33 PM
477	I find Brush College Rd. to be most congested in the evening/late afternoon when leaving work.	Dec 14, 2010 5:44 PM
478	When workers are let out of corporate and the plants, the street in front of JRRRC is extremely busy and it can be very difficult pulling out. This street is also busy around 12-1pm which makes pulling out difficult. The underpass is another issue when driving and can get congested. This underpass has also been known to flood in the pass which is a safety concern.	Dec 14, 2010 5:56 PM
479	Please see previous comments. Leaving JRRRC between 4:20 and 5:20 pm trying to go north is near impossible and generally requires the kindness of someone letting you cross the southbound traffic to head north.	Dec 14, 2010 7:05 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
480	Frequently get stuck by or have to go around trains during the middle of the day when going to lunch or traveling between ADM locations. During high traffic congestion times the two lane road directly south of Faries Parkway is horrible, likely because all roads going into it are 4 lanes, thus 2-3 2-lanes roads converge into 1 lane . . . its a bottleneck.	Dec 14, 2010 7:56 PM
481	heading east on Faries Pwy from Brush college intersection 2 lanes narrow to one lane and one lane with a turn lane; when train is on track next to plant trucks fill up all east bound lanes. During morning after heading south on brush college, the turn lane to go east on Faries is backed up because there is only one turn lane rather than two and six cars can move at a time. Provide a better exit route out of JRRRC at west side so that traffic would move on to Williams from 34 street rather than from Brush College.	Dec 14, 2010 8:11 PM
482	Traffic congestion is terrible overall between 3:30 p.m. and 5:15 p.m., as well as during the lunch hour. There is such a high volume of traffic. Actually, it is often necessary to wait awhile no matter what time of day a person exits the JRRRC facility.	Dec 14, 2010 9:10 PM
483	A significant part of the congestion is due to many semi-trucks traveling back and forth through the corridor.	Dec 14, 2010 9:45 PM
484	The exit from JRRRC is very congested right before 5 pm during the week. This is because the two lanes of Brush College Rd. cut down to one lane after crossing Faries Pkwy and causes a build up along with the slow light at Williams St. It is very difficult to exit from that direction. It would be nice if there was a sign that says "Do not block entrance" there because cars will stop in front of the exit preventing a left turner from exiting the JRRRC parking lot.	Dec 14, 2010 10:00 PM
485	The condition of the road itself is bad due to the heavy trucks that frequent it. It is also the Easternmost direct route to ADM Corporate or Randall.	Dec 14, 2010 10:07 PM
486	Traffic heaviest 4:00pm to 5:30 pm when ADM employees and contractors leave work.	Dec 15, 2010 8:55 AM
487	the two lane road under the tracks is always a problem	Dec 15, 2010 2:44 PM
488	Between 3:30 and 5:30, there is an almost constant flow of cars going both ways on Brush College.	Dec 15, 2010 7:58 PM
489	the intersection of BC & FP is sometimes blocked by trains for half an hour or more (normally). if there is a way to divert traffic, the semis & cars can move through these intersections more smoothly.	Dec 15, 2010 8:18 PM
490	comment earlier	Dec 15, 2010 8:57 PM
491	Not enough lanes.	Dec 16, 2010 2:36 PM
492	a traffic light and extra turning lane into randall,	Dec 16, 2010 4:00 PM
493	The congestion is terrible and the peripheral vision is absolutely horrible. And it is congested mostly in the early morning hours of 7:30 to 8:00 and 4:00 to 5:00pm	Dec 16, 2010 5:26 PM
494	Brush college and Hubbard/ Reas Bridge Rd. Arrow for turning onto Brush College from Reas Bridge Rd turning left due to truck traffic and a longer pause from yellow to red on Brush College. Someone is going to be killed because of speed of traffic and trucks.	Dec 16, 2010 7:25 PM
495	Rail tracks are the biggest issue with the intersection of Faires Parkway and Brush College roads.	Dec 16, 2010 8:53 PM
496	Shift changes / only 2 lanes	Dec 16, 2010 9:24 PM
497	Brush College road becomes extremely hazardous at the entrance at gate E6 when trucks come in the plant.	Dec 16, 2010 9:34 PM
498	Traffic can be congested during the lunch hour.	Dec 16, 2010 9:57 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
499	Intersection at Brush College and Rt. 48 is busy in the morning and evening commute. The intersections at 48 and the Pilot Truck Stop creates hazards in the morning and evening.	Dec 16, 2010 10:23 PM
500	I feel sorry for the people trying to get out of the school parking lot, most people will not leave an opening for them to get out and it could take 5 or 10 minutes to get a brake in traffic to Williams street	Dec 17, 2010 2:54 PM
501	Coming from the north on Brush College, if a train crosses BC, it might take 5-10 lights to turn left on Faries. With one turn lane, I don't feel that the left arrow is displayed long enough.	Dec 17, 2010 3:43 PM
502	i alternate schedules and sometimes travel the route from 6:30 to 7am and 3:30 to 4pm. Traffic is moderately heavy at this time. Closer to 7 and even worse close to 8am - making a left off of William on to Brush college can take several light changes as well as those coming from the E on william turning right onto brush college - i often see that backed up quite a ways back. You also have to wait quite a while going s to turn onto william at the 3:30 and 4:30 time slots and people have an awful time getting out of JRRC at these times - you often have to hold traffic back for them to get out as most people just block the entrance and stop there where they can't get out.	Dec 17, 2010 9:09 PM
503	congestion on brush college usually causes a severe back up on williams streed road in the mornings, so much so that I have been in trafic halfway to the lake, this road need some serious work to correct these problems, the underpass is so narrow, its almost frighning to meet a semi truck in there, piss poor design and repair work done by the city	Dec 18, 2010 5:07 AM
504	I work the midnight shift. I travel this route at 1130pm and 810am.	Dec 18, 2010 8:28 AM
505	i get off work at 7am. The section of faries parkway and Brush College is congested with alot of semi trucks comming in and out of the west plant entrances.	Dec 19, 2010 2:02 PM
506	One lane for north and south bound traffic causes congestion during daylight hours between Faries Parkway and William Street	Dec 20, 2010 12:59 AM
507	Entrance and exit into JRRC. If you are needing to make a left hand turn out of the plant or into the plant, you may want to start an hour earlier.	Dec 20, 2010 11:52 AM
508	See comment on commute. Severely need a stop light to turn left out of JRRRC from 4:30 - 5:00.	Dec 20, 2010 7:24 PM
509	The heaviest traffic occurs between 3:30p and 5:00p, when employees are leaving ADM.	Dec 22, 2010 4:20 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
1	I would considering walking/jogging along this corridor, but the pathways are in horrible condition. Is this an issue the city has considered addressing?	Dec 10, 2010 7:35 PM
2	narrow lanes underneath bridge	Dec 10, 2010 7:43 PM
3	The Road becomes very slick during the winter months.	Dec 10, 2010 7:43 PM
4	you guys need to redo the whole road again. not just patch the bad parts if anything it is worse now.	Dec 10, 2010 7:43 PM
5	When I do travel at high peak times, there is congestion at the JRCC entrance.	Dec 10, 2010 7:44 PM
6	Trains	Dec 10, 2010 7:44 PM

2. Are there any safety related issues or concerns that should be addressed as

	Response Text	
7	The trains that cross brush college at Faries and at the ADM entrance. They can really back traffic up and then the lights at Faries are off a bit and don't let cars turn right away left onto Faries.	Dec 10, 2010 7:44 PM
8	Leaving the JRRRC is very dangerous. Needs to be a ltraffic ight in my opinion so that people can exit safely.	Dec 10, 2010 7:44 PM
9	Please do something with the underpass!	Dec 10, 2010 7:44 PM
10	Brush College School	Dec 10, 2010 7:44 PM
11	railroad underpass is extremely narrow and has the potential to be the cause of a massive accident with fatalities at some point in the future	Dec 10, 2010 7:44 PM
12	There should be a traffic light at the enterance to JRRRC. It could be operational during the peak hours when most the employees in that building are coming and leaving and flashing yellow/red at other time. I am surprised there has not been a major accident there as the Brush College from the south has a dip in it which reduces visibility.	Dec 10, 2010 7:45 PM
13	I think the underpass should be addressed. It is extremely narrow and can be pretty dangerous with the number of semis heading under it every day.	Dec 10, 2010 7:45 PM
14	With the narrowness of the railroad bridge and on the RR Bridge the ice that forms during the winter.	Dec 10, 2010 7:45 PM
15	Yes, it is highly dangerous to make this left turn due to the high amount of traffic on Brush College both North and Sound bound.	Dec 10, 2010 7:45 PM
16	The underpass needs to widened!! With semi's driving at a higher speed they almost pinch off oncoming traffic.	Dec 10, 2010 7:45 PM
17	I believe not having a stoplight at the Randall Research Center is a safety hazard in itself. There is so much congestion and it is so hard to get out onto Brush College that drivers are taking unnecessary chances.	Dec 10, 2010 7:45 PM
18	I think there should be a light to get out of Research.	Dec 10, 2010 7:45 PM
19	The turnoff to JRRRC is extremely dangerous. A traffic light might help the congestion because traffic is always backed up there.	Dec 10, 2010 7:45 PM
20	Using gate E-6	Dec 10, 2010 7:45 PM
21	Ensure kids walking to school have the appropraite sidewalks and well marked street crossings.	Dec 10, 2010 7:46 PM
22	Maybe by turning the area south of Richland into a truck stagin area that they would enter from the North would help.	Dec 10, 2010 7:46 PM
23	condition of all rail tracks, pot holes, general road conditions are horrible and not repaired quickly	Dec 10, 2010 7:46 PM
24	Bike riders pose a serious issue	Dec 10, 2010 7:46 PM
25	Cars/trucks coming onto Brush College on the north side of the corn plant can be a safety issue during heavy traffic especially during the morning.	Dec 10, 2010 7:46 PM
26	Needs to be a traffic light at entrance to JRRRC	Dec 10, 2010 7:46 PM
27	Rail road crossing a very rough	Dec 10, 2010 7:46 PM
28	None	Dec 10, 2010 7:46 PM
29	We desparately need a set of signal lights at the JRRRC entrance that would be intellegent - in that they would sense traffic leaving JRRRC and stop traffic on BCR. This shold have been done long ago!	Dec 10, 2010 7:46 PM
30	underpass and trains	Dec 10, 2010 7:46 PM
31	Underpass is obviously too narrow.	Dec 10, 2010 7:46 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
32	Employees pulling out of JRRRC trying to turn left at the end of the day have a hard time getting out due to high volumes of traffic. Cars traveling on Brush College seem to be traveling at high rates of speed most of the time. These are both safety issues.	Dec 10, 2010 7:46 PM
33	The uderpass between Faries and Willians is very narrow and dangerous, especially when head on with semi's.	Dec 10, 2010 7:46 PM
34	Underpass under the railroad tracks is very narrow, making meeting semi's under it a risky endeavor. Can be especially dangerous in the winter, with possible snow/ice.	Dec 10, 2010 7:46 PM
35	The intersection at JRRRC, and also further down the intersection at the new Pilot gas station is TERRIBLE to get out most times of the day.	Dec 10, 2010 7:46 PM
36	Merging two lanes into one going S. bound as you turn from Faries onto Brush College going south.	Dec 10, 2010 7:46 PM
37	Could the railroad underpass be made wider?	Dec 10, 2010 7:46 PM
38	The railroad underpass, road should go over or be widened to 4-6 lanes.	Dec 10, 2010 7:46 PM
39	The slight "hill" going toward William Street intersection is extremely dangerous during the winter months - many accidents at this area.	Dec 10, 2010 7:46 PM
40	The railroad underpass on Brush College south of Fairies Parkway	Dec 10, 2010 7:46 PM
41	In the past couple of winters the ice that has accumulated in the underpass is a major safety issue. The lack of sunshine and the amount of water that flows through there makes a dangerous combination taking into consideration there isn't a choice to go around the ice.	Dec 10, 2010 7:46 PM
42	fix the under pass and make it wide enough for four lanes	Dec 10, 2010 7:46 PM
43	people fly to turn onto brush college where the road merges	Dec 10, 2010 7:46 PM
44	Underpass too narrow	Dec 10, 2010 7:46 PM
45	Truck traffic and overall road conditions are the biggest. There is also some safety concern for those trying to get out of JRRRC. There are times where you can not see what is coming north due to traffic.	Dec 10, 2010 7:47 PM
46	Lack of visibility is a major concern especially on bad weather days. The steam from the Bioproducts plant area adds to this problem. Could better lighting of street markings be utilized? Also visiblity is poor for exiting JRRRC onto Brush College Rd.	Dec 10, 2010 7:47 PM
47	Underpass	Dec 10, 2010 7:47 PM
48	I think the corridor is very narrow. I drive a very small car, and I am very nervous going through when a truck is coming at me in the opposite direction. There is also large ice build-up at times on one side of the road that forms a large bump that you have to go over. There is no way to avoid it since the corridor is so narrow.	Dec 10, 2010 7:47 PM
49	Traffic trying to exit out of the JRRRC lot, is almost impossible during the lunch (i.e.11:30am-12:30pm) and evening hours (i.e. 4:00pm-5:00pm), especially if the vehicle needs to turn to the north. I don't know the answer, other than placing a traffic light at that intersection, but I do not know if that is feasible.	Dec 10, 2010 7:47 PM
50	when turning onto brush college from faries heading south. that two lane that drops down to one can be a little tight if there are trucks involved	Dec 10, 2010 7:47 PM
51	Sometimes truck pulling out of ADM Trucking or the ADM entrance on the east side of the road at the railroad crossing north of ADM Trucking "force" their way out across traffic. When traffic is heavy with few openings to cross all 4 lanes and the center turn lane, semi-trucks will pull out into a small opening and force traffic to slow down or stop to avoid t-boning the truck or trailer. Maybe require trucks from the entrance to only turn right/north, and from ADM Trucking to only turn right/south?	Dec 10, 2010 7:47 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
52	Getting out onto Brush College from the Randall Center from 3 to 5 p.m. is very dangerous.	Dec 10, 2010 7:47 PM
53	When traveling from the Wellness Center to work, around 6:40 am, the intersection at Faries and Brush College is very busy. I turn south, to go to JRRRC, and it is very difficult to see if traffic is coming southbound due to the location of the traffic light poles.	Dec 10, 2010 7:47 PM
54	frequent near misses and accidents at the James Randall Research Center as traffic exits ADM on to Brush College Rd. at 4:30 to 5:00 pm.	Dec 10, 2010 7:47 PM
55	The underpass accumulates a large amount of ice in the winter.	Dec 10, 2010 7:47 PM
56	Fog going across the road from ADM plant just south of RRC. ADM employees exiting the same plant on to Brush College - many pull out in front of cars or trucks.	Dec 10, 2010 7:47 PM
57	The railroad underpass on BCR north of ADM Research / south of Faries Parkway is a major problem: narrow, rough, icy in the winter (specifically on the north side of the northbound lane), etc. Outbound traffic from ADM Research has to fight to cross or merge into BCR without the benefit of a light. Turn lanes all around are too short, causing turning traffic to back up into the through lanes.	Dec 10, 2010 7:48 PM
58	Grain trucks coming from the USDA inspection on to Brush College, and then waiting to get into ADM are often trying to jockey into the center turn lane while cars are trying to pass them. Perhaps direct truck drivers intending to enter ADM from Brush College to immediately enter the center-turn lane, which would require signage to direct the drivers.	Dec 10, 2010 7:48 PM
59	The traffic lights need to have more time between changing from Red to Green as too many people in this town, including truckers blow through the red lights.	Dec 10, 2010 7:48 PM
60	North of Faries outside of gate E6 there is constant truck congestion due to the lack of processing the trucks at gate E6 and the constant barage of trucks coming from the sample station. Cars have gone in the incoming lane to turn into E6 and have pulled in front of the trucks causing major safety issues. There have been several wrecks outside of gate E6 in the few years I have been here.	Dec 10, 2010 7:48 PM
61	Brush College needs to be 2 lanes from Rt 48 to Williams Street	Dec 10, 2010 7:48 PM
62	Departing to the north from the JRRRC, Internal Audit, and Trucking between 4:30 and 5:00 is very dangerous. Without a change, an accident is imminent.	Dec 10, 2010 7:48 PM
63	The narrow underpass.	Dec 10, 2010 7:48 PM
64	Truck Traffic from Grane Probe station to ADM Gate E-6	Dec 10, 2010 7:48 PM
65	A traffic light at the entrance to JRRRC is a must. Does not need to cycle at all times, but perhaps from 7-8:30 am and 3:30 to 5:15 pm	Dec 10, 2010 7:48 PM
66	making a left turn from research onto Brush college is a safety hazard.	Dec 10, 2010 7:48 PM
67	The underpass needs attention as the walls are cracked and there is dirty falling through the cracks at the bottom of the walls	Dec 10, 2010 7:48 PM
68	Widen the underpass just to the East of the ADM bean plant.	Dec 10, 2010 7:48 PM
69	The poor quality of the road	Dec 10, 2010 7:48 PM
70	South bound Corn trucks turning into gate E6 (eventhough improved) often get plugged up causing ADM people coming to work to often turn infront of the trucks when making the turn.	Dec 10, 2010 7:49 PM
71	We need safe access to Brush College Road from ADM Randall Research! I'm that we don't have an accident of the week as people try to turn left onto Brush College.	Dec 10, 2010 7:49 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
72	From the Randall Center, if you want to turn left to head towards Fairies Parkway, it is sometimes very tricky to make that turning because of traffic coming from both sides.	Dec 10, 2010 7:49 PM
73	Every winter the cracks and potholes get worse. Sometimes you can lose the front end of your car down in them.	Dec 10, 2010 7:49 PM
74	The underpass is very narrow and I am suprised there not accidents in this area. When semi trucks are approaching you from the oppsosite direction there appears to be very little distance between the two. In the winter when the roads are slick or there is ice on the road due to the poor drainage, it is even worse.	Dec 10, 2010 7:49 PM
75	It would be nice to have the railroad tracks on Faries Parkway repaired as they were at the intersection of Brush and Faries	Dec 10, 2010 7:49 PM
76	The road is too tight under the railway overpass, especially when semis are passing under it.	Dec 10, 2010 7:49 PM
77	The lane that merges is problematic especially when there is a huge truck that is determined to get over to the main lane.	Dec 10, 2010 7:49 PM
78	We need assistance exiting to the north from JRRRC at limited times during the day. All the issues are compounded by occassional slow train traffic. I have seen so many people turn around when stopped by trains and nearly end up in serious collisions.	Dec 10, 2010 7:49 PM
79	Traffic can be backed up extreemly bad and cause people to rear end each other. The merge from ADM corporate to Brush College Rd doe snot merge correctly. People ar always getting sut off.	Dec 10, 2010 7:49 PM
80	Traffic leaving JRRRC is offered few opporunities to pull out and oftentimes people coming from the North are turning left onto the road across from the JRRRC exit. This creates additional confusion.	Dec 10, 2010 7:49 PM
81	I think stoplights or some other alternative needs to be considered to help people pull out of Randall at night, as they sit for a long time to find a break in traffic. This is also a safety concern because they have to pull out very quickly to fit in.	Dec 10, 2010 7:49 PM
82	I feel as though the railroad crossing at the north end of the Brush College Road/Faries Parkway intersection is unsafe. There need to be more and stronger indicators that a train is coming to prevent a car from crossing the tracks at that time, given that the driver is often more focused on the vehicular congestion of the intersection.	Dec 10, 2010 7:49 PM
83	put up traffic lights at the Randall intersection.	Dec 10, 2010 7:49 PM
84	stop and go traffic can create accidents	Dec 10, 2010 7:49 PM
85	Exiting JRRRC in the afternoon is very difficult and dangerous. Traffic on Brush College is fast and heavy and it takes a long time to safely turn on to Brush College. A stop light would greatly. The alternative is using the back entrance through a residential neighborhood. The residents of that neighborhood do NOT like that option.	Dec 10, 2010 7:50 PM
86	Consider a stoplight at the entrance to ADM BioProducts entrance on Brush College Road near the RR tracks and at the entrance of ADM Trucking. During congested periods, circumstances become dangerous when slow moving trucks need to enter the roadway. Also, consider adding flashing light to the FOG Caution sign on Brush College where the steam from cooling towers blows over the road.	Dec 10, 2010 7:50 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
87	When heading North on Brush College and traffic light signal is green for traffic heading North the oncoming traffic from Brush College road will make a left hand turn right into the lanes of traffic heading East (to ADM Corp office). It is like that traffic light is green and our traffic light is green and the oncoming traffic is not yielding! They may just be doing it on their own but I sometimes wonder if they have the green arrow and we have a green light so no one is yielding???? It happens quite often.	Dec 10, 2010 7:50 PM
88	two lane under railroad meeting all those big trucks getting out of JRRRC most often is very congested and possibly even a safety hazard	Dec 10, 2010 7:50 PM
89	At the brush college intersection with William st., in the winter the southbound lane always has black ice. Multiple "near miss" accidents occur there every year at that time.	Dec 10, 2010 7:50 PM
90	Route 48 and the Pilot station intersection	Dec 10, 2010 7:50 PM
91	Consider a light at JRRRC entrance	Dec 10, 2010 7:50 PM
92	The underpass is very narrow and dangerous with the number of large semis that travel that route. Also, the condition of the road between William Street and Faries Parkway is very poor. There are lots of pot holes and cracks in this stretch of road.	Dec 10, 2010 7:50 PM
93	The underpass is extremely tight especially with the semi traffic that occurs.	Dec 10, 2010 7:50 PM
94	Timing of Trains / Rail crossings	Dec 10, 2010 7:50 PM
95	Bumper to bumper traffic after 4:30 for approximately 1 hour and no light at JRRRC entrance causes people to take risks entering the intersection. Same problem during the lunch period from about 11:30 - 1:30.	Dec 10, 2010 7:50 PM
96	railroad crossings, crossing gates.	Dec 10, 2010 7:50 PM
97	The underpass for the above rail tracks is too narrow.	Dec 10, 2010 7:50 PM
98	Tractor Trailers.	Dec 10, 2010 7:50 PM
99	It's impossible for employees to turn north onto Brush College if they're leaving the Randall center after work. This leads to vehicles traveling South on Brush College stopping in the middle of traffic to let cars in, and backing up traffic behind them to the underpass in the process. This makes it very difficult for drivers behind them to see cars in front of them as they approach the underpass. Numerous times, I've had to slam on my brakes as I've entered the underpass, not anticipating traffic to be backed up to that point.	Dec 10, 2010 7:51 PM
100	Semis are a hazard and so are all of the pot holes and water leaking from the underpass and freezing on the pavement	Dec 10, 2010 7:51 PM
101	Turning left out of ADM's JRRRC between 4:30-5:00 is impossible and EXTREMELY dangerous. Numerous accidents have occurred at the entrance to JRRRC throughout the day. A stoplight is absolutely necessary to make it safer. I live in Clinton now so must turn left there to get home, but when I lived in Decatur I would often go out the back way from JRRRC and take a longer route home just to avoid the stress and danger of that left turn onto Brush College Road.	Dec 10, 2010 7:51 PM
102	Yes, the turn from Randal on to Brush. I'm sure the school exit is also dangerous. I don't think it falls in this particular study, but the intersection at the corn plant and railroad tracks where the rail yard is now under construction is VERY dangerous. People turning out often can see past the trucks lining up to dump.	Dec 10, 2010 7:51 PM
103	Road conditions around railway line crossings are often hazardous, especially in winter. Trucks passing under the bridge from opposite direction of travel causes problems due to how narrow the underpass is and how fast trucks are travelling	Dec 10, 2010 7:51 PM

2. Are there any safety related issues or concerns that should be addressed as

	Response Text	
104	A traffic light is needed at the entrance to the Randall Research center. It is almost impossible to pull out between 4:30 and 5:30. There will be a serious traffic accident in the future if no light is installed.	Dec 10, 2010 7:51 PM
105	Faries Parkway has very rough crossings due to the rail car crossing. Traffic really gets backed up when the trains block semi trucks from moving in and out of the facilities.	Dec 10, 2010 7:51 PM
106	need at stop light at gate E-6	Dec 10, 2010 7:51 PM
107	The underpass is horrible!!!! Narrow and drains on the narrow road builds up ice in the winter!	Dec 10, 2010 7:51 PM
108	Road is too narrow at the viaduct going under the railroad tracks.	Dec 10, 2010 7:51 PM
109	In turning east from Brush College onto Faries Parkway, the visibility is somewhat limited if there is traffic waiting to turn west from Brush College to Faries Parkway	Dec 10, 2010 7:51 PM
110	under the bridge going south and meeting semi trucks while driving thru there. traffic coming out of Randall center is deadly at 4:30pm.	Dec 10, 2010 7:52 PM
111	Major pot holes are created each year by heavy machinery. Large quantity of ice can be found on both Fairies and Brush College posing very serious threats to safety of any and all drivers.	Dec 10, 2010 7:52 PM
112	SIDEWALKS! Why are there no sidewalks? There should be sidewalks all the way from Fairies Parkway to William street. ON BOTH SIDES of the road and a bike lane to encourage cyclists. The entire city is unfriendly to pedestrians and cyclists. This should change.	Dec 10, 2010 7:52 PM
113	yes, when traveling north on brush college to faries, if the light is green and then changes to yellow / red, the green turn arrow stays on, but cars traveling south are still turning onto faries. if cars traveling north and cars traveling south both think they have the right of way, there could be an accident. accurate traffic lights would be very important on any improvement done.	Dec 10, 2010 7:52 PM
114	Making left turns from the research center is very difficult. Also the narrow road way through the underpass seems unsafe when some semi trucks and other large vehicles are coming through in the opposite direction, some often take up more than their share of road space.	Dec 10, 2010 7:52 PM
115	The road really needs to be widened. A turn lane needs to be lengthened at Brush College and William Street.	Dec 10, 2010 7:52 PM
116	make the underpass wider before someone gets in a wreck?	Dec 10, 2010 7:52 PM
117	See question #11.	Dec 10, 2010 7:52 PM
118	I think that there should be a traffic light to the entrance of JRRRC	Dec 10, 2010 7:52 PM
119	The train tracks are an area of safety concern for drivers as the road is severely damaged where the tracks are.	Dec 10, 2010 7:52 PM
120	I have almost been hit and have observed someone else almost being hit trying to get out of JRRRC. Please don't let someone get killed due to tired people trying to get home in a hurry! People use the turn lane as a "speedy" way to get past traffic from the North. I live in the area near LSA; I know how quickly people travel and how little they care if someone gets hurt - it's that way here, too.	Dec 10, 2010 7:53 PM
121	This past year, the pot holes caused several problems. Thankfully, it is better now. The amount of traffic trying to get through the underpass is a safety issue. The volume of traffic going up and down the small hills during bad weather creates problems. Employees trying to pull out from JRRRC is a safety issue.	Dec 10, 2010 7:53 PM
122	There should be stop lights At the entrance of JRRRC Similiar to what Cat has on 27th street	Dec 10, 2010 7:53 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
123	The underpass for the railroad tracks is too narrow for all the semi traffic and not safe for pedestrians.	Dec 10, 2010 7:53 PM
124	a stop light at the entrance to the research center would help reduce congestion. reduce speed signs or postings regarding ice/slick spots along the corridor. I wrecked my car because of ice on pavement along the railroad underpass!	Dec 10, 2010 7:53 PM
125	Too many railroad tracks are in poor condition. Too many pot holes. These have a lot of wear and tear on vehicles. Need a light at Randall Center during peak times.	Dec 10, 2010 7:53 PM
126	Safety issues are: the underpass is to narrow, the road needs to be four lane like it is at both ends to help with congestion, the road is not maintained well during winter causing accidents on the south end.	Dec 10, 2010 7:53 PM
127	There are blind spots due to the hills near the elementary school. Traffic may be stopped in front of the school waiting on the light at Williams St., but you cant tell for the hill.	Dec 10, 2010 7:53 PM
128	Someone will be killed one day trying to leave the Randall Center between 4:30 and 5:30 PM. It desperately needs a stop light.	Dec 10, 2010 7:53 PM
129	The width and weather conditions at the underpass.	Dec 10, 2010 7:53 PM
130	Consider the school traffic which starts after 8:00 am and at 2:30 pm.	Dec 10, 2010 7:53 PM
131	It is so tight through this corridor for rescue vechicles to get through.	Dec 10, 2010 7:54 PM
132	No - thanks for fixing the RR crossing!!	Dec 10, 2010 7:54 PM
133	Yes. Lately there have been numerous vehicles running the light on red. Just yesterday there were 2 cars that went after my light was green so their light had to be red for a long time but they came on through the intersection. This is a daily occurrence and very dangerous.	Dec 10, 2010 7:54 PM
134	A traffic light is needed at the E6 ADM entrance. This is a very dangerous interestion with many accidents	Dec 10, 2010 7:54 PM
135	Consider not using the neighborhood east of Brush College because there are many children that live in that neighborhood and play there. When the traffic is the most heavy in the evenings it is the same time as children are arriving home on the Bus. Often times now the traffic will take James street to get around the congestion and they don't consider the children when speeding down the road to beat the traffic.	Dec 10, 2010 7:54 PM
136	Flashing yellow lights for days when vapors are blowing west across Brush College. Sometimes visiblity is minimal for several hundred feet.	Dec 10, 2010 7:54 PM
137	cant leave JRRRC in a safe manner	Dec 10, 2010 7:54 PM
138	Yes, I think there needs to be more communication with the train engineers. For example, I've been in situtations where There is a train on Faries (blocking north and south traffic) and a train by gate E6 (closer to Hubbard, which is out of the scope of your survey). How am I supposed to get out of Brush College when the two trains are present? What if an ambulance or fire truck was blocked entry/exit because of the two trains?	Dec 10, 2010 7:54 PM
139	people turning into Bioproducts go up to the concrete area to turn around to come back so they dont have to wait in the line of grain trucks to turn left... trucks from ADM trucking have to manouver between 4 lanes and cannot get up close because of the train tracks	Dec 10, 2010 7:54 PM
140	There is a safety issue with the employee's trying to turn left out of the Randall entrance when traffic is high.	Dec 10, 2010 7:54 PM
141	I was just rear ended on brush college road when I was headed north and stopped at a train at the rail road tracks before Richland. The visibility was awful because of the fog from the plant. I was at a complete stop and the person who hit me was going at least 50 and said they did not see me until they hit me.	Dec 10, 2010 7:54 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
142	Put a stop light in at Gate E6 - there have been many accidents caused by semi-trucks pulling out of the plant onto Brush College. Also, the turn lane to turn south off of Faries onto Brush College when headed from ADM seems to be very backed up due to heavy conjestion. This back up of traffic often blocks the intersection and even blocks the second lane headed West on Faries.	Dec 10, 2010 7:54 PM
143	No light at the JRRRC entrance is incredibly dangerous - I have seen so many accidents and near misses, that I have lost count. Due to people avoiding Brush College Road, several people use the back entrance/exit for JRRRC - this has caused several problems for those neighborhoods experiencing the increased traffic.	Dec 10, 2010 7:54 PM
144	the underpass and train tracks way too narrow	Dec 10, 2010 7:54 PM
145	The road is in terrible condition, which could cause damage to tires and cars, causing safety concerns.	Dec 10, 2010 7:54 PM
146	Gate E-6 exit is dangerous due to heavy north south traffic/high speed/lack of controlled interection before Hubbard and Faries.	Dec 10, 2010 7:54 PM
147	In the winter, if there is ice on the road, coming down the hill at the light of Brush College to William Street can be a bit dangerous.	Dec 10, 2010 7:55 PM
148	The railroad underpass just north of ADM JRRRC is horribly dangerous and I fear at some point this narrow passage will be the site of a fatal accident. I have often witnessed semi trucks nearly clipping mirrors while passing in opposite diretions and numerous passenger vehicles nearly colliding with the curb on the east side or the guard rail on the west in attempts to avoid approaching large trucks. Last year I had to assist a fellow JRRRC employee whom wrecked her car into the guard rail due to hitting large ice chunks near the curb as she attempted to avoid oncoming trucks.	Dec 10, 2010 7:55 PM
149	I feel the underpass is extremely unsafe - I have witnessed large vehicles crossing under at the same time and their mirrors meeting and flying off. During the winter months it is not kept clear and is extremely slick; my car has slid going at a snails pace.	Dec 10, 2010 7:55 PM
150	The exit/entrance from ADM onto Brush College is very dangerous. The traffic is often heavy and it is difficult to see past a car turning the opposite way. Desparately needs a traffic light with turn arrows.	Dec 10, 2010 7:55 PM
151	The underpass just north of JRRRC is extremely narrow and dangerous. There is no safe way to ride a bicycle on Brush College, especially south of Faries Parkway	Dec 10, 2010 7:55 PM
152	The exit from James R. Randall Research Center onto Brush College Road is extremely hazardous at all times of the day, particularly for ADM employees traveling between the corporate headquarters and JRRRC (e.g. exiting to the north).. ADM has requested a stop light repeatedly at this location. Does someone have to be seriously injured or die before the city will allow it?	Dec 10, 2010 7:55 PM
153	Bridge underneath NS RR yard is too narrow. It seems it is an accident waiting to happen with semis plowing through there in the opposite direction.	Dec 10, 2010 7:55 PM
154	I see the occasional bicycle along Brush College Road, which is nothing short of suicidal; a bike trail, separated from the primary lanes of traffic, would be marvelous. (I'd be tempted to ride myself if it were safely possible, and thus do my part to further reduce congestion.)	Dec 10, 2010 7:55 PM
155	It would be great if there were more than 2 lanes.....esp if cars are broken down, in bad weather, etc.	Dec 10, 2010 7:55 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
156	Consider widening the corridor may help with the flow of traffic. If traffic is heavy, it tends to back up into the intersection of Brush College and Faries Pkwy which can cause safety concerns when people are trying to enter the intersection from the East/West.	Dec 10, 2010 7:55 PM
157	underpass is to narrow	Dec 10, 2010 7:56 PM
158	The underpass is too narrow, with many vehicles clipping mirrors or crashing. Not to mention the ice buildup around the drains. I am shocked that, to my knowledge, no one has flipped a vehicle underneath there yet.	Dec 10, 2010 7:56 PM
159	the underpass is too small for large trucks and other vehicles to pass each other safely.	Dec 10, 2010 7:56 PM
160	Definitely colleagues leaving JRRRC - very hard for them to get out onto Brush College, especially if they are traveling North. The underpass is quite narrow - dangerous when ice forms on the road.	Dec 10, 2010 7:56 PM
161	the potholes between William and Faries... over the summer, sections were redone, however waiting to see the effects for first snow/rain/salt to the patches the timing of the traffic lights on Brush College.... particularly those coming south on BC to turn east onto Faries.... the green arrow for those drivers with the green light for those going north on BC, the green arrow for south to east either overlaps the green light for north or the drivers coming south to east do not stop when the arrow is gone. There needs to be more lag time.	Dec 10, 2010 7:56 PM
162	the multiple turn lanes at the intersection of Faries and Brush College create congestion when traveling south onto Brush college after Faries.	Dec 10, 2010 7:56 PM
163	Biggest safety concern is a head on collision in the underpass. This is a very narrow stretch and when semis are coming through there it doesn't leave a lot of room for error. It get's worse during the winter if there is any icy conditions.	Dec 10, 2010 7:56 PM
164	winter times seems to be the worst. The under pass on Brush College Rd. is very bad with all the ice, snow and high traffic.	Dec 10, 2010 7:56 PM
165	There have been many close calls at the JRRRC entrance when the cars are build up past the JRRRC entrance. Someone would stop to let out an employee and there would be a car flying down the center lane that is not visible until almost too late. It is also very difficult to see cars coming from the south when the cars are built up at the entrance of JRRRC when we pull out onto the road. When employees have to wait a long time to leave the entrance of JRRRC they tend to take more risks in trying to get out onto Brush College road as well. The other option is leaving JRRRC out the back entrance, but the neighborhood behind us is already angry at the flow of ADM traffic on their streets.	Dec 10, 2010 7:57 PM
166	if you come from the adm facility in the east and move from faries to brush leading to williams there is a lot of traffic in the evening so everyone tries to pass that intersection pretty fast. not a problem if you have a green arrow. but if there are cars coming from faries parkway trying to go right onto brush leading to south they tend to make a turn on red and run right into the oncoming traffig which has caused quite some dangerous situations, so a no turn on red sign would probably be of help	Dec 10, 2010 7:57 PM
167	Getting out of JRRRC at 4:30 to 5:30pm onto Brush College is a safety hazard because traffic is so heavy going south on Brush College that - turning south - you have to dart out into traffic when the smallest gap avails itself. Going North from JRRR onto Brush College at this time is even worse	Dec 10, 2010 7:57 PM
168	The biggest issue is the underpass.	Dec 10, 2010 7:57 PM
169	I would like to see dramatic improvement in the Fairies Parkway rail crossings just west of the intersection with BCR and Fairies. These crossings are very rough and can contribute to accidents as motorists move within the lanes to avoid the rough spots.	Dec 10, 2010 7:57 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
170	Challenge regarding possibly widening the road given the railroad overpass as well as the existing buildings, etc. that are already there. Would like to see the section of the overpass widened as it is difficult with wider trucks.	Dec 10, 2010 7:57 PM
171	As I mentioned before, the railroad underpass is too narrow. This whole road should be 4 lanes. If there could be a 4 lane overpass instead of a narrow 2 lane underpass, that would be much safer	Dec 10, 2010 7:57 PM
172	The railroad tracks are a hazard to vehicles traversing them.	Dec 10, 2010 7:57 PM
173	There seem to be a high rate of incidents heading south on Brush College to the Williams St. intersection. Part of the reason is the high traffic, the lighted intersection, and the downward grade preceding the intersection. When the weather changes there are always small fender benders there.	Dec 10, 2010 7:57 PM
174	The width of the underpass and the continual water leak on the east side.	Dec 10, 2010 7:57 PM
175	The viaduct over Brush College is narrow and dangerous when icy.	Dec 10, 2010 7:58 PM
176	Most would agree that the underpass is extremely narrow (especially considering days of rain and ice) and requires ninja type focus and nascar driving skills to enter and exit safely, and the employees of ADM do this on a daily basis.	Dec 10, 2010 7:58 PM
177	Underpass next to adm west plant.	Dec 10, 2010 7:58 PM
178	I believe the main entrance to the JRRRC is a safety concern. Sometimes people stop to let you out and you think it's ok to go and then find out there is another car coming the other way. I'm surprised there aren't more accidents in front of the building then there are.	Dec 10, 2010 7:58 PM
179	under pass needs to be wider	Dec 10, 2010 7:58 PM
180	Widen the lanes in the underpass on brush college by the ADM West Plant because they are so narrow.	Dec 10, 2010 7:59 PM
181	The RR tracks need repaired on Faries Parkway. The cause of the standing water and ice on Faries Parkway in the westbound right lane needs to be repaired. Lighting and standing water in underpass should be addressed.	Dec 10, 2010 7:59 PM
182	If possible, please make the underpass on Brush College a little wider.	Dec 10, 2010 7:59 PM
183	The tunnel needs to be wider. The lines painted on all the roads are faint and need painted. It is very hard to see, especially when it is dark, and/or raining.	Dec 10, 2010 7:59 PM
184	The rail road trussle is too narrow and icy in winter.	Dec 10, 2010 7:59 PM
185	The entrance to the BioProducts plant, shared with cars and heavy trucks, is hazardous, particularly when turning South on to Brush College Road. IT is particularly hazardous when trucks are backed up and waiting in the center lane of Brush College.	Dec 10, 2010 7:59 PM
186	A stop light at the Brush College Road entrance of JRRRC would be helpful during normal working hours (8AM-5PM). Leaving JRRRC during those hours can be complicated.	Dec 10, 2010 7:59 PM
187	The pass under the railway is quite narrow, which created safety concerns, especially with trucks.	Dec 10, 2010 7:59 PM
188	The underpass is very narrow, even after being widened. Very scary, especially in the winter on icy roads. Rail traffic also presents a great challenge as well as the high frequency of slower semi traffic.	Dec 10, 2010 8:00 PM
189	The underpass - The road may be the correct width, but it just seems way too narrow when you are passing a semi who is going the other way. In winter there is a buildup of ice on the east wall that flows onto the roadway that causes a "hump" of ice that is then dangerous to cross.	Dec 10, 2010 8:00 PM
190	The road is very narrow as you travel through the underpass.	Dec 10, 2010 8:00 PM
191	BioProducts entrance needs studied.	Dec 10, 2010 8:00 PM

2. Are there any safety related issues or concerns that should be addressed as

	Response Text	
192	Because southbound traffic often backs up and because there is a depression in the road, it is often difficult to see oncoming traffic until I'm already in the intersection. I'm genuinely worried about pulling out in front of an oncoming car at that intersection.	Dec 10, 2010 8:00 PM
193	Brush College School and its students	Dec 10, 2010 8:00 PM
194	need to put a stoplight at entrance of JR Randall	Dec 10, 2010 8:00 PM
195	The entrance to the Biochem Plant off of Brush College Road has been a location of frequent accidents due to the high volume of truck traffic and railroad tracks.	Dec 10, 2010 8:01 PM
196	IT IS VERY DANGEROUS BETWEEN 4:30PM AND 5:00PM.	Dec 10, 2010 8:01 PM
197	Coming mainly from the north and turning east on Faries, there are some truck entrance and exit issues on to Brush College.	Dec 10, 2010 8:01 PM
198	Definately the underpass on Brush College. When semi's go thru if they were to cross the center line your vehicle would be hit.	Dec 10, 2010 8:01 PM
199	Exiting JRRRC onto Brush College to make a left hand turn is virtually impossible and dangerous at peak hours.	Dec 10, 2010 8:01 PM
200	entrance and exit of ADM Trucking and along rail road tracks (north gate)	Dec 10, 2010 8:01 PM
201	Other than the freshly repaired crossing, all of the crossings along the ware are atrocious and have been know to cause damage to vehicles.	Dec 10, 2010 8:02 PM
202	Under pass is to narrow would be nice to have a widened over pass like Stayleys if possible.Would feel much saver with all of the semi trucks and congestive traffic within the corridor.	Dec 10, 2010 8:02 PM
203	The underpass is extremely dangerous - especially with the flow of Semi's.	Dec 10, 2010 8:02 PM
204	Going out of JRRRC always pose a risk when you have to turn left to Brush College due to the vehicles coming on both sides.	Dec 10, 2010 8:02 PM
205	I believe that the corridor is dangerous. With the large trucks that paa through that area at all times of the day, and the road conditions during the winter a potential issue is there.	Dec 10, 2010 8:02 PM
206	I think gate E6 is a very hazardous intersection. I have been working here 3 months and have already seen 3 accidents at that gate.	Dec 10, 2010 8:02 PM
207	See answer to Question 11	Dec 10, 2010 8:02 PM
208	Due to the level of traffic traveling south past ADM JRRRC in the evening, it is very difficult to turn left from ADM onto Brush College safely. I know many people who would like to see a stoplight at this intersection before someone is seriously injured.	Dec 10, 2010 8:03 PM
209	There is a drain under the underpass that doesn't appear to drain properly creating black ice on the road in cold weather. (Travelling from the south)	Dec 10, 2010 8:03 PM
210	The railroad underpass is too narrow.	Dec 10, 2010 8:03 PM
211	The traffic light situation at the entrance to JRRRC described above.	Dec 10, 2010 8:04 PM
212	Yes, particularly turning north out of the JRRRC drive during heavy traffic. At times traffic will stop to let a car out to turn north. At those times sight lines are poor for the turn lane and northbound traffic. At times cars moving into the turn lane to turn East across from JRRRC present a hazard to the car turning north out of JRRRC through traffic that has stopped to allow the entry.	Dec 10, 2010 8:04 PM
213	The underpass is very dangerous - the large trucks and some cars drive over the line in the underpass. I am suprised no one has been killed in a head on wreck there (or maybe there has been?)	Dec 10, 2010 8:04 PM
214	Again the underpass is very narrow particularly when you meet a truck. The trucks do not slow down so you just hold your breath and hope everything turns out OK.	Dec 10, 2010 8:04 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
215	During the winter months since Brush College south of the Fairies pky intersection has a lot of hills there are a high number of fender bender accidents, because cars/trucks slide into the car/truck in front of them. especially closer to the William Street intersection. It is helpfull having the center turn lane, but somewhat dangerous since some of the business are just on the other side of the hill and cars come over the hill not being able to see that there is a car stopped waiting to turn.	Dec 10, 2010 8:05 PM
216	Driving is much higher than posted speeds. Need more lighting	Dec 10, 2010 8:05 PM
217	The Fog from cooling tower 5 can obstruct vision depending on weather conditions.	Dec 10, 2010 8:05 PM
218	brush college school and the pedestrain traffic	Dec 10, 2010 8:06 PM
219	I would suggest exploring the use of alternative pavements, as the road is prone to developing very large potholes due to the volume of traffic, weight of trucks, and apparent drainage issues.	Dec 10, 2010 8:06 PM
220	The under pass needs to be wider before someone is hurt	Dec 10, 2010 8:06 PM
221	Very much so. Everyday I feel as though I need to hold my breath when passing under the viaduct. This location is very danagerous and needs to be addressed. I find this area VERY unsafe in the winter time with patches of ice that develop on the east side of the road. I also find myself in fear of being hit by one of the semi's that think they should go down the center of the road under the via duct.	Dec 10, 2010 8:07 PM
222	It is hard to turn left out of the JRRRC building when going to Corp. People take risks that they shouldn't.	Dec 10, 2010 8:07 PM
223	Tiny bridge to go under and turning south on brush college from Fairies when the lanes merge into one.	Dec 10, 2010 8:07 PM
224	Ability to make a left turn out of the Randall research Center onto Brush College Rd.	Dec 10, 2010 8:07 PM
225	Semi traffic at gate E6 during the day at several different times causes safety issues at Brush College due to a lack of visibility of southbound traffic when attempting to travel south out of the exit.	Dec 10, 2010 8:08 PM
226	One of the safety concerns is pedestrian traffic. Although not frequent, pedestrians walking around the intersection of Brush College Road and Fairies Parkway put themselves at risk due to the lack of sidewalks, markings, and pedestrian walkways.	Dec 10, 2010 8:08 PM
227	Exiting the ADM Research facility onto Brush College Rd is another road hazard that needs to be addressed. The traffic traveling on this road makes it almost impossible to exit the facility. The alternative is to exit out the back of the facility and use residential roads, thereby also endangering the residents of that neighborhood, regardless of posted speed limits.	Dec 10, 2010 8:08 PM
228	Turning south on brush college from Fairies between the hours or 4:30 and 5:30 is extremely bad as the road quickly merges to one lane from 2 turn lanes	Dec 10, 2010 8:08 PM
229	trying to depart out of the JRRRC is almost impossible during business hours with all the traffic. Accidents happen all the time in front of the plant entrance by the rr tracks on north brush college due to no traffic control.	Dec 10, 2010 8:09 PM
230	Trucks entering and leaving Brush College Road at the ADM Trucking terminal and crossing five lanes of traffic when turning north out of the terminal. Also, cars entering and leaving the housing addition along Brush College due to the traffic load. There have also been several near misses from the JRRRC personnel trying to turn north to go to the corporate offices.	Dec 10, 2010 8:09 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
231	<p>1. The 'underpass' on Brush College between where JRRRC is located and the intersectoin of Faries is grossly tight. It is nerve wrecking to drive through there with a car headed in the opposite direction coming towards you.....let alone a semi.</p> <p>2. When the arrow is green for the drivers turning east on Faries Parkway (from heading north on Brush College), drivers turning east on to Faries Parkway (from heading south on Brush College) continue to go. I am not sure if the lights are not synched properly or if they are just not obeying traffic laws. This is a big concern....happens on a daily basis.</p> <p>Thank-you!!!</p>	Dec 10, 2010 8:09 PM
232	The left turn lane off of Faries Parkway westbound onto Brush College southbound is two lanes narrowing to one lane under the viaduct. This causes extra congestion at the intersection and is dangerous as cars try to merge to one lane.	Dec 10, 2010 8:09 PM
233	If there is a fire or other emergency how are they to get through to someone in need of attention?	Dec 10, 2010 8:09 PM
234	The entrance to ADM Trucking on N Brush College Road needs a traffic light. It is very difficult for the semi-trucks. There is also a railroad crossing where the trucks need to exit which prevents them from being able to pull up to the road which further increases the difficulty of exiting.	Dec 10, 2010 8:09 PM
235	The rail bridge going South on Brush College from Faries Parkway toward William Street is very narrow. With high traffic, it becomes a hazard.	Dec 10, 2010 8:09 PM
236	We need a stoplight at Randall. It is very dangerous making that left turn north on Brush College, particularly in darkness or bad weather.	Dec 10, 2010 8:09 PM
237	When turning left onto Brush from Faries, its two lanes merging to one, most times when the light turns red there are still cars left in the intersection which is a safety issue.	Dec 10, 2010 8:10 PM
238	The contractors leaving the gates along Brush College will pull out infront of on coming traffice to the point you will have to come to a complete stop so you don't hit them.	Dec 10, 2010 8:10 PM
239	The biggest risk is to those leaving the Randall center at the 4-5PM hour.	Dec 10, 2010 8:10 PM
240	This is the only exit we have, the back exit through the park can be very dangerous in bad weather and that concerns me if there is a emergency to leave this area, with 500 others trying to get out of here in case of an emergency with the trains , traffic !!! traffic needs to flow alot better than what it does now.	Dec 10, 2010 8:10 PM
241	Quality of roads, Faries Parkway in particular, is very poor	Dec 10, 2010 8:10 PM
242	Yes, I see at least (2) safety issues. One, it's a matter of time before someone pulls out in front of someone else @ JRRRC and people get hurt really bad or killed. Two, the underpass is so narrow & the trucks are usually going at a pretty fast speed (as well as some of the cars) and about half of the time people are close to the center line because of the wall and bumps that there is no room for correction and that seems like another accident waiting to happen.	Dec 10, 2010 8:11 PM
243	the space under the bridge is too narrow and many trucks pass under.	Dec 10, 2010 8:11 PM
244	Traffic light at J R Randall Research Center	Dec 10, 2010 8:11 PM
245	It is more dangerous than I like, trying to see both directions and with the traffic from the street across from the entrance to JRRRC. Often, the traffic is so heavy that it takes a very long time for all three traffic directions to be clear enough to go. Sometimes, I have to cut the timing closer than I'm comfortable with just to go.	Dec 10, 2010 8:11 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
246	The portion of Brush College which goes under the railroad bridge East of the West Plant is very narrow. It is easy to identify drivers who have not passed through there before or very often because they either drive very slow (not a problem), or they drive through the middle of the underpass (major problem). If the city is going to take the time and money to make changes to Brush College, a change to this bridge/underpass should definitely be taken into consideration.	Dec 10, 2010 8:11 PM
247	Traffic Speed	Dec 10, 2010 8:11 PM
248	VERY VERY severe traffic and safety issues when leaving ADM Randall Research Center in the afternoon anytime between 3:00PM and 5:00PM. I typically go out the back way out of my way because it is VERY DANGEROUS and I get really trying nervous trying to turn left. Unfortunately, the congestion is caused by other ADM locations in the area leaving work at the same time. So it would be my thought for ADM to help pay for putting in a stop light in front of Randall. I HATE TO THINK THAT IT WILL TAKE THE LOSS OF ONE PERSON TO CONSIDER DOING THIS!	Dec 10, 2010 8:12 PM
249	The railroad trestle north of James Randall Research Center. It is very narrow and does not leave much room for a car and a semi!	Dec 10, 2010 8:12 PM
250	Very difficult to leave JRRRC through the front entrance due to high levels of traffic and if turning north rather than south on Brush College, it can be very dangerous and has caused accidents.	Dec 10, 2010 8:13 PM
251	A traffic light at Randall research	Dec 10, 2010 8:13 PM
252	yes when leaving the plant the fog and no stop light to get out in the traffic.	Dec 10, 2010 8:14 PM
253	Safety issue - drainage issues under the Brush College bridge - it is always wet and in the winter the water freezes causing a huge ice bump under the bridge (going north) - this is VERY dangerous, especially for those unaware that there could be a problem.	Dec 10, 2010 8:14 PM
254	When merging from two lanes to one into the corridor from the north, there are some near misses of cars squeezing in at the last moment. I am guilty of this myself.	Dec 10, 2010 8:14 PM
255	The underpass is always questionable as it is narrow and you have to meet the grain trucks.	Dec 10, 2010 8:14 PM
256	High trailer traffic on icy road	Dec 10, 2010 8:14 PM
257	The narrow underpass on Brush College is potentially the most hazardous.	Dec 10, 2010 8:14 PM
258	Ice around the underpass in between William and Faries. Poses potential colisions on the way to work from the south.	Dec 10, 2010 8:14 PM
259	A traffic light at Brush College and Gate E6 would be the best addition.	Dec 10, 2010 8:15 PM
260	People going East on Faries Pkway turning right and not stopping when traffic is turning (Right) South onto Brush College and the 2 lanes are going down into a one lane road immediately.	Dec 10, 2010 8:15 PM
261	Dangerous to exit the JRRRC lot and pull out onto Brush College. Traffic is fast and heavy.	Dec 10, 2010 8:15 PM
262	It can be difficult making a left turn out of JRRRC, Brush College School and the various side streets. There are times it is safer to make a right turn and take a longer way around	Dec 10, 2010 8:16 PM
263	When you have extremely heavy traffic flow around the hours of 4:30 to 5:00pm, exiting the entrance at JRRRC can be hazardous. For those turning south bound exiting JRRRC it creates a blind spot for those exiting JRRRC turning north bound to the oncoming north bound traffic already on Brush College Road.	Dec 10, 2010 8:17 PM
264	would like to see a stop light leaving J.R.R.R.C. onto brush college road	Dec 10, 2010 8:17 PM
265	The entrance to gate E6 with excess traffic from grain trucks and employees is dangerous and should be addressed with this study.	Dec 10, 2010 8:17 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
266	The E-6 guard shack by the railroad tracks.	Dec 10, 2010 8:17 PM
267	Brush College Road south just before Williams street intersection can be dangerous in winter if there is snow or ice on the road. The steep decline to the intersection allows for cars to slide and there is very little room to avoid an accident.	Dec 10, 2010 8:18 PM
268	Add traffic light at ADM gate E6 entrance.	Dec 10, 2010 8:18 PM
269	See question #11.	Dec 10, 2010 8:18 PM
270	lane reflector markers in the road service. all of the streets in the area should have those put in when improvements are being made	Dec 10, 2010 8:18 PM
271	Going under the underpass during icy weather can be dangerous. There are areas over to the side that are frozen and I am always afraid of sliding into an oncoming vechile.	Dec 10, 2010 8:19 PM
272	Trucks turning out of ADM Trucking facility at certain times of the day is very dangerous A traffic light should be installed and operating during peak times.	Dec 10, 2010 8:19 PM
273	The intersection at Brush and Faries regarding vehicles turning. It seems cars traveling north on Brush turning left on Faries do not have the right to turn left...meaning vehicles traveling south on Brush that want to turn right do so without regard to other vehicles and some times without regards to the light turning red.	Dec 10, 2010 8:19 PM
274	I am surprised no one has been killed there.	Dec 10, 2010 8:20 PM
275	Underpass is dangerous, to narrow.	Dec 10, 2010 8:20 PM
276	There needs to be a wider under pass on Brush College.	Dec 10, 2010 8:20 PM
277	Trucks trying to enter or exit ADM facilities create safety hazards.	Dec 10, 2010 8:21 PM
278	The fact that most ADM colleagues I've seen leaving JRRRC do so with little to no regard for other traffic nor the school that is next to them. I've seen employees drive down Brush College at well over the speed limit and barely slow down for children in crosswalks. I think an overpass for children would be highly beneficial because it is only a matter of time before someone (most likely an ADM employee) is going to cause the injury or death of a child.	Dec 10, 2010 8:22 PM
279	Truck traffic is really bad along there and with an elementary school along that same street the chances of accidents are high. Also pulling out from the entrance of the JRRC onto Brush college during peak travel hours in the AM and PM are disasters waiting to happen.	Dec 10, 2010 8:23 PM
280	ADM plant entrance. People will die here.	Dec 10, 2010 8:24 PM
281	The railroad underpass is too narrow. Also, water draining from above often forms ice sheets on the pavement in the underpass.	Dec 10, 2010 8:25 PM
282	The railroad underpass	Dec 10, 2010 8:25 PM
283	Left turn out of James R. Randall Research Center are very difficult during peak traffic hours.	Dec 10, 2010 8:26 PM
284	Viaduct is too narrow. Recent road repair project failed to put down new striping. Lane markings and reflectors would be a big improvement.	Dec 10, 2010 8:26 PM
285	Under pass under rail road on brush college too narrow	Dec 10, 2010 8:26 PM
286	The entrance to the ADM Bio-chem plant is the worst area on Brush College road and needs a stop light to regulate traffic flow in and out of the plant.	Dec 10, 2010 8:26 PM
287	When exiting JRRRC(ADM) I have to wait upwards of 8 minutes to get onto brush college road, and then I usually have to race across to continue north and beat the semis coming up the hill.	Dec 10, 2010 8:26 PM
288	When ADM employees use the left turn lane from Faries to Brush College and Brush College turns into single lane. I see more people that won't let the other people over and about cause accidents daily! it's crazy.	Dec 10, 2010 8:26 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
289	Turning North out of JRRRC between 4-5:30 is extremely difficult, and at times impossible. Turning South is also an issue.	Dec 10, 2010 8:26 PM
290	When Brush College goes into one lane after Faries Parkway it can be dangerous but I have not seen very many accidents.	Dec 10, 2010 8:27 PM
291	One of the safety concerns is the ability to turn onto Brush College Road after 3:30pm. Because the flow of traffic is consistently steady and the vehicles are travelling faster than 30mph, navigating and turning left onto Brush College is always a challenge. I was visiting one of the Chicago suburbs in November of this year and they had a similar issue with the company I was visiting. The Police Dept was strategically stationed to direct traffic for the heaviest congestion times - for about an hour. This solution relieved the congestion and allowed for safe emergence onto the thorough fare.	Dec 10, 2010 8:28 PM
292	The underpass seems to be too narrow and bumpy	Dec 10, 2010 8:28 PM
293	The traffic gets so congested, especially around 4:15pm between William St and Faries Parkway that near-misses for rear-end collisions are high. It is very difficult for cars to turn on Brush College from Randall Research Center and other roads either in the mornings or at the end of the work day.	Dec 10, 2010 8:29 PM
294	When trucks are in the current viaduct - it's pretty frightening for drivers due to the corridor's limited width.	Dec 10, 2010 8:29 PM
295	Underpass is narrow and dangerous.	Dec 10, 2010 8:29 PM
296	School zones and truck traffic, the big trucks can't stop on a dime and also the entrance to Jan's East End Grill, people pulling in and out or stopping half in the road.	Dec 10, 2010 8:30 PM
297	Very difficult to turn left (North) out of the JRRRC driveway onto Brush College Road at most popular traffic times (morning 7:30 - 8:30 am; 11:30 - 1:00 pm, and 3:30 - 5:30 pm) during the work week.	Dec 10, 2010 8:30 PM
298	The underpass is too narrow.	Dec 10, 2010 8:31 PM
299	The left turn lane going east on Faries Pkwy, it needs to be marked better. People turning north onto Brush College Rd from the left lane tend to go to the right lane during the turn, cutting people off.	Dec 10, 2010 8:31 PM
300	Every day tractor trailers travel brush college and it is a narrow bridge that one must cross under, would be nice if that was widened. Also, on Faries Parkway in the north lane by the junk yard there is some sort of water leak that builds up ice in the winter and has created a large pothole year round.	Dec 10, 2010 8:31 PM
301	Fog from the BioProducts cooling tower dropping visibility to nothing	Dec 10, 2010 8:31 PM
302	Stop light should be installed at the exit of James R. Randall Research to prevent traffic jam.	Dec 10, 2010 8:32 PM
303	Traffic Light @Randall accessing Brush College would help whe leaving, especially during rush hours.	Dec 10, 2010 8:33 PM
304	Icey places near the underpass.	Dec 10, 2010 8:33 PM
305	I have observed frequent, dangerous risks being taken to jet out in front of an oncoming line of traffic to make the Northbound turn out of JRRRC. Traffic does not stop, and if it backs up from the William Street light, cars will move up and block the JRRRC entrance and not let you out. One also has to watch for traffic coming down the Southbound turning lane if someone does let you out. Visibility is very limited when everyone is waiting at this junction.	Dec 10, 2010 8:34 PM
306	There have been several accidents in front of or near JRRRC. A signal placed at the Brush College entrance would enhance overall safety.	Dec 10, 2010 8:36 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
307	The two lane left turn lane from Faries onto southbound Brush College creates hazards as drivers have no idea of how to use signals to merge...why have two lanes merge back to a single??? Traffic pulling out of Randall Research Center causes serious congestion and risks when trying to allow a left turn out of the drive...again not everyone is willing to allow such a courtesy...a light here would be nice.	Dec 10, 2010 8:36 PM
308	Commuters coming from JRRRC and turning N onto the corridor generally move into the South bound lane and then face traffic hazards when turning North onto the corridor.	Dec 10, 2010 8:36 PM
309	It would be nice if you could safely ride a bike to work. It is not possible at this time to ride a bike safely from any direction.	Dec 10, 2010 8:36 PM
310	IF ADM WERE TO RELOCATE THEIR CORPORATE OFFICE TO THE DECATUR BELT LINE BRUSH COLLEGE WOULDN'T BE AS CONGESTED.	Dec 10, 2010 8:37 PM
311	The narrow corridor under the train overpass is dangerous during inclement weather. The condition of the entire study corridor road is poor.	Dec 10, 2010 8:40 PM
312	The underpass width should be considered as it is very narrow.	Dec 10, 2010 8:40 PM
313	In bad weather, especially in darkness during the winter, trucks are a major safety concern on Brush College Road. In the mornings, I have had my arrival to work delayed many times by competing truck traffic at Williams and Brush College. And in heavy rain or snow, I think it's a serious safety issue.	Dec 10, 2010 8:41 PM
314	In the evening, a turning out of James Randall Research Center onto Brush College, especially heading north, is very dangerous as there are little to no gaps in traffic. Visibility from Research Center drive is also poor because vehicles waiting to turn northbound and southbound can't see past each other.	Dec 10, 2010 8:41 PM
315	The tunnel under the rail yard is very narrow and always wet. Seems dangerous.	Dec 10, 2010 8:41 PM
316	Overpass on Bruch College needs attention and is dangerous. Turn lane and light time Westbound on Faries Parkway at the intersection of Brush College needs lenthened.	Dec 10, 2010 8:41 PM
317	see above! the tracks at Brush college and faries was finally fixed and that helps from getting rear ended! thank you for that.	Dec 10, 2010 8:41 PM
318	A traffic signal at the Randall exit would be nice.	Dec 10, 2010 8:42 PM
319	People drive crazy, fast and they won't let in and they run the lights most of the time	Dec 10, 2010 8:42 PM
320	under passed	Dec 10, 2010 8:43 PM
321	One day during the summer, while roadwork was being done in front of JRRRC, I witnessed a shovel truck working over the tops of passing traffic; the traffic passed under the shovel as it swung over the top of the lane.	Dec 10, 2010 8:46 PM
322	The underpass north of the JRRRC entrance is very narrow and dangerous.	Dec 10, 2010 8:47 PM
323	The double turn lane from Faries Pkwy. into the southbound lanes of Brush College causes several near miss accidents daily durning rush hour after work.	Dec 10, 2010 8:48 PM
324	Cars/semi's travel at a high rate of speed down Brush College at all times of the day, making it difficult to gauge when it is safe to exit the James Randall Research facility. Add to that the heavy congestion and it is a severe accident just waiting to happen.	Dec 10, 2010 8:49 PM
325	TRAINS at NOON and at 3PM	Dec 10, 2010 8:50 PM
326	The way Brush College Road bottle necks down two one lane heading south from the intersection of Brush College Road and Faries Parkway	Dec 10, 2010 8:51 PM
327	A stoplight at ADM research might slow down the northbound traffic.	Dec 10, 2010 8:52 PM

2. Are there any safety related issues or concerns that should be addressed as

	Response Text	
328	the underpass is a disaster waiting to happen. Turning left from Faries onto Brush between 4:30 and 5 pm traffic backs up way to far, creating surges and even congesting the right lanes trying to turn right to the north.	Dec 10, 2010 8:52 PM
329	exiting the ADM Randall research facility onto Brush College road between 5-5:30 is extremely difficult due to traffic congestion and creates dangerous conditions because drivers start takign chances to get out into traffic.	Dec 10, 2010 8:52 PM
330	It can be dangerous and a very long wait leaving JRRRC around 4:00 - 4:30pm exiting from JRRRC onto Brush College because of the massive amount of southbound traffic on Brush College. I traffic light there during peak periods would be nice.	Dec 10, 2010 8:53 PM
331	The entrance of traffic from JRRRC is always a hazard given the amount of traffic on Brush College Road	Dec 10, 2010 8:53 PM
332	The viaduct on Brush college is a concern; it's much too narrow for the amount of traffic on that road, esp for semi trucks.	Dec 10, 2010 8:54 PM
333	A traffic light should be put out in front of the Research building, so it can allow for safe exiting from the site. The green light timing should be adjusted for traffic exiting off of Brush College Rd. onto William Street, so there is a smooth and fluid flow of traffic leaving ADM at the peak times of the day.	Dec 10, 2010 8:54 PM
334	The underpass between Williamstreet and Faries Parkway is kind of narrow. A separate lane for bicycles a long the road would be very nice (and healthy)...	Dec 10, 2010 8:56 PM
335	A light is desperately needed at the entrance to the ADM Randall Center.	Dec 10, 2010 8:56 PM
336	Underpass is very narrow and seems dangerous	Dec 10, 2010 8:57 PM
337	Truck traffic and the fact that folks ride bicycles on the street is very dangerous.	Dec 10, 2010 8:58 PM
338	Fog, Truck traffic trains	Dec 10, 2010 8:59 PM
339	A light at the research entrance, or a widening of the road that will decrease the inability to merge into traffic.	Dec 10, 2010 9:00 PM
340	The underpass is definitely TOO NARROW. It seems so dangerous at times, especially when bigger vehicles such as school buses and semi trucks are passing though.	Dec 10, 2010 9:00 PM
341	If coming from corporate office on to Faries parkway and then trying to turn south on to brush college, there are 2 lanes that merge into one and the under pass is extremely narrow.	Dec 10, 2010 9:02 PM
342	the merging of lanes @ faries pkwy and brush college	Dec 10, 2010 9:02 PM
343	When leaving work at 3:30PM traffic can be so conjested that it can take up to 15 minutes to get out of JRRRC.	Dec 10, 2010 9:02 PM
344	Seems to be lots of speeding thru thru the intersection from the Westbound lane of Faries Parkway heading to ADM Corporate. People on cell phones not watching traffic.	Dec 10, 2010 9:03 PM
345	Gate E6 needs a stop light! 1st Priority!	Dec 10, 2010 9:06 PM
346	A stop light should be put in at the entrance of the JRRRC.	Dec 10, 2010 9:07 PM
347	Making a left out of JRRRC is dangerous at congested periods.	Dec 10, 2010 9:08 PM
348	When the train sits across the intersection at Faries and Brush College roads. Cars are backed up in front of Randall Research and people will pass underneath the underpass just to get to the intersection to turn east or west. (Waiting on a head on collision at a high rate of speed)	Dec 10, 2010 9:09 PM
349	Turning left onto northbound Brush College Road at rush hour is almost always not safe.	Dec 10, 2010 9:10 PM
350	The tunnel is too narrow and is a hazard during bad weather when passing oncoming large trucks.	Dec 10, 2010 9:10 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
351	Conditions of the road, not right now they just fixed it but they shouldn't wait so long to fix it! The holes get pretty big and tear up your car, one of these times its going to throw someone into their windshield!	Dec 10, 2010 9:11 PM
352	The entrance to ADM Research (JRRRC) seems to be a safety hazard in itself. I have witnessed several accidents (usually evening) specifically at that entrance. Perhaps a stoplight is needed? In addition, Brush College is not an easy road to travel in the winter - especially with the location of the underpass.	Dec 10, 2010 9:12 PM
353	Narrow under the rail bridge when meeting a semi.	Dec 10, 2010 9:12 PM
354	A stop light is needed at the entrance to ADM - JRRRC to safely handle traffic in late afternoon.	Dec 10, 2010 9:12 PM
355	Anytime you are turning in/out of JRRRC, Brush College School, or other business, it is dangerous with the congestion, speed and truck traffic. The underpass is dangerous in slick weather as it is not wide enough for safety. The entire corridor needs to be widened and turn lanes added.	Dec 10, 2010 9:13 PM
356	by the railroad tracks just south of hubbard gets very tricky with all the semi trucks driving by. And on some mornings the semi trucks will be lined up way back towards hubbard, and have to sit and wait to enter ADM property. This creates a problem for impatient drivers who will pull out of line, and turn in front of the waiting trucks, or drive down to the first place to turn around and come back. There has to be some kind of answer for this... maybe a truck lane and lights? or just lights to make that area safer anyway. the answer to #11 is also a safety related issue. The entrance to JRRRC is also very congested and difficult to get in and out of. If someones car were to stall there it would be disasterous!	Dec 10, 2010 9:14 PM
357	A lot of truck drivers speed along the Brush College Road corridor or the truck drivers are running red lights and /or pulling out in front of cars. Since traffic is the highest during 7:00am to 8:00 am and from 4:00 pm to 5:00 pm this is very dangerous.	Dec 10, 2010 9:14 PM
358	The road under the NS line between Williams and Faries streets on Brush College is extremely narrow and is a big concern for safety to me. It needs widened so that it is safer. It is snug with just 2 cars meeting each other, but when meeting a truck it is dangerous.	Dec 10, 2010 9:17 PM
359	see number 11. and during ice and snow conditions going through the underpass is dangerous due to ice build up on the sides of the road through the underpass	Dec 10, 2010 9:19 PM
360	i think it would be much safer for people leaving JRRRC if there was traffic light at the entrance which would work at the busier times of the day, like 7:30 to 8:00 am. and 4:30 to 5:15pm. some people are nice enough to let people out on Brush College, but most of the time it does not happen.	Dec 10, 2010 9:20 PM
361	I think it is a safety issue driving through the underpass when a semitruck or other large vehicle is driving through from the other direction. I am also concerned about people driving above the speed limit.	Dec 10, 2010 9:20 PM
362	The underpass is very narrow. People tend to drive very fast through there. Also, during the winter at the north end of the underpass water congregates and turns to ice. It is very dangerous.	Dec 10, 2010 9:20 PM
363	Making a left turn out onto Brush College at the end of the day is quite hazardous. You can't see the northbound traffic until you are into the lane.	Dec 10, 2010 9:21 PM
364	Yes, the under pass is way to narrow, its almost like closing your eyes and hoping someone doesn't side swipe you as you drive through.	Dec 10, 2010 9:21 PM
365	There is always a big patch/chunk of ice going North. It seems as though there is not alot of room I'm surprised that no one has crashed in the under pass	Dec 10, 2010 9:22 PM

2. Are there any safety related issues or concerns that should be addressed as

	Response Text	
366	The underpass under the railroad tracks south of Faries is narrow and trucks will often cross the line (even though they don't need to) and there is no where for a car to go. I'm surprised there aren't more accidents there. Also, the cooling towers east of Brush College make a lot of fog (especially in the winter). For North bound traffice it is dangerous, especially when a train is crossing the road to the north of the towers. I'd like to see some train signal to the south of the cooling towers that alerts drivers that traffic is stopped ahead because of a train. Coming out of the fog at 40 or 50 mph and then realizing that traffic is stopped is too late.	Dec 10, 2010 9:22 PM
367	The people driving to and from ADM . most drive like idiots and frankly they should have radar along the road that would take pictures of cars speeding and then issue them tickets. I think the workers leaving the plant that have to cross the street should have a tunnel like the one by gate 5.. the caution lights have helped but i have seem so many ppl come close to hitting someone crossing, because the driver isnt paying attention.	Dec 10, 2010 9:26 PM
368	Already explained it in the previous pages, but the extremely narrow underpass between William and Faries is a major issue when it comes to safety.	Dec 10, 2010 9:30 PM
369	The underpass between Brush College and William Street Road is very narrow. It can be pretty tight when semi-trucks and cars are moving in opposite directions but are under the underpass at the same time.	Dec 10, 2010 9:34 PM
370	Traffic coming south from under the overpass on Brush College speeds up to close any gaps in traffic by the time it reaches JRRRC. This makes it very risky to turn out onto Brush College Rd. from JRRRC.	Dec 10, 2010 9:35 PM
371	The underpass is dangerous. People drive over 10 miles over the speed limit through there, including very large trucks. If the underpass could be widened, then that would make things much safer.	Dec 10, 2010 9:36 PM
372	People drive too fast on Brush College Road. You could get a great payback by putting a speed camera on Brush College Road. During ice/snow conditions safety is impaired by the speeds many people travel on Brush College. 60 plus in the 45 MPH area.	Dec 10, 2010 9:37 PM
373	See above as bicycling from the Mount Zion area to the Richland Community College area takes at least a 6 mile detour to have even a relatively safe journey and is really impossible for a truly safe ride as the city never adapted any safe bicycling corridors in these areas. The complete absense of side walks North of Faries deems pedestrian access impossible also.	Dec 10, 2010 9:37 PM
374	The School Crossing at Brucsh College School; Currently the underpass is tight quarters.	Dec 10, 2010 9:41 PM
375	in the winter the underpass on brush college gets very icy	Dec 10, 2010 9:41 PM
376	It would be helpful if the trees/folige that line the south side of Faries Parkway could get trimmed back as there is a bend in the road on the way in to the ADM front gate.	Dec 10, 2010 9:42 PM
377	a stop light is needed at the JR ADM Research center. the road in NOT safe for walkers or bikers. this needs big improvement.	Dec 10, 2010 9:42 PM
378	There are alot of cars that run the lights at William and Brush College and also at Faries Parkway and Brush College. Also also of semi-trucks that come from (West) William St can't make the turn onto Brush College due to space. And last, alot of cars stop and let people out of Jan's Grill which almost causes accidents due to people just turning the corner and then having to make a sudden stop as cars ahead are letting Jan's customers out.	Dec 10, 2010 9:43 PM
379	Trying to avoid the semi-trailers and the extra traffic around the ADM complex can be very tricky at times.	Dec 10, 2010 9:44 PM
380	The underpass is very dangerous due to the narrow passage way.	Dec 10, 2010 9:45 PM
381	There is a need for a traffic light at the entrance to JRRRC from Faries Parkway.	Dec 10, 2010 9:49 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
382	The underpass. It is narrow with Semi traffic. It gets very icy along with the hill .	Dec 10, 2010 9:50 PM
383	Hard to see traffic when turning left anywhere along Brush College	Dec 10, 2010 9:51 PM
384	No room for error when driving through the underpass. It's tight.	Dec 10, 2010 9:54 PM
385	Traffic control lights should be installed where the contractors exit ADM by Stripmasters and at ADM gate E-6. Both of these areas are busy at certain times of day and very unsafe for merging traffic, particularly left turns.	Dec 10, 2010 9:56 PM
386	People on bicycles travel in the traffic lanes. Very dangerous situation. Need a bike path along Brush College.	Dec 10, 2010 9:59 PM
387	Narrow lanes in the railroad underpass are dangerous.	Dec 10, 2010 10:04 PM
388	The underpass on Brush College by the West plant is a major bottle neck and tight spot.	Dec 10, 2010 10:08 PM
389	The west bound traffic turning left on to brush college has two left turn lanes merging into one lane. That isn't a pleasant situation. The multiple tracks right in a row on farries, west of brush college cause a concern b/c there are no guard rails that drop down, just lights flash.	Dec 10, 2010 10:11 PM
390	The narrow passage in the underpass of the rail road tracks. The rail road crossings are nice now that they are fixed. A traffic light needs to be installed at the entrance to the BioProducts gate on brush college.	Dec 10, 2010 10:12 PM
391	Driving North on Brush College cresting the hill and encountering a vehicle turning east into the Gas Station, Oh course the underpass which has been a hazard sine the early 80s, Ice build up at the base of the underpass	Dec 10, 2010 10:14 PM
392	congestion going West on Faries and turning onto Brush College. Two lanes turning from Faries and goes down to one prio to the underpass. Speed. traffic entering from plants East of Brush College is a hazard at 5:00 PM. many risk takers to get onto Brush College	Dec 10, 2010 10:16 PM
393	I don't think you can change the speed at which people drive, they travle very fast. All of ADM corporate think that they are too good to get pulled over.	Dec 10, 2010 10:16 PM
394	The railroad underpass between William to Faries Parkway is extremely dangerous. It is too dark when entering making it difficult for eyes to adjust. It is too narrow and cross traffic often cross center line. Pot holes, falling rain, and ice are commonly encountered. If an accident happens all of these factors will increase the odds of it being fatal.	Dec 10, 2010 10:21 PM
395	there needs to be traffic lights at the entrance to ADM's Gate E6	Dec 10, 2010 10:23 PM
396	Several. Fog and vapor originating from the ADM cooling tower located on the east side of Brush College Road south of the Gate E6 entrance. Heavy trucks entering and exiting the ADM Gate E6 entrance; this is also a primary entrance for ADM employees, contractors and delivery vehicles. The truck traffic in the center turn lane causes delays for entering and exiting which in turn causes people to make poor decisions. With traffic in the center lane, there is reduced visibility for vehicles leaving ADM to turn south. At shift exchanges, there is increased traffic from the south which causes backups at Gate E6 for vehicles trying to enter and exit. The trucks trying to enter from the north often block the center turn lane which prevents vehicles that want to go southbound after exiting. There are also safety issues related to the long delays caused by train switches at the Gate E6 entrance - long lines of vehicles stack trying to enter from the north and those trying to exit to the north. The long lines and delays by vehicles stacking in the center turn lane from the north also prompt vehicles to go south beyond Gate E6 and make u-turns and return north; there are limited places to do this safely. Given the type and quantitiy of traffic on this road, the lighting should be improved between Rea's Bridge Road and Faries Parkway.	Dec 10, 2010 10:38 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
397	While pulling out of James R. Randall, it's easier to pull out south...then I drive through the neighborhood to get back to Brush College to go north.....it's almost impossible to safely turn north out of James R. Randall many times a day.	Dec 10, 2010 11:04 PM
398	TO MUCH CONGESTION,LOT OF QUICK STOPS AND GO TRAFFIC. ACCIDENT IN WAITING	Dec 10, 2010 11:05 PM
399	stop light in front of jrirc and bio	Dec 10, 2010 11:16 PM
400	Do away with the Brush College School crosswalk. A overhead walkway would provide safer access to the school for the students.	Dec 10, 2010 11:17 PM
401	The double left turn lane when heading west on Faries and turning onto Brush College going south immediately merges into a single lane on Brush College. In my opinion there should not be two left turn lanes on Faries due to the immediate reduction down to one lane after turning south at this intersection. This is a ongoing safety hazard especially if during the end of work day rush hour as aggressive drivers try to use it to jockey for position. Also the narrow underpass on Brush College is a concern especially when meeting a large truck. I have even experienced a bicycle coming through at the same time as two vehicles. There is really not enough room. Also flooding concerns at the underpass.	Dec 10, 2010 11:22 PM
402	The biggest safety issue is the underpass on Brush College. If it can't be widened, then truck traffic should not be allowed to use it.	Dec 10, 2010 11:31 PM
403	The road surface under the RR bridge has been improved but the width is just not safe with the amount of semi traffic. The road from Faries Pkwy to Williams should be make 4 lane plus a center turn lane.	Dec 10, 2010 11:32 PM
404	The underpass is very narrow and it's scary to go through when a truck is coming the other way. In the wintertime it gets even more narrow due to the plowed snow on the sides of the road.	Dec 10, 2010 11:33 PM
405	The rail underpass is very narrow and quite scary when meeting a Semi going the opposite direction....which happens frequently	Dec 10, 2010 11:39 PM
406	The underpass is extremely narrow, oftentimes floods, and is hazardous. There are times in the winter that traffic cannot make it up the hill from the underpass due to icy conditions. If there is a train in the morning at Brush College and Faries, traffic is backed up to William Street. This causes hazardous conditions at the William Street and Brush College intersection. There have been numerous accidents caused by ewcessive traffic at this intersection in the morning which is compounded by the customers entering and leaving the gas station.	Dec 10, 2010 11:53 PM
407	Underpass is too narrow.	Dec 11, 2010 12:10 AM
408	need a traffic light at JRRRC!	Dec 11, 2010 12:57 AM
409	4:30 - 5:00 Turning left (north) out of Randall Research Center can be frustrating and thus hazardous.	Dec 11, 2010 1:02 AM
410	The tunnel under the train tracks is a major hazard.	Dec 11, 2010 1:11 AM
411	As many times as I travel through the underpass (2 times a weekday), I still get nervous with the tight squeeze through the small space. Especially with semi trucks traveling the opposite direction.	Dec 11, 2010 1:25 AM
412	Large amount of Semi's (grain trucks) lined up around 7:00 am at gate E6 (traveling south on Brush) trying to enter ADM. I know this is north of the specified corridor but in my opinion also a large safety concern. This exit / entrance (Gate E6) should be equipped with traffic light.	Dec 11, 2010 1:27 AM
413	Motorcycle awareness and truck traffic issues	Dec 11, 2010 1:46 AM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
414	when meeting a semi at or in the underpass it is a tight fit more so when two semis meet. it also seems more semis are traveling south on brush college to william street than ever before.	Dec 11, 2010 2:16 AM
415	See response to above	Dec 11, 2010 2:21 AM
416	Need wider lanes on Brush College	Dec 11, 2010 3:06 AM
417	Narrow passage at the underpass between Brush College Rd. and William St.	Dec 11, 2010 5:21 AM
418	It is only a matter of time before someone gets seriously injured or killed leavinf this gate (E6) There have been several wrecks over the years. I dont understand why there isnt a traffic light there?	Dec 11, 2010 5:27 AM
419	Taking a Left out of E6 is the least safe thing I do every day.	Dec 11, 2010 5:32 AM
420	winter driving at william and brush college and the hill at the stop light	Dec 11, 2010 5:37 AM
421	Safety at Gate E-6 has become a major concern. There have been accidents with people getting frustrated and turning south into heavy traffic and Bang. So far no one has been killed. The big issue is semi trucks from the pre weight and sample area turning left into E6. Then you get a train and the backup is clear to the Richland intersection. Rerouting truck traffic is a major issue. The new rail yard on the west across from E6 is going to make more traffic. I am sure a stop light has been considered and it might help some but as long as the semi's come south and turn left across traffic into E6 there will always be the chance of a major accident.	Dec 11, 2010 6:03 AM
422	gate E-6	Dec 11, 2010 6:41 AM
423	the school zone can be quite treachurous	Dec 11, 2010 7:39 AM
424	The Under pass, is a major concern.	Dec 11, 2010 7:51 AM
425	Stop light at JRRRC entrance? Widening of underpass on BC. Stop light at entrance to Bioproducts gate.	Dec 11, 2010 8:51 AM
426	Turning left at the JRRRC engrance at 4:30pm or 7:45am is very dangerous. At 4:30pm southbound traffic backs up from William street and will leave a gap through which a left turn can be made but it is difficult to see northbound traffic through the backed up cars. Also, south bound cars turning East into the road across from the JRRRC entrance have caused collisions.	Dec 11, 2010 1:11 PM
427	The underpass is too narrow, trucks often hug the center line or cross it in fear of the concrete sides.	Dec 11, 2010 1:39 PM
428	Grain Trucks coming from William st going north on Brush College. People talking on cell phone. Trains blocking William st and Faries.. Underpass very close to on coming traffic.	Dec 11, 2010 1:46 PM
429	Although I come to work from I-72 to Brush College (I live in Forsyth), when I leave ADM Randall Building, I go the back parking lot through the back neighborhood to William Street, then wait to turn left onto Wm Street, to go back to the light at Wm and Brush College, turn left back onto Brush College to head north back to I72. I do all of this because I cannot pull out of the ADM main entrance on Brush College and turn left. The volumn of traffic is so heavy that the wait is extremely long and very dangerous to pull out. THERE SHOULD BE A STOP LIGHT WITH ARROW TO TURN LEFT OR RIGHT OUT FO THE ADM RANDALL MAIN ENTRANCE. TOO MUCH TRAFFIC. The hill near the school and Subway makes it hard to see what is coming and the tunnel makes it hard to judge the pace of traffic. IT IS A DEATH WAITING TO HAPPEN.	Dec 11, 2010 2:13 PM
430	Entrance and exit from gate E-6	Dec 11, 2010 2:14 PM
431	The underpass on Brush College needs to be widened.	Dec 11, 2010 3:06 PM
432	The corn trucks going into Gate E-6, lined up 6 or 7 deep not allowing people turning south to exit gate. We are very lucky that no one has been seriously injured or killed.	Dec 11, 2010 3:16 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
433	I think something that needs addressed is the cars coming from the north and turning left onto faries parkway. They turn left on green when cars coming from the south are turning right onto faries parkway. If a car is coming from the south and they have the green arrow to turn right the cars from the north are turning left in front of them. This needs addressed before someone gets hurt.	Dec 11, 2010 3:34 PM
434	Yes, the flow of traffic gets long and congested all along Brush College Road from William Street to Faries Parkway and with that congestion brings safety issues especially during bad weather and particularly under the railroad underpass where there are patches of ice most of the time. One time, I was traveling under the railroad underpass and hit a patch of ice and my car spun around, and I was then in the opposite lane and heading in the other direction. Pretty scary!! So yes, definitely safety issues that should be addressed. Widening Brush College Road and making drastic changes to the railroad underpass would be something I would highly recommend.	Dec 11, 2010 3:49 PM
435	When traffic gets backed up at the underpass between Faries and Williams (going either direction) it becomes very hazardous as oncoming traffic does not know traffic is stopped until they start down the hill.	Dec 11, 2010 4:20 PM
436	The railroad underpass is the bottleneck for traffic traveling both northbound and southbound on Brush College Road.	Dec 11, 2010 5:12 PM
437	The underpass is too narrow.	Dec 11, 2010 5:32 PM
438	the underpass is too narrow for cars and semis, and when it ices it is a real treacherous area.	Dec 11, 2010 9:27 PM
439	Wife and both work for ADM. But different shifts and different places. Would be great if could carpool, but cant. Something needs to be done about the exit on to Brush College from the JRRRC! Someone is going to get killed one of these days especially beteen 4:30pm to 5:15pm.. It is crazy trying to turn left (north)onto Brush colleg. Hardley anyone stops and lets you exit and if they do, then you have to look out for some bozo either getting into the center lane or even on the right side so they can pass, because they don't want to wait. I know there is a another exit we can use at the back of JRRRC but that leads into a residential area and the it can be just as bad trying to turn east onto William St.. And if I am picking up my wife, this is not pratical at all. Like I said before, this is a very dangerous situation, just come out and do a time study some evening and you find out for yourself.	Dec 11, 2010 10:29 PM
440	Brush and 48 is very dangerous i got hit by a semi there 3 years ago	Dec 12, 2010 12:12 AM
441	When traffic is backed up when trains are blocking roads we see on occasion drivers driving through turn lanes. Suggest strict enforcement of traffic laws, barriers to divide road where turn lanes are so people do not use these as driving lanes, widening of road and underpass under train bridge by oil refinery. Speed pumps and flashing caution signs should be considered where congestion, limit or eliminate truck traffic from Brush college road by James Randall. Not uncommon to see trucks speeding after grain delivery to plants.	Dec 12, 2010 1:07 AM
442	none	Dec 12, 2010 2:07 AM
443	Yes!!! - Speed - as a result of the poor traffic light timing drivers race from Faries if there are no vehicles immediately ahead ofthem, in an attempt to 'make' the light at Williams before it changes. This creates risk to drivers attempting to merge on to Brush College from JRRRC and other access locations, where there is insufficient visability to gauge a vehicles approaching speed from the underpass. Have seen a few very close calls on several occasions. Impatient drivers anxciuos to head home are taking greater risks in attempting to get ahead of the traffic from Faries.	Dec 12, 2010 3:46 AM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
444	My main concern along with most others I assume is the railroad underpass is so narrow that it is a major safety concern, bad enough when normal vehicles go by one another traveling opposite directions, and increasingly so when one or more large vehicles (semi- tractor / trailers) go by each other in opposite directions.	Dec 12, 2010 9:25 AM
445	The underpass floods easy and is very icy up the hill... accidents are very likely. Now they have built up the tracks by the underpass, which will make for flooding easier.	Dec 12, 2010 12:36 PM
446	Need to have some kind of stop light or other traffic control at the entrance/exit of the James R Randall facility onto Brush College. A left hand turn out of the facility at any time of day; and especially at 4:30pm is near impossible and very dangerous.	Dec 12, 2010 1:29 PM
447	seems to me that we have alot of inexperienced truck driver going through the Brush College underpass. Numerous drivers use more than half of the underpass when they have plenty of room. The underpass in general needs to be wider but I also understand the major undertaking it would be to complete this sort of project.	Dec 12, 2010 4:11 PM
448	There has been alot of accidents due to people getting in a hurry due to all the traffic.	Dec 12, 2010 5:49 PM
449	At some times of the day, turning nothbound from JRRRC is extremely risky and also aggravating.	Dec 12, 2010 8:12 PM
450	ADM Bio Gate E6 requires a traffic stop/light and fog lights.	Dec 12, 2010 8:12 PM
451	Attempting a left turn from JRRC is a crap-shoot. There needs to be a signal installed that is weight sensitive so that if a vehicle is waiting to turn left, a signal can stop the cross traffic to allow a left turn.	Dec 12, 2010 11:07 PM
452	The under pass is narrow when semi-trucks pass through.	Dec 13, 2010 2:50 AM
453	Cars exiting the James Randall Research Center after 430p have problems turning on to brush college due to all the traffic. A stop light may be beneficial.	Dec 13, 2010 3:14 AM
454	yes----grain trucks "parked" in the center lane from the north turning into ADM gate E-6. This is a real hazard for cars.	Dec 13, 2010 5:22 AM
455	the condition of the road after each winter is not good at all...and it can also get very icy under the bridge.	Dec 13, 2010 12:17 PM
456	Entering/exiting gate E-6 @ Bio-products all day	Dec 13, 2010 12:23 PM
457	bridge on brush college between faries and william street is too narrow exspecially with the semis going thru there	Dec 13, 2010 12:27 PM
458	The narrow underpass while traveling south from Faries Pkwy toward William St. There is not enough room to navigate away from oncoming traffic if they veer over into the opposing lane.	Dec 13, 2010 12:46 PM
459	REPLACE THE UNDERPASS	Dec 13, 2010 12:57 PM
460	We need a traffic light at our entrance on Brush College. The traffic to the light at William Street gets backed up past our entrance and I've seen people take some scary chances pulling through that traffic line.	Dec 13, 2010 1:01 PM
461	The RR overpass bridge is a bit narrow.	Dec 13, 2010 1:06 PM
462	Employees leaving Randall Research Center (JRRRC) have difficulty exiting onto Brush College Road because of heavy traffic.	Dec 13, 2010 1:06 PM
463	The underpass is too narrow.	Dec 13, 2010 1:13 PM
464	Gate 6	Dec 13, 2010 1:21 PM
465	The narrow lanes through the underpass just north of the James R Randal Research Center. It's close with cars and worse with the grain and chemical truck traffic.	Dec 13, 2010 1:25 PM
466	Railroad underpass on Bruch College is narrow and a traffic hazard due to the large number of semi trucks that use Brush College Road.	Dec 13, 2010 1:25 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
467	I believe that there is a safety concern at the railroad crossing at Brush College Rd and Fairies Pkwy. There are many times during any given week that a train is on the tracks for; (in my opinion and many others) way too long. During this time there is no way to get around the delay other than turning around 180 degrees and traveling miles out of your way; so people wait for the train to pass. As the train is setting on the tracks; traffic is backing up which presents a greater possibility of a vehicle accident accuring. Also, if something were to happen and someone needed medical attention for any type of Emergency throught the day; there is no way of knowing when the tracks will be blocked with a train. So, in my opinion and I believe it would be safe to say; local residents and other ADM employees opinions...we should evaluate this situation at this intersection along with the other railroad crossings in our community before something tragic happens that could be avoided. Thank you for your time and your concern. Lets be proactive! As we say here at ADM "ZERO INJURIES ARE POSSIBLE"	Dec 13, 2010 1:27 PM
468	Trucks constantly pulling out in front of you. Sometimes almost causing accidents.	Dec 13, 2010 1:30 PM
469	Thanks for patching the road this past year. It was a much needed improvement!	Dec 13, 2010 1:31 PM
470	Turning north out of JRRRC is a problem.	Dec 13, 2010 1:31 PM
471	The truck speed traveling Brush College is a concern. Another concern is the width of the underpass. - especially when the traffic is traveling too fast for conditions.	Dec 13, 2010 1:31 PM
472	The fact that everyone has to come through the same area to get to ADM is a safety concern for me. Everyone trying to hurry and get to the same place creates road rage and people do not always make the best driving decisions. It would be nice if the trucks did not need to use the Gates 3 & 5 which are the gates used by ADM Corp employees.	Dec 13, 2010 1:32 PM
473	It gets nervewracking sharing the underpass with semis when they don't always stay as far to their side of the road as they should. It is very narrow.	Dec 13, 2010 1:40 PM
474	The underpass just north of JRRRC seems very dangerous. The road narrows considerably, and passing under there when there is a truck coming in the other lane can be downright scary.	Dec 13, 2010 1:40 PM
475	The quality of the road surface itself is quite poor; I often try to avoid the road due to worries that the potholes will damage my car's wheels or tires.	Dec 13, 2010 1:42 PM
476	Stoplight at JRRRC	Dec 13, 2010 1:43 PM
477	The bridge just past Ferrys parkway on Brush College is far too narrow, when semi pass under, going the other way can be quite dangerous	Dec 13, 2010 1:47 PM
478	JRRRC should have a stop light for use during high traffic times.	Dec 13, 2010 1:48 PM
479	Yes, need traffic light for JRRRC with brush college rd	Dec 13, 2010 1:48 PM
480	Please consider amending the study to include traffic patterns and entrance alternatives (traffic lights, routes, truck staging, etc.) at Gate E6.	Dec 13, 2010 1:49 PM
481	traffic entering/exiting the filling station at the Brush College/William Street intersection especially vehicles traveling East on William street, turning North onto Brush College and then immediately turning East into the station. traffic entering/exiting the short strip mall on Brush College especialy those exiting turning South. pedestrians crossing Brush College near the grade school safety issues re question 11: Visibility of on-coming South bound traffic limited due to increased traffic and short line of sight to vehicles coming up from the underpass compounded by limited visibility of North bound traffic due to the increased South bound traffic. Noticed mainly between 4:00 and 5:30 PM.	Dec 13, 2010 1:51 PM
482	The underpass in the winter - when it gets icy it is very dangerous in passing of semi drivers. I am surprised no accidents have taken place yet.	Dec 13, 2010 1:52 PM
483	no speed limit enforcement	Dec 13, 2010 1:52 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
484	I think the raised medians that are located in the center of the streets should have attached reflectors at all possible locations. When it is dark, desimanating where the curves of the medians start & finish is an apparent hazzard. I feel this is very important. Thanks for allowing me to express my opinion.	Dec 13, 2010 1:53 PM
485	Anyone trying to turn south out of the ADM BioProduct's facility seem like it would be hard to see around the line of trucks that is sometimes waiting to turn into BioProducts.	Dec 13, 2010 1:55 PM
486	The underpass is very dangerous. Semi trucks fly through there and almost clip cars on a daily basis.	Dec 13, 2010 2:06 PM
487	The converging of lanes is a serious safety issue under the viaduct	Dec 13, 2010 2:07 PM
488	Could the school crossing be made safer?	Dec 13, 2010 2:09 PM
489	The paint on the roads has worn off in places along Brush College and Faries Parkway	Dec 13, 2010 2:15 PM
490	There is very little visibility of the traffic coming South on Brush College to a car facing north in the left turn lane when there is a car facing south in the left turn lane.	Dec 13, 2010 2:16 PM
491	Sidewalk under the bridge is obstructed by vegetation in spring/summer and doesn't drain so it is often flooded. If it were kept clear walking or bicycling would be my choice.	Dec 13, 2010 2:16 PM
492	The fact that the left turn off Faires Parkway onto Brush College (heading south) is two lanes, but it quickly narrows to one lane. Also, it can be hard to get out of the Research center during high traffic, as you cannot see very far in either direction.	Dec 13, 2010 2:19 PM
493	Just south of the Faries Parkway intersection heading south on Brush College it is 2 lane to just before the underpass, this causes alot of congestion at the merge to 1 lane. At 4pm to 4:30pm this is a mess.	Dec 13, 2010 2:19 PM
494	semi-trucks parking in the center lanes waiting to get into corporate main entrance causes dangerous conditions.	Dec 13, 2010 2:20 PM
495	markings for the left lane going East across the Faries Parkway/Brush College intersection are unclear. You can't determine if this lane is supposed to merge right from the far left lane, which branches off into traffic turning left onto Brush College.	Dec 13, 2010 2:22 PM
496	Fearful of accident due to cars darting into traffic on Brush College from side streets north of the BC-Faries intersection around the 5-5:30pm period	Dec 13, 2010 2:22 PM
497	Several run the red light turning on to Faries Parkway from Brush College Road. Several drive 55mph or faster on Brush College from Route 48 to Faries Parkway.	Dec 13, 2010 2:24 PM
498	Yes - the north bound lane is always iced over at the underpass due to leaking ground water. This leaking ground water has been going on since the road was widen many, many years ago.	Dec 13, 2010 2:26 PM
499	Trying to get out of ADM JRRRC on to Brush College is dangerous. A stop sign or some form of traffic control desperately needs to be placed at that point.	Dec 13, 2010 2:27 PM
500	Often times in the evening 4:30 -5, south bound traffic will be backed up from Williams Street to the train viaduct. It is very difficult to make a left out of JRRRC at these times. Sometimes a southbound driver will stop and allow a person turning left from JRRRC out. A problem occurs with the center turn lane in front of JRRRC. This is because fairly regularly a southbound driver will travel in the center turn lane in order to make their left (to head east) in front of JRRRC. Without being able to see and the strong desire to finally be able to make a left from JRRRC, drivers leaving JRRRC have had many "near miss" accidents.	Dec 13, 2010 2:30 PM
501	yes, see above. Also the underpass is too narrow.	Dec 13, 2010 2:35 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
502	Exiting Bio products can be dangerous when there are trucks backed up to pull in from the North and you want to turn south.	Dec 13, 2010 2:37 PM
503	The only alternative exit immediately from Corporate to the North is thru Fairies Park. The conditions of the road and the limits of the capacity raise concern in the event of an emergency. There should be another alternative exit to the North in addition to thru the park.	Dec 13, 2010 2:37 PM
504	Folks needing to exit out of the ADM JRRRC facility - a light needs to be placed here. Widening of the underpass between Fairies and JRRRC.	Dec 13, 2010 2:38 PM
505	the underpass is in horrible condition. is too narrow and in the winter always has thick ice accumulated on the pavement under it and is extremely dangerous!!!	Dec 13, 2010 2:38 PM
506	The relative close ness of the railroad underpass and the dip at the brush college school can impeded visibility and make a traffic light needed. Also a underpass should be installed for the rail road crossing just south of rheas bridge road. The turn from e6 south on brush college needs a light due to traffic, especially on days when the cooling towers hinder visibility.	Dec 13, 2010 2:39 PM
507	before work, people coming from the north continue turning east onto fairies after they no longer have a green arrow; in the evening, people who are turning south from fairies onto brush college do not merge properly from the two left turn lanes	Dec 13, 2010 2:40 PM
508	The entrance to JRRRC is hard to get a clear view to the south (if entering the highway headed north) because of hill	Dec 13, 2010 2:42 PM
509	The road width at the underpass is very small.	Dec 13, 2010 2:42 PM
510	school with children.	Dec 13, 2010 2:42 PM
511	Train trestle underpass is too narrow	Dec 13, 2010 2:43 PM
512	The underpass is very narrow. When travelling south on Brush College and traffic in the straight lane is backed up north past JRRRC, people wanting to turn east start driving in the middle lane from way far back and if you're not really careful and you pull out yourself, you'll probably get hit.	Dec 13, 2010 2:43 PM
513	- the tunnel/underpass at the bean plant near JRRRC significantly slows traffic, even with the new improvements to the storm drainage system. Meeting semis head on is common, and terrifying every time. - when leaving corporate, there are two left turn lanes to get onto South Brush College Road. On the opposite side of the street, cars on Fairies Parkway can legally turn right onto South Brush College Road. This causes three lanes of cars to attempt to enter one, one-lane, 20 mph road.	Dec 13, 2010 2:45 PM
514	the hill before stop light is very dangerous when traffic is backed up on brush college heading to william st. Also the merge lane people using it crossing fairies to get ahead of other drivers.	Dec 13, 2010 2:46 PM
515	1. Employees exiting JRRRC take a risk every day if turning North onto Brush College. 2. Many many times in the 30 years i have driven into ADM I have seen large trucks running through yellow/red lights at high rates of speed (Mainly at Brush college and Fairies Parkway) and mainly Curry Ice and coal trucks.	Dec 13, 2010 2:51 PM
516	the roads in front of the West Plant on Fairies Pkwy are in bad need of repair. Huge pot holes cause tire and wheels problems annually.	Dec 13, 2010 2:54 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
517	The neighborhood south of the Randall Center is quite tired of being part of our traffic pattern and I don't blame them. Although I travel west on William St at the end of the day, I would be happy to go to Brush College and down to William St instead of going through the neighborhood. But until the entrance onto Brush College is made safe and more efficient, I will continue to go through then neighborhood. I certainly hope this is addressed sooner rather than later. The general frustration at the Randall Center is that nothing will be done until something bad happens. I trust that will not be the case.	Dec 13, 2010 2:54 PM
518	I think that people tend to take major risks to get out when they have had to wait for a long time and accidents can easily occur	Dec 13, 2010 2:55 PM
519	Need Lights by gate E-6 on brush college	Dec 13, 2010 2:56 PM
520	Leaving the entrance of JRRRC traveling south during bad weather is risky. Leaving the entrance of JRRRC traveling north during bad weather is just DANGEROUS and never feels safe. Often there are only 2 lanes plowed when there's heavy snow. We often need to pull into the turn lane to get out onto the road without sliding in front of traffic both directions. When that lane isn't open, it is not safe going north at all.	Dec 13, 2010 3:04 PM
521	Traffic lights at JRRRC would be nice	Dec 13, 2010 3:04 PM
522	The bridge is very narrow....nail biting narrow when semi truck goes by.	Dec 13, 2010 3:09 PM
523	Largest safety concern is the rail underpass. Very narrow.	Dec 13, 2010 3:12 PM
524	A traffic control light should be installed for JRRRC exit on to Brush College Road.	Dec 13, 2010 3:13 PM
525	Entering Brush College Road from JRRRC is dangerous and cutting through a residential neighborhood is not a good option	Dec 13, 2010 3:15 PM
526	I have seen people passing in the "middle lane" to get where they are going and almost hit a car that was actually turning.	Dec 13, 2010 3:26 PM
527	When existing JRRRC - sometimes traffic will stop to "let someone out of the research center" but cars will pull around into the turning lane to turn into the subdivision across from JRRRC - and the vision of cars existing JRRRC is blocked from seeing them in the turning lane. I have seen several "near misses".	Dec 13, 2010 3:27 PM
528	The area under the train bridge always looks pretty "iffy". Narrow and appears to be crumbling.	Dec 13, 2010 3:37 PM
529	Well judging from the last batch of concrete work done this fall, big orange signs and wet concrete attract vehicles and people drive right through it. I would recommend larger signs and maybe just close the road all together. An alternative might be to do work at night or in the evening to decrease traffic related incidents due to reduced traffic flow. Yes it is time and a half but how much does a fatality cost?	Dec 13, 2010 3:38 PM
530	Thank you for fixing the railroad at Brush & Faries! What a huge improvement. Because of all the traffic coming to ADM, an alternate route for those of us who take Brush College North on our way home from work would be helpful. Several employees use Christmas Tree road, but it's not any faster than using Brush, and it is a little more dangerous with all the twists and turns.	Dec 13, 2010 3:42 PM
531	Traveling between the Randall Center and the Corporate Office requires making a left turn from the Center on to Brush College. Heavy traffic often causes some drivers to increase the level of risk they are willing to accept. Also, the underpass collects ice in the Northbound lanes at the North end. Traffic speed through the area may need to be reduced.	Dec 13, 2010 3:42 PM
532	Road is dangerous during the winter with ice & snow on the ground. Each year, there are many vehicles that slide sideways down the hill near Jan's East End Grill. Part of it is lack of experience on the driver...part is on the hill itself not being properly maintained during winter storms. In order to prevent accidents, most traveling on the road will go down the hill one vehicle at a time.	Dec 13, 2010 3:43 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
533	Turning from JRRRC onto Brush College either direction between M-F 3:30pm-5:30pm is a risk to life. Additionally sitting at that entrance to brush college you witness frequent accidents and daily near-accidents as cars come under the viaduct and fail to see traffic at a standstill waiting for the William's street light. The residents in the streets off this leg of brush college also suffer long turn waits and great risk sitting in the center turn lane.	Dec 13, 2010 3:45 PM
534	The underpass of the railroad tracks. It is too narrow. Very scary to go through there with a large semi coming at you.	Dec 13, 2010 3:45 PM
535	Traffic pattern around the gate to ADM off of Brush College	Dec 13, 2010 3:48 PM
536	I make a left hand turn leaving JRRRC to go north on Brush College. After work (any time between 4:40 - 5:20 pm) this can be very dangerous.	Dec 13, 2010 3:49 PM
537	The space between the corridor creates anxiety when a semi passes through the same time a car passes. During weather conditions, the corridor seems more dangerous. Also, when trains are sitting above the corridor and I drive through, some anxiety sets in that the support will give in and train will fall on my car. I've heard that it has happened before (maybe at another location).	Dec 13, 2010 4:00 PM
538	If possible it would be great to handle the ice problem on Brush College Road. It appears there are drainage issues that cause Brush College Road to form and sustain ice even when other streets in Decatur do not.	Dec 13, 2010 4:02 PM
539	visibility of oncoming traffic can be blocked at Gate E6. I do not travel to JRRRC often enough for it to affect me, even though I am sure it is just as congested as leaving Gate E6.	Dec 13, 2010 4:02 PM
540	Yes. When driving past the extry for JRRRC if anyone is needing to leave that facility it is almost impossible. Usually a car will stop suddenly to let tehm out. This creates a safety concern for stopping cars.	Dec 13, 2010 4:03 PM
541	The hill just south of randall research facility gets very slick in the winter. Accidents have occurred in the past.	Dec 13, 2010 4:06 PM
542	Drivers who slam on the brakes just before entering the underpass.	Dec 13, 2010 4:07 PM
543	The railroad underpass is always a major safety consideration, especially during bad weather.	Dec 13, 2010 4:09 PM
544	If a train is blocking the Brush College/Faries intersection and backs up the traffic coming north on Brush College, my concern is the only way an emergency vehicle could get access is from East to West. This is a frequent occurrence.	Dec 13, 2010 4:13 PM
545	Brush College becomes congested in large part due to the train bridge and single lanes. It is very tight under there especially with the Tractor/Trailer traffic. This can be a big safety concern, especially in the winter.	Dec 13, 2010 4:18 PM
546	grain trucks, can we just get them off Brush College and Faries Parkway?	Dec 13, 2010 4:26 PM
547	My only concern is that if an emergency vehicle needed to get through and there was a train on the track, they would have to find another route.	Dec 13, 2010 4:31 PM
548	Intersections near highway by auto dealer and truck stop are accidents waiting to happen.	Dec 13, 2010 4:36 PM
549	Traffic tring to get out of JRRRC. People will stop to let cars come out the ones that turn north don't always see cars coming from the south. I have seen alot of people about get hit there.	Dec 13, 2010 4:37 PM

2. Are there any safety related issues or concerns that should be addressed as

	Response Text	
550	The amount of traffic, along with the size of vehicles, appears to justify increasing the number of lanes and the size of the railroad underpass. The current road and rail traffic with construction issues during the upgrade should not impede going forward with this project, though they are valid and should be considered to maintain safe traffic flows. In addition, the project and resulting traffic pattern should allow for the future growth in commuter, rail, and traffic. Given the historical traffic and safety issues, as well as the increasing use of Brush College, this project should be given a high priority for completion as soon as possible.	Dec 13, 2010 4:42 PM
551	It is very hard to see stopped traffic coming over the hill on Brush College going south to 105.	Dec 13, 2010 4:43 PM
552	I don't have any concerns at this time.	Dec 13, 2010 4:54 PM
553	Snow/ice at the intersections of Brush College and William and also Brush College and Faries. It can be very slick at times with all that traffic makes it dangerous.	Dec 13, 2010 5:04 PM
554	The under pass is way to narrow. I hate going under this when other vehicles are coming at you in the opposite lane. I have seen sparks fly where vehicles has grazed the concrete because of the narrow underpass.	Dec 13, 2010 5:14 PM
555	During the winter months, there is ice accumulation on the road located in the underpass. This area ia already a tight squeeze and the ice could cause a major traffic accident.	Dec 13, 2010 5:18 PM
556	Turring out of JRRRC onto Brush college in the morning / evening is very dangerous. Especially making left turns.	Dec 13, 2010 5:22 PM
557	Route 48 and Boyd Rd intersection is becoming Extremely dangerous due to no stoplights.	Dec 13, 2010 5:25 PM
558	the blowing steam from the cooling towers.	Dec 13, 2010 5:33 PM
559	More visible lanes would help. Faires parkway sort of turns into 5 lanes wide just before the intersection. Not many lines to help direct traffic and to keep people from cutting others off.	Dec 13, 2010 5:34 PM
560	It would be safer for vehicles leaving JRRRC if there were a traffic signal. However, without providing more lanes, a traffic signal would only create more congestion along Brush College and at the Faries Parkway and Williams St. intersections.	Dec 13, 2010 5:36 PM
561	horrible roads, potholes	Dec 13, 2010 5:52 PM
562	Two unsafe conditions: 1) The railroad underpass south of Faries Pkwy. is too narrow and often trucks take up the whole passageway rather than slow down. 2) The speed limit should be strictly enforced on North Brush College between 48 and Faries Pkwy. - I am often passed by vehicles and trucks at highway speeds.	Dec 13, 2010 5:56 PM
563	Traffic in and out of Richland Community College should also be addressed.	Dec 13, 2010 6:34 PM
564	Winter ice in the underpass area just north of the Randall Research Center.	Dec 13, 2010 6:41 PM
565	Some drivers do not know that they cannot turn right on a red arrow & that the green left turn arrow for cars turning north from Williams have the right of way	Dec 13, 2010 6:59 PM
566	Semi's passing you under the rail bridge. There are inches between you and a vechile that weights 80,000 lbs. More room is needed.	Dec 13, 2010 7:07 PM
567	Safety. At the bottom of the underpass is a narrow way for both sides to go accross and it is always a bit hairy when you see a semi coming or even two semi's coming (one from each side) and you are right behind one watching. Way too narrow to be considered a safe alternative.	Dec 13, 2010 7:25 PM
568	I feel a stop light should be considered at the entrance of JRRRC. Leaving work in the afternoon is very difficult depending which lane you are turning in. You cannot always see oncoming traffic if you are trying to turn north.	Dec 13, 2010 7:52 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
569	possible lights and/or flashing lights at exit of JRRRC on Brush College Rd.	Dec 13, 2010 8:09 PM
570	It is very hard to turn out of the Brush College Animal Hospital/Subway parking lot and gas station parking lot during the peak to and from work hours (hard to see over the hill turning South on Brush College.	Dec 13, 2010 8:16 PM
571	Vehicles taking risks to make lights at both William/Brush College and Faries/Brush College (running lights, making right hand turns and not yielding to oncoming traffic or traffic turning left who have the right of way (especially true with vehicles traveling South on Brush College trying to turn right onto Faries. It forces vehicles turning left on green to have to yield instead of the other way around.)	Dec 13, 2010 8:30 PM
572	the viaduct and truck traffic, the hills during the winter, the traffic trying to exit JRRRC	Dec 13, 2010 8:37 PM
573	The worst part of Brush College is the underpass and big trucks can create a safety issue	Dec 13, 2010 8:37 PM
574	Area of gate 6, railroad tracks is often congested with grain trucks coming into ADM.	Dec 13, 2010 8:40 PM
575	I am terrified of riding my bicycle along Brush College Rd. with current traffic situation. It is also very difficult to leave JRRRC by car via Brush College between 4:40 and 5:15 pm due to a nearly constant flow of southbound traffic coming from the corporate office.	Dec 13, 2010 9:08 PM
576	No specific concerns.	Dec 13, 2010 9:18 PM
577	roads are rough and train tracks are rough on west side of bruch college in front of adm west plant.	Dec 13, 2010 9:24 PM
578	Between Hubbard and Fairies Pkwy (going towards Fairies Pkwy) at the turn in for the semi's into ADM by the railroad tracks. Semi's get lined up and you cannot see who is making a left turn onto Brush College from ADM until they are in your lane. The semi's lined up block the view.	Dec 13, 2010 9:51 PM
579	With the heavy traffic on Brush College from both directions between 5 - 5:30 p.m., leaving JRRRC and attempting to cross traffic to go north on BC road can be very hazardous.	Dec 13, 2010 9:53 PM
580	When leaving JRRRC between 4:30 - 5:30 and turning south onto Brush College Road, it is impossible to see oncoming traffic traveling south because of the line of cars trying to turn north. Trying to leave JRRRC during lunch time (11 AM - 1 PM) is also dangerous.	Dec 13, 2010 10:27 PM
581	The underpass when meeting other vehicle especially semi trucks. Also in the winter the water leaks create ice making it very dangerous.	Dec 13, 2010 10:31 PM
582	Difficult to make a left turn out of the Randall Research driveway onto Brush College around 4:30 p.m. with all the traffic coming from the north.	Dec 13, 2010 10:51 PM
583	I don't know if this is fixed but last year at the underpass there was a leak (steam maybe?) that cause big ice lumps along the road going north on brush college. I would always swerve towards the middle to avoid it. However, if another car was coming I would just hang on tight to the steering wheel and hope the ice lump wouldn't cause my truck to veer into oncoming traffic. Every year the pot holes are terrible along brush college as well. But my biggest concern is when traveling southbound on brush college approaching william street. That section from the underpass to william street becomes a sheet of ice after it snows and the snow compacts down. People are constantly sliding down that intersection or struggle to go northbound. I don't understand why it's never salted or has sand down - it's a hazardous condition and a highly traveled path...a recipe for disaster.	Dec 13, 2010 11:16 PM
584	I am concerned about the students, teachers, buses and parents coming out of Brush College School. I fear for their safety crossing the road with such heavy traffic as I leave my work location.	Dec 14, 2010 1:10 AM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
585	n/w underpass way to narrow.	Dec 14, 2010 1:43 AM
586	The narrow width of the underpass is a concern when combined with ice / low traction and high traffic. I am glad it is available due to the rail traffic.	Dec 14, 2010 2:11 AM
587	The rail switching at the brush college and faries intersection	Dec 14, 2010 2:22 AM
588	The underpass is too narrow	Dec 14, 2010 4:26 AM
589	Underpass seems too narrow especially when approaching semis coming from the opposite direction.	Dec 14, 2010 1:34 PM
590	it is so tight under the underpass- especially when it is snow/ice covered	Dec 14, 2010 1:40 PM
591	Having a light at the intersection where the entrance to JRRRC would be helpful to coordinate the movement of traffic, slow it down, and create breaks in the flow of traffic for people to be able to pull into the flow from the other side roads and businesses	Dec 14, 2010 1:54 PM
592	the road condition is typically horrible, road patching is useless, you have to dodge pot holes all the time. some of them can pop a tire.	Dec 14, 2010 2:02 PM
593	the railroad underpass is dangerous enough as is but also has a tendency to become slick in the winter and there is nowhere to avoid an accident if somewhere were to slide.	Dec 14, 2010 2:07 PM
594	only the people who seem to think as soon as they leave work, they need to be on their cell phones. They are not paying attention to anything going on around them and they drive like drunks.	Dec 14, 2010 2:09 PM
595	It brings much concern of the traffic while leaving JRRRC as the traffic is highly congested and with long lines of traffic it is difficult to see the traffic that is coming in the other lane.	Dec 14, 2010 2:12 PM
596	I would ride my bike during the summer but there is no safe way to go under the railroad bridge on Brush College. There is too much traffic on the road and too much broken glass on the side walk.	Dec 14, 2010 2:13 PM
597	none that i can think of.	Dec 14, 2010 2:13 PM
598	The underpass is a death trap and it is only a matter of time before someone is killed. Attempts were recently made to smooth the pavement and those changes are good; however, the road desperately needs to be widened or semi traffic should be banned from the underpass. Also, there needs to be a blinking stop light at the entrance of JRRRC. This would help slow traffic in the under pass AND those approaching the delicate school zone in front of Brush College Grade School.	Dec 14, 2010 2:17 PM
599	Fog can be an issue with the right weather on Brush College by ADM, Train traffic at the Gate E6 entrance backs Trucks and cars on Brush college at this location. Problems with Track conditions have recently been remedied with the rework of the Tracks at Brush College/Farries Pkwy, however the untimely train movement backs traffic up from Farries to near the Gate E6 entrance at ADM many days of the week near 5:00 pm, and Also from the Tracks at the Gate E6 entrance to the North side of Brush College before 7:00 am. If a solution can be presented to avoid Train back ups of traffic that would relieve many issues. Stop lights at ADM plant entrances should be looked into, but the E6 tracks will be a challenge.	Dec 14, 2010 2:27 PM
600	The railroad underpass is narrow and dangerous, especially in winter road conditions.	Dec 14, 2010 2:39 PM
601	I try to avoid this road if at all possible...the speed limit is 35 or 40 but to keep up with traffic you have to drive at least 60MPH and with all the semi's it it just too dangerous.	Dec 14, 2010 2:47 PM
602	The narrow underpass is problematic, especially in bad weather. Water leaks onto the pavement and ice builds up.	Dec 14, 2010 2:49 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
603	These roads have always sucked and cost lots of money in car repairs. GET IT FIXED and KEEP IT in GOOD REPAIR.... It is a vital link to very important institutions of Decatur... ADM and RCC... GET-R-DONE!!!!!!!	Dec 14, 2010 2:56 PM
604	Stop light at the entrance to JRRRC.	Dec 14, 2010 3:18 PM
605	The railroad under pass is dangerous and needs improvement.	Dec 14, 2010 3:20 PM
606	read above statement.	Dec 14, 2010 3:54 PM
607	Some people drive like idiots but this study can not fix that.	Dec 14, 2010 3:58 PM
608	The RR underpass is very narrow and dangerous when entering thru it at the same time as trucks.	Dec 14, 2010 4:07 PM
609	the underpass is too narrow. there should be a traffic light at the entrance to Randall Reseach center.	Dec 14, 2010 4:42 PM
610	Ice forming from faulty drainage under the train overpass on South Brush College, causing accidents. Slick roads with traffic congestion, causes accidents. This is one of the busiest area's in Decatur and the roads are always a hazzard in the winter, due to poor clearing.	Dec 14, 2010 5:06 PM
611	The amount of accidents and near misses in this corridor should be addressed. Winter road conditions make the turn onto Brush College Road from JRRRC even more difficult than normal.	Dec 14, 2010 5:26 PM
612	The underpass between Fairies and Williams Street is narrow and trucks pass very fast under there. They blow my tiny car around.	Dec 14, 2010 5:33 PM
613	The area/lanes of road that goes under the railroad overpass is very narrow. Also, it is hard for traffic to merge from two lanes into one lane right before the overpass.	Dec 14, 2010 5:44 PM
614	The entrance/exit of JRRRC. Already, there has been one accident (at least that I know of) at this intersection. Due to high amounts of traffic multiple times a day at this entrance/exit I feel as though a stop sign is not suffecient. The underpass is another safety issue when driving and can get congested. This underpass has also been known to flood in the pass which is a safety concern.	Dec 14, 2010 5:56 PM
615	Because the traffic passing by the entrance to JRRRC is so high during the 7-8:30 and 4-5:20 windows drivers tend to 'dart' into/across traffic trying to utilize any small window of opportunity. During winter months when roads are slick this is especially dangerous.	Dec 14, 2010 7:05 PM
616	Gate E6 into ADM is a very dangerous congested area along brush college.	Dec 14, 2010 7:56 PM
617	The under pass on Brush College is unsafe during rain and snow conditions.	Dec 14, 2010 8:11 PM
618	ABSOLUTELY! I am very concerned that serious bodily injuries or fatalities will result from the present situation. Even when a southbound driver is kind enough to stop at the JRRRC entrance to allow cars coming from JRRRC to exit, oftentimes another vehicle will move into the inner lane to turn down the street that leads east across from the JRRRC entrance. This is very dangerous, as a driver edges out to confirm it's safe to proceed. When a person has many cars waiting behind him/her, it is very stressful to wait and wait to make sure it's safe to pull out. It becomes tempting to take chances and pull out when the distance between you and the oncoming traffic is shorter than what is safely required. PLEASE FIND A SOLUTION BEFORE SOMEONE IS HURT! A stop light seems like a good choice.	Dec 14, 2010 9:10 PM
619	The railroad track areas along the corridor are in serious need of repair. It would also be preferable if the underpass was widened due to the tight space that cars and semi-trucks have to pass through together.	Dec 14, 2010 9:45 PM
620	The school on Brush College should be a safety concern.	Dec 14, 2010 10:07 PM
621	Water on road under the viaduct on the north end east side. The two lanes get narrow with a semi on the other side.	Dec 14, 2010 10:18 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
622	The underpass between Faries Pkwy and William Street is very dangerous and too narrow.	Dec 14, 2010 11:13 PM
623	Narrow lanes under bridge - sometimes icy conditions = hazard!	Dec 15, 2010 8:55 AM
624	semi's crossing center line in the tunnel. water constantly dripping from roof of tunnel, so in the winter you have a frozen bump in the tunnel.	Dec 15, 2010 1:13 PM
625	When travelling to work, trains are a big issue.	Dec 15, 2010 2:30 PM
626	Faries Parkway crossing Brush College has poorly painted lines and a slight curve before the intersection, this often leads cars accidently entering other lanes.	Dec 15, 2010 2:31 PM
627	Water under the railroad bridge becomes icy and could possibly cause a major accident. Two lane road is very tight when traveling north and south. Trucks make it even a smaller lane space.	Dec 15, 2010 5:39 PM
628	The NS railroad underpass. It has been a hazard for the last 40 years.	Dec 15, 2010 7:49 PM
629	The front entrance/exit of ADM JRRRC is a dangerous intersection. Some people try to be kind and let cars out, but other cars can try to go around the stopped car.	Dec 15, 2010 7:58 PM
630	train safety should be addressed. not that there has been a high number of accidents, but because drivers tend to rush to beat the train because they do not want to have to wait for the train to pass.	Dec 15, 2010 8:18 PM
631	The width of the underpass. Many times trucks and other vehicles drive over center line and it is a tight fit for me to meet them in the underpass.	Dec 15, 2010 8:57 PM
632	narrow lanes at underpass	Dec 15, 2010 9:54 PM
633	none	Dec 16, 2010 4:00 PM
634	Blind vision and accidents.	Dec 16, 2010 5:26 PM
635	I wish you could have speed traps all along Brush College there are to many people speeding all the time.	Dec 16, 2010 7:25 PM
636	Rail tracks create congestion at both intersections with Brush College road.	Dec 16, 2010 8:53 PM
637	Narrow roads	Dec 16, 2010 9:24 PM
638	Someone should study the truck traffic alongwith the train traffic crossing Brush College road to see if there are solutions to cut down the traffic.	Dec 16, 2010 9:34 PM
639	The underpass is very narrow and routes opposing lanes of traffic dangerously close together.	Dec 16, 2010 9:35 PM
640	There should be a better crossing area for the school before and after school. The road is too busy for the children to cross. There should be a overhead cross walk near the school, but that JRRRC employees can use too if they want to walk to Subway or the Dinner.	Dec 16, 2010 9:57 PM
641	The narrow viaduct width on Brush College Rd.. The traffic congestion at Rt 48 and the Pilot Truck Stop.	Dec 16, 2010 10:23 PM
642	Because you begin to "bottle neck" when you get to the under pass (heading south on Brush College), many cars & trucks have a ME FIRST attitude and try to go as fast as necessary (not safely) to be in front of you at the intersection of Brush College & Faries Pkwy, especially if there is a semi in front of them. When you get past the under pass you are unable to see more than a few cars ahead of you and IF traffic is not moving or moving very slowly many vehciles will get in the middle (turn lane) and try to get in front of as many cars as they can. When it is icy or snow packed and slick there seem to be a lot of fender benders because you move along fairly quickly then STOP very quickly to keep from hitting the car in front of you.	Dec 17, 2010 2:54 PM
643	I have seen people walking to the plant from along Brush (south of Faries under the bridge) and there is no safe path for them to do so. We need better walking/biking paths for people to get to work. I would bike if it were safe to do so.	Dec 17, 2010 7:06 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
644	clogged with traffic almost around the clock, underpass dangerous to all who travel it	Dec 18, 2010 5:07 AM
645	the underpass needs to be widened some how?	Dec 18, 2010 10:19 AM
646	As I am certain most feel the underpass is too narrow, dark, and congested. As stated earlier, lighting, and lane definition, along with on-going pot-holes are a constant concern. It would be wonderful to have a traffic light at the entrance of JRRRC for the incoming and outgoing traffic for that facility.	Dec 20, 2010 11:52 AM
647	People cutting you off at intersection turning left to Brush College	Dec 20, 2010 2:57 PM
648	See comment above. Very dangerous trying to turn left out of JRRRC onto Brush College. The railroad underpass is very narrow and dangerous - especially if encountering a semi truck. There isn't enough room for them and many times they are over the centerline. The southbound traffic on Brush College that is turning left onto William street going east does not always yield to traffic heading north on Brush College from south of the intersection (Lake Shore/Park Lane). I have been involved in an accident at this intersection.	Dec 20, 2010 7:24 PM
649	I believe the tunnel under the railroad tracks should be widened.	Dec 21, 2010 3:55 PM
650	The congestion when turning left from Faries to Brush College is dangerous, going from two lanes to one, and people trying to get through the short traffic light.	Dec 22, 2010 4:20 PM
651	Rarely do I use Garfield to Faries Parkway. Not being familiar with this entrance to the intersection have nearly cut the inside lane off because of the design and lack of markings	Dec 24, 2010 7:03 AM
652	the underpass and the upkeep of the road (large pot holes that bust tires and bend rims)	Dec 27, 2010 11:51 PM

1. If you wish, please use the space below to make additional comments

Response Text		
1	The main choke point I see is the underpass on the North End of Brush College. I have seen a few fender bender accidents along Brush College and those accidents completely shut down the corridor it seems like. I would hate to see someone seriously injured and the emergency crews not be able to access them.	Dec 10, 2010 7:46 PM
2	The trains should do their moving at a different time other than peak adm start time and end time.	Dec 10, 2010 7:47 PM
3	Having a bike lane, or widened sidewalk, along brush college would be nice. At the moment, the chances of someone getting seriously injured while riding a bike to work or along brush college/faries parkway is way too high. Brush college corridor is too industrial, as that is the area that ADM operates within. It would be great to divert truck traffic or accommodate truck traffic with specific lane usage.	Dec 10, 2010 7:49 PM
4	Brush college is horrible and probably always will be. if there are not new lanes added or at least widened lanes there will still be problems.	Dec 10, 2010 7:49 PM
5	I would like to see the underpass replaced.	Dec 10, 2010 7:50 PM
6	It's just normal traffic.	Dec 10, 2010 7:50 PM
7	JRRRC really does need a traffic signal for the employees there. People stopping in the middle of the road to let JRRRC employees out is a safety hazard. Also, when turning from William St. onto Brush College, it is extremely congested and very dangerous, especially during winter months with ice on the roads. The ice is also a serious problem under the narrow bridge on Brush College.	Dec 10, 2010 7:50 PM

1. If you wish, please use the space below to make additional comments

	Response Text	
8	I noticed that putting a stop light in front of JRRRC was mentioned, nice idea but then you have the traffic coming from ADM heading south even more backed up than it already is. That is a huge cluster at 4:30.	Dec 10, 2010 7:50 PM
9	I do not think adding a stop-light at the JRRRC building will be the best solution for helping traffic in this area. This will only cause a back-up in cars on both sides. I think it is necessary to have more lanes available as well as visibility. Brush College is hilly and it is difficult to see cars coming of either direction when turning.	Dec 10, 2010 7:51 PM
10	At the Faries Pkwy, brush college road intersection, when leaving ADM and turning south (left) on Brush college, there are 2 turn lanes. The problem with this is, that everyone in the furthest left turn lane acts like the ones in the second turn lane shouldn't be turning there and speed up so you can't get into the lane on Brush College. Sometimes it goes smoothly with traffic intertwining with both turn lanes, but most of the time, it is like a race track.	Dec 10, 2010 7:51 PM
11	create an overpass for all the railroad congestion encompassing the current underpass, and the fairies parkway intersection. elevate brush college and fairies parkway through this area from Garfield to fairies parkway, and from Randall research center to brush college north of the fairies intersection . let trucks and trains pass below the traffic.	Dec 10, 2010 7:51 PM
12	It will be very difficult to widen the road at the railroad underpass. It would be much easier and I suspect sheaper to build an overpass over it.	Dec 10, 2010 7:51 PM
13	make 4 lanes please ! :)	Dec 10, 2010 7:51 PM
14	Something has to be done about the trains. They cause major delays and delay the travel time by 15 to 20 minutes. This can be very harmful if you have to pick kids up from school in your lunch time, when time is very tight.	Dec 10, 2010 7:52 PM
15	The trains are INSANE. The trucks are not a problem. Exiting the JRRRC is not the only hard lot to exit. Exiting trucking is more dangerous than exiting the JRRRC. Trucks carrying hazardous materials exit trucking...	Dec 10, 2010 7:52 PM
16	I think it would be a good idea to look into using the middle lane on Faries Parkway depending on the time of day. In the morning have two lanes inbound to ADM. And in the evening have 2 lanes for employees to get to the intersection. This would help for the contractors parking lot, as well as make everyones travel a more safe.	Dec 10, 2010 7:52 PM
17	I am sure that a traffic signal is needed ant Randall. I don't go there for work, so it does not affect me. If one is installed, I would urge you to program the lights based on high traffic at times needed so as not to hinder the bulk of traffic on Brush College.	Dec 10, 2010 7:53 PM
18	Can something be done to keep trains from crossing through the area at the highest times of traffic? In the mornings when everyone is on their way in and in the evenings when everyone is leaving.	Dec 10, 2010 7:53 PM
19	It seems that it may be better to add an employee exit from Corporate to the north, exiting onto Reas Bridge Rd. This would reduce the overall volume of traffic onto Brush College, provide an alternative route when rail traffic blocks Faries, and reduce the truck/car congestion along Brush College.	Dec 10, 2010 7:54 PM
20	PLEASE install a stop light at the entrance of JRRRC! It is terrifying and dangerous trying to turn out onto Brush College. Please help the people that must come work at JRRRC get home to our families safely.	Dec 10, 2010 7:55 PM
21	Adding two lanes in both direction and making the turning situations at the lights better will help greatly with traffic.	Dec 10, 2010 7:55 PM
22	Thank you for taking time to study this problem; good luck finding solutions!	Dec 10, 2010 7:55 PM

1. If you wish, please use the space below to make additional comments

Response Text		
23	I think it would be safer to install an elevated pedestrian bridge over the road way to Brush College elementary school rather than using a crossing guard during busy morning traffic.	Dec 10, 2010 7:56 PM
24	added lanes and wider underpass.	Dec 10, 2010 7:56 PM
25	Turning off Brush College to 48 going North, congestion at the intersection that turns into McDonalds on the eastside and turning onto the country road to the west side is extremely dangerous. Trucks entering and exiting - you can't see around them to turn and don't have the aide of a stop sign or stoplight.	Dec 10, 2010 7:56 PM
26	Widen the corridor at the railroad overpass and create path for foot and bike travel.	Dec 10, 2010 7:56 PM
27	flooding occurs on the train tracks (brush college) east of the west plant under the bridge. speed of traffice s/b reduced...very dangerous for everyone.	Dec 10, 2010 7:57 PM
28	I have lived around this area most of my life. I really don't think adding or widening lanes to Brush College road is the answer. If you increase the time of traffic signals to accomodate traffic, it would not improve safety. The ideal situation would be to complete the bypass around Decatur/Mt. Zion to alleviate traffic. Most of Brush College traffic is ADM commuters whether it be car....or semi truck. The bypass would tremendously reduce Brush College traffic eliminating the congestions. Would this be open to better federal funding?	Dec 10, 2010 7:57 PM
29	I travel that road every day to and from work and on Sunday's to and from Church. I guess I don't understand why Decatur can't have another road that runs north/south on the east side to accommodate ADM and Caterpillar traffic and truck traffic. And something needs to be done about t he underpass - whenever there is a semi coming at me from the other direction, I am afraid I will be side swiped or swipe the side of the underpass. It is so dangerous and ugly!	Dec 10, 2010 7:57 PM
30	As great as it is that they want to fix these problems, the construction that they'll be doing will irritate people. In the long run people will be grateful that its done. I know I am after they fixed the road and all the pot holes, its a lot easier on my truck now. The underpass is terrifying when you're trying to go under it the same time a Semi is, so fixing that problem would really help with safety.	Dec 10, 2010 7:57 PM
31	For 3 years I've lived on the north side of town and exiting ADM Corporate on Faries and turning right was never an issue, I felt the traffic flow in this direction along with going straight down Garfield has been very smooth. For about the last year I've lived on the south side of town and turn left when leaving work and the congestion is severe. The Williams intersection is so backed up that you can't get through the Faries/Brush College intersection. Widening the underpass certainly seems expensive but would be the best solution to the problems I'm encountering. Coming to work from both locations is busy but acceptable in my opinion.	Dec 10, 2010 7:57 PM
32	The less trains/semis the better!	Dec 10, 2010 7:59 PM
33	I believe that for the JRRRC employees maybe another exit route would be beneficial. maybe a lane that could connect to a street behind the building routing employees to William Street would possibly help.	Dec 10, 2010 7:59 PM
34	In the summer, I would bike to work occasionally (from Forsyth) if there was a suitable bike path that provided good railroad crossings along Fairies Parkway. My route would be 51 South to Ash, to MLK, to Garfield/Fairies Parkway to ADM Corporate.	Dec 10, 2010 8:00 PM
35	N/A	Dec 10, 2010 8:00 PM
	This appears to be another feable attempt at placating the populus while wasting a lot of money.	

1. If you wish, please use the space below to make additional comments

Response Text		
36	<p>It would be very helpful if an alternate route was created, especially when Brush College is blocked. If Brush College cannot be used, then you must travel up to 22nd Street and back.</p> <p>Also, as a safety precaution, may want ADM security sitting at the lights occasionally...many travellers disrespect when their traffic light turns red and they just keep on going. Very dangerous.</p>	Dec 10, 2010 8:01 PM
37	<p>Trucks have to travel to our plants, to Cat, and to other facilities; diverting them would only mean more problems elsewhere unless maybe a totally new road was built from further out - and that's way expensive! Decatur/Macon County can't afford it.</p> <p>Pedestrian/bike trails are cool - but not along a corridor like Brush College! Too many drivers in too big a hurry.</p> <p>Public transportation just is not convenient in this town. I would travel almost 9 miles to get to work less than 5 miles away.</p> <p>A few years ago a visitor to JRRRC was hit leaving our facility. His car was trashed. He was very blessed and not hurt badly. Thank you for working on a solution to this issue.</p>	Dec 10, 2010 8:03 PM
38	<p>underpass and jrc entrance is a major problem for anyone going to and from jrc numerous times a day rather than just coming and leaving work.</p> <p>west plant railroad blocking faries park is an other big concern of mine but it is not a safty problem.</p> <p>faries park road by west plant always has pot holes needing attention, it seems they fix one and another shows up</p>	Dec 10, 2010 8:04 PM
39	<p>I hadn't thought of an alternate truck route until reading this survey. Is it possible to create a "back way" for the semi's? It may not be cost effective, but what about trucks only being allowed to enter and leave ADM facilities at certain times of the day?</p>	Dec 10, 2010 8:04 PM
40	<p>Brush College Rd. needs to become 4 lane, or there needs to be alternate routes. For instance, an alternative route from Corporate to Williams St.</p>	Dec 10, 2010 8:04 PM
41	<p>Crossing traffic to leave the Research Center is hazardous--you can't see cars from the south, but the traffic is a lot heavier at the intersection of Brush College and gate E6.</p>	Dec 10, 2010 8:04 PM
42	<p>Consider a bridge or underground pass to allow vehicles access over (or under) the train tracks to and from Williams St. and the ADM South and SE parking areas.</p>	Dec 10, 2010 8:06 PM
43	<p>Lanes need to be wider for sure. I do think that there are timing issues that lead to traffic congestion, particularly erratic driving between 5-5:30 pm when so many ADM contractors are getting off work coupled with long trains at the intersections, etc.</p> <p>I wonder why there is a long running middle/turn lane on Brush College heading south from the underpass, then it seems to disappear right as cars pass the school, just before approaching William Street. I think if the turn lane ran the whole distance it would prevent congestion at the lights, with a majority of vehicles turning east on to William Street - - waiting through the lights at the intersection only prevents other traffice from passing and being able to turn west on to William - this equals more delays than necessary. Ugh!</p>	Dec 10, 2010 8:06 PM
44	<p>4 Lanes instead of 2, Add a stop light to the entrance of the JRRRC, & Divert Semi Truck traffic would improve the congestion tremendously.</p>	Dec 10, 2010 8:06 PM

1. If you wish, please use the space below to make additional comments

Response Text		
45	I believe the intersections themselves function well. The main challenge is accomodating the amount of vehicles that want to travel along Brush College. At the times that traffic is the busiest, it it not grain trucks causing the backups but cars belonging to ADM staff and contractor staff. I also notice that many contractor employees do carpool already.	Dec 10, 2010 8:07 PM
46	It's great to see improvements being considered. The traffic has far outgrown the capacity of this road.	Dec 10, 2010 8:07 PM
47	Please consider installing a traffic light at E6. Accidents regularly occur at this plant entrance. It's just a matter of time before a fatality occurs.	Dec 10, 2010 8:08 PM
48	Normally my daily commute is 5 minutes but when issues happen with the underpass (construction, accidents, flooding) and traffic is diverted around it takes me up to a half an hour to get to ADM.	Dec 10, 2010 8:09 PM
49	SOMETHING DEFINETLY NEEDS TO DONE ABOUT THIS PROBLEM AND THE RAILROAD TRACKS ON FAIRIES PARKWAY. ASAP ALSO	Dec 10, 2010 8:11 PM
50	Please consider another road East of the ADM corporate building parallel to Brush College that could serve as an alternate route.	Dec 10, 2010 8:12 PM
51	Please correct the safety issues under the viaduct I mentioned earlier. This is very unsafe and needs to be addressed. I do not mind waiting at a light for a turn. What I do mind is feeling unsafe when driving to and from work everyday. This is even more dangerous in the winter months.	Dec 10, 2010 8:13 PM
52	make 4 lane traffic from William street to Faries pky., have Richland/or through traffic stay in the left lane north to allow the ADM traffic to be in the right lane to turn onto Faries pky. Try to flatten out Brush College road from William street to Faries pky so there are not the hills that have the blind areas traffic has when cars/trucks are trying to turn into business/houses off Brush College.	Dec 10, 2010 8:14 PM
53	At Brush College/Williams going south, turning east should have a green arrow at the light. At Brush College/Williams going east, turning north/south should be illegal right (south) on red (to u-turn on Brush College to go straight north through green light).	Dec 10, 2010 8:15 PM
54	The biggest issues when having to exit ADM on Brush College are very high traffic and lack of visibility, especially to the south from other exiting traffic. I don't believe that adding a light would really help that much because of the short distance to the other north and south intersections. Adding an additional lane may help reduce congestion and increase safety when having to compete with truck traffic going through the viaduct.	Dec 10, 2010 8:15 PM
55	A STOP LIGHT IS NEEDED IN FRONT OF ADM RANDALL RESEARCH CENTER! VERY VERY severe traffic and safety issues when leaving ADM Randall Research Center in the afternoon anytime between 3:00PM and 5:00PM. I typically go out the back way out of my way because it is VERY DANGEROUS and I get really nervous trying to turn left. Unfortunately, the congestion is caused by other ADM locations in the area leaving work at the same time. So it would be my thought for ADM to help pay for putting in a stop light in front of Randall. I HATE TO THINK THAT IT WILL TAKE THE LOSS OF ONE PERSON TO CONSIDER DOING THIS!	Dec 10, 2010 8:16 PM
56	Putting a stoplight at the Randall Research Center without adding two lanes to Brush College will only make traffic congestion worse at busy times. Either widen the road and put up a stoplight, or do neither.	Dec 10, 2010 8:16 PM

1. If you wish, please use the space below to make additional comments

Response Text		
57	The amount of train traffic circling around ADM has caused continuous problems getting to and back to ADM. Decreasing that would give employees a better accessibility to ADM however, it could be a problem as far as keeping rail car business flowing. Possibly, a rail site that is not located as close to ADM as it is currently?	Dec 10, 2010 8:16 PM
58	Traffic light at JRRRC lot entrance/exit.	Dec 10, 2010 8:17 PM
59	The fixing of the potholes was a huge improvement as sometimes cars would swerve to miss those and cause near misses.	Dec 10, 2010 8:18 PM
60	Most of the traffic I have witnessed when trying to leave JRRRC after work at 3:30-4:00 is car traffic rather than large semi trucks. I'm not sure diverting trucks would answer my specific problem due to that. The area simply gets congested around "quitting time" at ADM and that represents most of the traffic I see. There are limited roads going north and south between Brush College and 22nd street so without moving ADM and TATE and Lyle, it might be difficult to reroute traffic to accommodate a better flow. I do not believe most will take public transportation if it was improved here in Decatur due to it being very limited and because of all the shift work schedules.	Dec 10, 2010 8:20 PM
61	improve the drainage at the underpass so it doesn't flood. Make a new road coming out from ADM going South, crossing the railroad with an overpass above the tracks and coming back into Brush college road after the underpass.	Dec 10, 2010 8:20 PM
62	no pedestrian / bicycle access is not acceptable. this is a major north south artery at the west end of decatur	Dec 10, 2010 8:20 PM
63	Not only do we need additional lanes along Brush College Road, but there is also a need for improving the number of and condition of the routes that approach the corporate complex from the east. There are only two approaches from the east without going way out of route. Even with the possible improvements that you are suggesting would cause an increased congestion to detour around the construction zone. Also, if there was ever a reason to have to leave the plant or the corporate offices in an emergency this would allow additional routes to leave the area.	Dec 10, 2010 8:21 PM
64	I used to come under the overpass on Brush College Road (from Williams St.) every day and it simply isn't safe when semis frequent that same path. There's been many times where there was a train at ADM causing a back-up in traffic and cars to sit for long periods of time under the overpass, with semis oncoming. That overpass simply wasn't designed to carry the amount of semi traffic that it does. I'm fearful that it's going to take a tragic accident to get the city's attention and either widen those lanes or re-route traffic.	Dec 10, 2010 8:21 PM

1. If you wish, please use the space below to make additional comments

Response Text

- 65 In my estimation, extending the 4-lane road that is just north of the railroad underpass south to William Street is essential. The volume of traffic, and the size of vehicles, would appear to be in excess of the engineering design of the current 3-lane section north of William Street. The Railroad underpass is a horribly engineered section of roadway and presents a significant safety risk. This is especially true during freezing weather when water drips from the rail bridges and forms large ice dams in the gutters forcing vehicles to drive close to the center lane.
- The intersection of Brush College and William street is very treacherous during the 3:30 to 5:00PM driving time. The lack of significant left and right turn lanes results in a large bottleneck of traffic that is often backed up past the entrance to ADM JRRRC. Often, when exiting JRRRC, one can only enter the traffic flow due to the courtesy of other drivers on Brush College that stop and allow cars to exit the JRRRC entrance lane. This practice is appreciated, but can be hazardous as south bound drivers occasionally enter the center turn lane from several cars back to turn east onto Marietta St. I have witnessed several near misses and/or congested situations as a result of this scenario. Drivers leaving JRRRC turning north are at the greatest risk due to the aforementioned scenario. Stopped traffic in the south bound lane can often block the driver's vision and hide vehicles traveling in the north bound lane, making left turns on to Brush College very difficult.
- The final point of congestion is entrance to the plaza which contains Jan's Grill, Subway, and Brush College Animal Hospital. The entrances to this plaza, along with the entrance to the gas station on the corner often cause traffic congestion in the mornings and around the noon hour. The entrances to the plaza are fairly small and many of the patrons to the eating establishments drive full size trucks or utility/hauling vehicles. The entrance is difficult for these large trucks to navigate, especially when a vehicle is present in the access attempting to exit onto Brush College. The location of these access points near the crest of the hill in addition to the proximity of the gas station entrance and William street can at times make this a very congested location.
- I feel a four lane along the entire length of Brush College would help to alleviate all of these congested points. The addition of a stop light at JRRRC would also help a great deal to avoid potential collisions during heavy traffic times in the mornings and evenings.
- 66 do not see any of these issues as a big problem today. Easing the truck traffic during commute time (especially am) would be a help, but traffic isn't all that bad.
- 67 Rail movement at the critical times of the day when traffic levels are at the highest would make huge improvements in itself. Truck traffic as it stands is a necessity of doing business so diversion would have to be creative.
- An improved employee and visitor/vendor entrance into and out of the E6 gate area would improve safety by removing the conflict between semi trucks and employees, contractors and visitors using the same inlet to the plant and outlet on to Brush College.
- 68 Brush College is too narrow all the way to Williams St. from Fairies ParkWay There should be an alternate route for large trucks. The railroad underpass is too narrow and the infrastructure is degrading.
- An additional traffic light for entering ADM Research and leaving Research would be extremely helpful.
- 69 This road like all roads in decatur sucks.

Dec 10, 2010 8:24 PM

Dec 10, 2010 8:24 PM

Dec 10, 2010 8:25 PM

Dec 10, 2010 8:26 PM

Dec 10, 2010 8:26 PM

1. If you wish, please use the space below to make additional comments

Response Text		
70	I think staggering work schedules would be the most cost affective way to reduce congestion. A half an hour would make a lot of dirrence.	Dec 10, 2010 8:27 PM
71	Get rid of the trucks, or have a special entrance or road used only by trucks. Install traffic signals. Make the plant move cooling towers so they don't cause a safety issue.	Dec 10, 2010 8:27 PM
72	One of the safety concerns is the ability to turn onto Brush College Road after 3:30pm. Because the flow of traffic is consistently steady and the vehicles are travelling faster than 30mph, navigating and turning left onto Brush College is always a challenge. I was visiting one of the Chicago suburbs in November of this year and they had a similar issue with the company I was visiting. The Police Dept was strategically stationed to direct traffic for the heaviest congestion times - for about an hour. This solution relieved the congestion and allowed for safe emergence onto the thorough fare.	Dec 10, 2010 8:29 PM
73	After an E-W train has left the intersection, the left turn signal from southbound Brush College to eastbounng Faries is omitted. This creates a longer back-log of commuters in the left turn lane during peak hours.	Dec 10, 2010 8:29 PM
74	Understanding the importance of truck and rail traffic into the plant, what should really be diverted is the employee traffic, at least from the North. New office space will relieve some pressure, but an alternate route into corporate would be ideal. Road through the park can also be precarious in various weather conditions.	Dec 10, 2010 8:33 PM
75	While we are all trying to reduce our carbon footprint, I would like to see a separate bike path to use on nice weather days. This could be used to run or walk during lunch hours too. Exercise is the key component to staying healthy and if there were more ways options available, people might just use them. Right now, it is just not safe to ride or walk along Brush College and Faries Parkway. There is just too much traffic.	Dec 10, 2010 8:34 PM
76	The truck traffic being diverted else where would be nice	Dec 10, 2010 8:36 PM
77	Thank you for allow our input! I will be delighted with any changes that you are able to implement!	Dec 10, 2010 8:49 PM
78	It seems there is an overabundance of truck traffic on this corridor, but I do not have any solutions of where the trucks would travel if not on Brush College.	Dec 10, 2010 8:52 PM
79	This road has been in poor condition for a long time. The work done recently to improve the road conditions has helped, but due to the the large amount of truck traffic, is only a bandaid on the situation. The road is already starting to fall apart in areas that weren't fixed with the latest improvements. Diverting truck traffic would keep this heavily-traveled road in better condition for a longer period of time, resulting in less frustration for those of us that have to travel it daily.	Dec 10, 2010 8:53 PM
80	I would like to see some consideration to the travel routes to the Wellness Center. We have employees from all the ADM facilites trying to get to wellness center and trainings blocking entrance and raoadway	Dec 10, 2010 8:56 PM
81	Above all things, safety should be the city's main priority when addressing these issues. Thank you	Dec 10, 2010 8:56 PM

1. If you wish, please use the space below to make additional comments

	Response Text	
82	I FEEL THAT THE CITY OF DECATUR SHOLD PROPOSE AN OFFER TO ADM SO THAT THEY WOULD BUILD A NEW CORPORATE OFFICE BUILDING ON THE BELT LINE OF DECATUR. I HAVE NOTICED THRU THE YEARS THAT SPRINGFIELD, CHAMPAIGN-URBANA, BLOOMINGTON-NORMAL AND EVEN QUINCY WENT TO THE BELT LINES YEARS AGO TO BUILD. THE BUSINESSES MOVED OUT FOR SALES, SUBDIVISIONS EXPANDED AND POPULATIONS INCREASED. AFTER THE DOWNTOWN AREAS WERE ABANDONED, THEY WERE ABLE TO TAKE THE TAX MONEY FROM THE BELT LINE PROPERTIES AND REBUILD THE DOWNTOWN AREAS. BUT IN DECATUR ALL THEY WANT TO DO IS CRY ABOUT THE MALL AND TRY TO KEEP DOWNTOWN DECATUR ALIVE. THUS I FEEL THAT DECATUR NEEDS TO MAKE ADM AN OFFER THEY CAN'T REFUSE, AND FOLLOW IN THE SURROUNDING TOWNS AND START BUILDING AND MAKE DECATUR MORE DESIRABLE.	Dec 10, 2010 8:57 PM
83	This is a nice idea but is there really money for all of this? There have been accidents where people lost patience and made mistakes but it's not exactly a "kill zone". Re-routing trucks would be expensive by itself. Building a new underpass? I can't even guess at the cost. Will it help ADM grow? Will the new railyard help reduce the time trains block the intersection enough to forego the expense of making the road 4 lane? I'll just leave it to you folks.	Dec 10, 2010 9:03 PM
84	the underpass area is very narrow and congested.	Dec 10, 2010 9:06 PM
85	If the road is completely widened to allow truck traffic it will alleviate the issue. More frequent attention to the condition of the road itself is needed.	Dec 10, 2010 9:08 PM
86	There are a lot of people, including ADM employees, and Richland Community College employees/students who use Brush College Road. It would be wonderful to see ANY improvement that would enhance safety for so many.	Dec 10, 2010 9:16 PM
87	I would point out that if we ever had to evacuate the area quickly, I think we would have a huge congestion issue. The lanes in and out of corporate are not wide enough to support all the cars just as Brush College is not wide enough.	Dec 10, 2010 9:19 PM
88	The only significant issues I observe occur during heavy traffic times (7:30-8:15; 4:00-5:30) and when trains block the north bound traffic at Faries Parkway. When you combine those two - train and heavy traffic flow, it becomes particularly troublesome. One specific issue is the use of the turn lane and people trying to turn to the east in front of JRRRC to use the neighborhood as a short-cut to avoid the William street light. Possibly this could be helped with some kind of turn around lane whereby there would be no left turn from JRRRC, but you would be able to make a U-turn after turning south.	Dec 10, 2010 9:22 PM
89	If the roads could stay maintained which would include limiting heavy truck traffic, the railway put a limit on how long they block traffic and the timing of when they block traffic . (they should never block traffic during the times ADM has so many plants letting out and going to work). A stop light in front of Research would greatly help especially when Corporate gets out of work.	Dec 10, 2010 9:22 PM
90	The road itself is so full of very deep potholes. I, actually, destroyed my car in one. Between the trains, potholes, trucks and narrow roadway, there is not much safety at all on that roadway. People turning into the gas station during peak times is a huge hazard.	Dec 10, 2010 9:26 PM
91	i think the speed limit needs to be lowered driving east and west at ADM CORP on Brush Col.	Dec 10, 2010 9:31 PM
92	The train underpass is dangerous. Widening the road or eliminating truck traffic would make it safer.	Dec 10, 2010 9:37 PM

1. If you wish, please use the space below to make additional comments

Response Text		
93	I feel that the gas station at the corner of William/Brush College should NOT be allowed to be accessed from Brush College... it is too close to the intersection, and causes major congestion... if people need to use the gas station then they should have to do so from William... William is a 4-lane road with a turn lane in the middle, so traffic from both ways should have no problem turning into the gas station... getting out of the gas station is practically impossible though, even with the current situation, so the customers have a choice to burden themselves at that location, or go to a more convenient one.	Dec 10, 2010 9:39 PM
94	I believe the bicycle and pedestrian traffic has "outside the box" solutions such as a path along the lakeside that would satisfy almost of the true needs and improve the access beyond any solution that could be found on Brush College itself.	Dec 10, 2010 9:41 PM
95	If an alternate route to ADM would be developed around the back of ADM, (thru the Park), this would take a big end of day load from Brush College.	Dec 10, 2010 9:42 PM
96	Most of the congestion is due to the fact that there is only one way to get to the corporate office from the south. I think that there should be some thought into creating a tunnel under the railroad tracks on N. LakeShore drive by the DAV hall. This would allow passage to not only ADM but boaters trying to get to the Faries Park basin.	Dec 10, 2010 9:45 PM
97	None	Dec 10, 2010 9:46 PM
98	This situation needs to be adressed considering this corridor is one of the busiest in Decatur at times.	Dec 10, 2010 9:47 PM
99	I would like to see and overpass for traffic traveling to and from ADM so that they are dirverted over the lake from corporates southeast side.	Dec 10, 2010 9:50 PM
100	Drainage at Faries Parkway under the railroad overpass tends to pool, then freeze. With the narrow lanes of traffic, this poses an additional safety hazard.	Dec 10, 2010 9:54 PM
101	4 lanes all the way from Fairesparkway to William Street would really help out and eliminate the bottleneck.	Dec 10, 2010 9:59 PM
102	I think the end results are obvious and anything short of this doesn't really address the issue. required solution... widen to four lanes (from Williams to FP) with a center turn lane and put in an over or underpass so that the rr tracks just north of the BC/FP intersection are no longer a factor. putting an overpass over the tracks to the west of the BC/FP intersection should also be included in the plans. Do it right.	Dec 10, 2010 10:00 PM
103	I donot feel Brush College is safe for bikers or pedestrians - nor will it ever be. Same with Route 51 N & S. These routes are main paths thru Decatur along with Eldorado and Pershing and Mound. Bikers and walkers need to stay within neighborhoods or in a monitored group if they are going distance and on highways.	Dec 10, 2010 10:07 PM
104	Farries east bound traffic after brush college needs to have an additional lane, this would allow less back up to the main intersection causing stale mates on green lights. Of course there would need to be better access at ADM's gates.	Dec 10, 2010 10:16 PM
105	The road needs to be four lanes from williams to faries. The installation of a traffic signal at the ADM entrance to BioProducts and at JRRRC. People just need to use common sense while navigating trucks on the road. There nneds to be a better warning system for the fog issue arround ADM.	Dec 10, 2010 10:17 PM

1. If you wish, please use the space below to make additional comments

Response Text		
106	I have been late to work countless times due to the trains on brush college and faries parkway sometimes lasting longer than 30 minutes, which should be illegal. Any train diversion or at least changing the train crossing times would be a huge help to many people in Decatur.	Dec 10, 2010 10:53 PM
107	More lanes transitioning from Brush College to Faries Parkway traveling East	Dec 10, 2010 11:05 PM
108	The repaving project completed this past summer greatly improved this section of road. This improvement is greatly appreciated.	Dec 10, 2010 11:07 PM
109	adm is the lifeblood of decatur. w/o adm decatur becomes gary ind. city needs to accomodate adm in every way possible/reasonable to assure adm does not leave decatur.	Dec 10, 2010 11:19 PM
110	Four lanes Williams st. to Brush College. Better rail crossing managment.	Dec 10, 2010 11:26 PM
111	At the end of the work day, traffic backs up from the Williams street intersection. I am travelling to Sullivan, and use route 105/williams street east. To avoid waiting for the traffic backup, I often cut across the residential area east of Brush College and then access William street further east. However, there is no streetlight and there is a curve that limits visibility so it is a bit challenging to pull out on Williams safely. Alleviating the traffic back up at the brush college/williams street intersection would allow me to avoid this less safe alternate route.	Dec 10, 2010 11:29 PM
112	If there was a bike path from William Street to ADM Corporate, I would consider cycling to work during the summer. It would also be nice to extend it to the ADM Wellness Center.	Dec 10, 2010 11:41 PM
113	Brush college needs more lanes which would allow easier truck traffic and a smoother travel for cars and motorcycles. Also 2 lanes are needed for turning from north bound to ADM Corporate	Dec 11, 2010 1:56 AM
114	I work swing shift at Bio Products. I see the corridor at all times of the day. The traffic issue is usually during day shift. 6AM to 5PM. Truck traffic is the same. If the corn plant dump would work a 24 hr day including weekends it could eliminate alot of the traffic. Setting delivery times with elevators to spread the load out would make a big difference. The problem is no one wants to work evenings or weekends. If the railroad would not switch between 7AM and 9AM in the morning and 3PM to 5PM in the evening it would help also. How much money is the city, county and ADM willing to spend to control what is basicly 4 hours of rush hour traffic??	Dec 11, 2010 7:43 AM
115	A traffic light at the JRRRC entrance is the most important thing you could do. Accidents will continue to happen until this is done. Widening the underpass is the second most important thing. Third the trains blocking traffic at 7:00-8:00 and 4:00-5:00 greatly increases the problems when they suddenly release a large queue of cars into these congested areas.	Dec 11, 2010 1:18 PM
116	I have had near miss traffice accidents all the time at the entrance to ADM by others or by me waiting to get into or out of the main drive. The tunnel is too narrow and the trucks bounce into our lane going through it and that tunnel gets icy in the winter. PLEASE FIX BEFORE SOMEONE HAS TO DIE TO SEE IT REPAIRED. Brush College gets more traffic then Pershing Road. It should be widened and properly maintain from William Street all the way to Faries Parkway, including a stop light at ADM Randall. PLEASE DO ASAP.	Dec 11, 2010 2:17 PM
117	INSTALL A LIGHT AT JRRRC BEFORE SOMEBODY GETS KILLED!!!!	Dec 11, 2010 10:33 PM
118	update the traffic lights to include turn lanes and put them on cameras and not trip wire and put a light at RCC and ADM gate E6	Dec 12, 2010 12:14 AM

1. If you wish, please use the space below to make additional comments

Response Text		
119	Better scheduling of trains can help. It seems road are blocked frequently around 8 AM, between 11-12:30 and between 4-5 PM. Trains are contributing to constant delays when traffic is heaviest. ADM should work more closely with city to limit or eliminate truck traffic from the underpass along brush college road as frequently observe semis traveling at high speed through the areas. Some ADM employees are setting speed records at fares parkway at lunch time. Not sure why we do not see more policemen enforcing traffic laws then. Frequently obobserve drivers going through red lights. Cameras at the main intersections need to be considered.	Dec 12, 2010 1:14 AM
120	none	Dec 12, 2010 2:09 AM
121	I am very pleased that you are looking for ways to make our communte to/from work more safe and easier accessibility. For me, trains and lanes in/out of ADM are the main issue. Again, thank you for listening to our concerns.	Dec 12, 2010 12:42 PM
122	If a new lane was added south of the Randall center it would make exiting to the south easier but I think adding a traffic light at this location would cause more traffic congestion at Farries and brush college due to slowing down south bound traffic.	Dec 12, 2010 4:15 PM
123	Install traffic light on ADM Bio Gate E6 and James Randall Research Center on Brush College Road	Dec 12, 2010 8:14 PM
124	Although I am happy that the Brush College surface was repaired this past summer, but come on.... why did it have to take so long to get this addressed? It was an embarrassment to have visitors come to ADM and get their teeth fillings rattled. I'm sure the repair shops were pleased with all of the front-end alignments that needed to be done. Final comment: Don't let a road go completely to "pot" before it gets repaired.	Dec 12, 2010 11:12 PM
125	a much more needed traffic light is at ADM entrance to E-6 at Bio Products.	Dec 13, 2010 5:24 AM
126	Often times, I find the left turn lanes from fairies to brush college rd. a problem. While I am in the left turn lane that has the right-a-way, semi trucks in the right lane of the turning lanes often fail to yield. They begin to merge into the left turn lane's side even when it's not clear, because of the narrow underpass up ahead. This is really scary, and it could pose for a very dangerous situation.	Dec 13, 2010 1:45 PM
127	Train traffic and stoplight at JRRRC causes my biggest concern	Dec 13, 2010 1:46 PM
128	The bridge just past Ferrys parkway on Brush College is far too narrow, when semi pass under, going the other way can be quite dangerous	Dec 13, 2010 1:49 PM
129	Again, the street blockage by trains in front of the West is the absolute worst. Also, enhancing the raised medians with some type of illumination at night would be a great improvement. Thanks.	Dec 13, 2010 1:58 PM
130	I'm happy to see the effort being put into the best long-term solution for this corridor. Over the years I've had the opportunity to work at Corn, BioProducts and JRRRC. I have also lived both north and south and travelled both directions along this corridor to work. That being said, it is my opinion that the safety risks and improvement opportunities at the Gate E6 entrance should also be considered either in this study or as a separate project.	Dec 13, 2010 2:01 PM
131	flattening out the hilliness of entire corridor would improve general safety and mobility for me especially during slick road or low visibilty weather conditions	Dec 13, 2010 2:05 PM
132	n/a	Dec 13, 2010 2:13 PM
133	The construction workers exiting from the south side of Farries at the same time as the corporate office seems to create a bottleneck. If they left 15 minutes earlier or later, I think it would help with the congestion.	Dec 13, 2010 2:15 PM
134	Thank you for taking time to conduct a study to determine the best improvements to be made!	Dec 13, 2010 2:17 PM

1. If you wish, please use the space below to make additional comments

Response Text		
135	<p>A sidewalk or bike path along Garfield from Samuels St. to Brush College and from there eastward on to the corporate offices would allow for more non-car commuting.</p> <p>Opening an avenue from Brush College eastward, or from Faries Pkwy southward, to where the DAV is on Lake Shore Drive and then along Lake Shore drive to William St. Rd. would allow a secondary access route for traffic to&from the east of Decatur and relieve congestion on Brush College.</p> <p>Also adding a traffic light at the Lake Shore Drive Intersection with William St. Rd. would reduce speeding along William St and regulate the traffic flow.</p>	Dec 13, 2010 2:30 PM
136	none	Dec 13, 2010 2:32 PM
137	<p>Why couldn't James Street (at William st)have improvements made to it to make it an ADM Corporate office traffic route? A railroad overpass could connect James to Faries Pkwy and then all the truck and other traffic (RCC students) heading north could stay on Brush college.</p>	Dec 13, 2010 2:35 PM
138	<p>When we get the slightest bit of snow, trying to head north on Brush College off of William Street is nearly impossible. Traffic moves at a snails pace, and it takes FOREVER to get through the Brush College/William Street intersection.</p>	Dec 13, 2010 2:39 PM
139	<p>I think that it is more important to have a traffice light at Bio-Products instead of at the JRRRC. The JRRRC intersection is only busy 1 - 2 times a day instead of off and on all day long like it is at bio</p>	Dec 13, 2010 2:40 PM
140	<p>in my opinion the truck and train traffic are the main issues and if you have both at the same time, it's a real mess. I'm so thankful someone is looking into this matter and taking steps to improve the situation....an issue that's needed attention for sure. Thanks.</p>	Dec 13, 2010 2:44 PM
141	<p>I know it's difficult for people trying to turn north coming out of the JRRRC. Maybe a stop light there would be an option. Another lane heading south would help also.</p>	Dec 13, 2010 2:46 PM
142	<p>ADM could implement a flex time policy which would stagger traffic. Traffic is also increased when RCC is in session...</p> <p>Another concern is the lack of a substantial alternate escape route from ADM if a disater wherr to happen.</p>	Dec 13, 2010 2:48 PM
143	<p>Generally, too many trucks released from grain probe facility at once. If grain probefacility monitored Gate #6 better & communicated with Gate #6 better, I believe a lot of congestion would be relieved. Cameras were installed so this should be a simple task to do.</p> <p>I believe the addition of stop lights will increase congestion. Drivers need to be patient when LEAVING gate #6 & JRRRC.</p>	Dec 13, 2010 2:51 PM
144	<p>I think widening the road around James Randal Research Center and around the railroad underpass would greatly improve things in general. The underpass is narrow and tends to make you cringe a bit when a semi is coming from the other direction.</p>	Dec 13, 2010 2:59 PM
145	<p>They need to add lanes to Brush College road and the underpass. They also need a lite at the gate e-6. If they added extra lanes to brush college they wouldnt need a lite at research.</p>	Dec 13, 2010 3:09 PM
146	<p>I would have ranked rail crossings as a key issue, but they rarely effect ME. I typically don't travel over grade crossings on Faries or Brush College.</p>	Dec 13, 2010 3:15 PM

1. If you wish, please use the space below to make additional comments

Response Text		
147	In General the whole corridor needs redesigned. The underpass is outdated and very dangerous. It needs to be widened(rebuilt) with 4 lanes of traffic flow with modern lighting. Both William and Faries intersections need widened. Traffic flow will only increase as time goes by so given the opportunity lets fix the problem(s) for now and the future. Brush College is a direct traffic flow to ADM and Richland as well as most traffic coming from the East to the North. Also Visitors from around the world fly into Decatur Airport, then have to drive the Brush College Corridor on their way to ADM. Also it would be great to open up Lake Shore Drive off of William Street to offer another road accessable to ADM and to people traveling North. This would help reduce the traffic flow on Brush College. All the above would certainly resolve the current issues and work for many years to come.	Dec 13, 2010 3:17 PM
148	Often times it is safer to leave JRRRC through the south entrance and going south on 35th St. instead of approaching Brush College at all. The residents seem agitated at the increased traffic on 35th St. I feel this is our only safe avenue during heavy traffic times and especially in bad weather. If we continue to use that route as an alternative to Brush College, it may be appropriate to install sidewalks for the children walking to/from school. Flashing pedestrian or stop signs where 35th St. crosses E. Orchard and T's at E. Condit would also make it safer. Currently there are no signs at either corner. East Orchard is an assumed 4-way stop. I can assure you that not all drivers (ADM and residents) in that area understand how that is supposed to work. The kids walking in that area seem confused as well.	Dec 13, 2010 3:17 PM
149	Adding a light at JRRRC and eliminating the back entrance would be a significant cost effective option	Dec 13, 2010 3:18 PM
150	Exiting JRRRC is a very SERIOUS ISSUE - especially when traffic pulls around into the turning lane and someone pulls out from JRRRC. It is only a question of when, not if, an accident is going to happen and it's gotten worse - even trying to get out at lunch time is a serious effort.	Dec 13, 2010 3:32 PM
151	In my opinion, all of the items listed on the previos page need to be addressed. It was extremely hard to pick just three things.	Dec 13, 2010 3:33 PM
152	I would like to see bicycle lanes all over the city. With gas prices going up, this is a green alternantive.	Dec 13, 2010 3:46 PM
153	Per your questions on the previous page, I don't feel that truck traffic is a problem. I've never had much concern with the trucks. More points of entry to the Corporate building (i.e., from Christmas Tree road) and reduction of train traffic are the only two problems I really have. Brush College Road from the North to Faries is not at all a problem. However, Brush College to/from William is definitely a problem.	Dec 13, 2010 3:48 PM
154	Trying to turn left out of JRRRC- especially between 4-430 is nearly impossible. It's also hard to see oncoming traffic when at the hill by Subway if you are trying to turn left into that area.	Dec 13, 2010 3:58 PM

1. If you wish, please use the space below to make additional comments

Response Text		
155	A bike and pedestrian path would be great for growing the area and enhancing lifestyles - as many attempt to walk to Subway or Jan's for lunch - foot or bike traffic would increase with such. But immediate concern needs to be safety, for all the reasons I have stated through this survey. Entrance/Exit to Brush College at R48 is a hazard, due to traffic/truck back-up onto the highway, congestion of the new Pilot station; the curve at the N end of Brush College onto R48, the fact it is always a seasonal sheet of ice; both entrance/exit turn lanes should be 2 lane to cut accidents. The center part of Brush College could use better signage - overhead signs perhaps to direct turns into Richland and the truck traffic to the various plant entrances/ turn lanes. Where BC crosses Fairies Parkway on through to Williams Street needs completely overhauled to allow for even greater traffic as ADM continues to grow and the current safety risks need immediate action.	Dec 13, 2010 4:00 PM
156	My preference is to have one lane, not two, for traffic turning south from Fairies Parkway onto Brush College Road. The merging of those two lanes in such a short distance on Brush College Road is troublesome and I think causes delays.	Dec 13, 2010 4:06 PM
157	Employees coming from Brush College (North to South) will turn left when the driver turning right from Brush College to Fairies Parkway (South going North and turning East) has the right of way. Although there are two lanes, drivers should wait their turn. Perhaps a signal only to turn when there is a green arrow would make this area safer and employees will not feel the pressure to keep traffic moving (when not really appropriate) during the morning rush.	Dec 13, 2010 4:06 PM
158	This study seems to mainly focus on entrance to JRRRC. I acknowledge that this can be difficult exiting at end of work day. However, this type of situation exists at Gate E6 and due to the fact that it is a plant, the quantity of people leaving and entering compared to JRRRC should be greater. This survey does not gear the questions towards North of Fairies Parkway.	Dec 13, 2010 4:06 PM
159	Widening the road (especially the underpass would help a great deal to alleviate the congestion at certain times of the day.	Dec 13, 2010 4:09 PM
160	Anything will be an improvement.....something has to change.	Dec 13, 2010 4:30 PM
161	I would like to see a car underpass with a rail bridge overpass implemented on Fairies Parkway similar to the one on Brush College south of the Brush College / Fairies intersection. It would make more sense to keep the flow of traffic moving in all directions. It would make emergency vehicle access easier, and people would be time to work, and it would not disrupt the train exchange.	Dec 13, 2010 4:41 PM
162	An overpass over the train congestion with double turn lanes the entire way both north and south would be great.	Dec 13, 2010 4:45 PM
163	I would like to see more transportation than what we all ready have on brush college road.	Dec 13, 2010 5:09 PM
164	I think the hang ups are mainly the Brush College Rd from William street to Fairies Parkway. othe access into adm are fine. It would be great if you could convert to a two lane each direction/ ad a light and a safe and clean walk way. I still think if we had another road to access ADM from William Str. would be great and cut down the traffic from Brush college. ADM has east enterece.	Dec 13, 2010 5:24 PM
165	make sure train switching times do not go longer than 10-15 minutes at a time.	Dec 13, 2010 5:35 PM
166	We have a great road on Brush College from Fairies Parkway north to I-72. The road is posted 45, but few drive that speed. I think putting a sensor on Mound Road might make sense, as travelers on Brush College are compelled to stop, while there is no traffic wishing to access Brush College. This is more true in the evenings.	Dec 13, 2010 5:50 PM
167	Traffic signals at the College, Gate 6 ADM and JRRRC entrances.	Dec 13, 2010 6:36 PM

1. If you wish, please use the space below to make additional comments

	Response Text	
168	ADM needs to aggressively encourage employees to not use cell phones while driving. The Company's current policy that supposedly prohibits the use of cell phones on company property isn't enforced at all, so I hold out little hope on this.	Dec 13, 2010 6:48 PM
169	Safety is a must. Widen the road to make it safer. Find a way for William street cars headed west to turn right at Brush College without stopping would make things go much smoother too.	Dec 13, 2010 7:28 PM
170	Seems like as soon as road repairs are completed in front of JRRRC the truck traffic tears it right back up.	Dec 13, 2010 8:11 PM
171	This is long overdue and I'm glad to see this survey being done to gain input from the community. It's been many years since we widened Brush College to the North of Faries Parkway. I remember driving on it before it was completed and afterwards. What a difference it made!	Dec 13, 2010 8:37 PM
172	4-lanes,2 eachway from north to south.	Dec 14, 2010 1:51 AM
173	Traffic has been an issue for years, and I have adjusted to it. The same congestion has increased on lost bridge road from the east at South Shores Drive, the intersection near Saint Mary's Hospital. One just adjusts the time they travel to miss the congestion.	Dec 14, 2010 2:15 PM
174	The most dangerous part of my commute is trying to turn North on Brush college road after work. It is also very difficult to turn North between 7:30 am and 10:00am.	Dec 14, 2010 2:16 PM
175	Implement a long term solution dont CHEAP out with road patches and call it a "ROAD REPAIR". FIX these roads!!!!!!!!!!!! like yesterday!!!!!!!!!!!! please....	Dec 14, 2010 3:00 PM
176	truck and train traffic are the worst issues.	Dec 14, 2010 4:06 PM
177	The bulk of traffic is ADM corporate employees and trucks if you could stagger starting times for ADM corp employees that did not have to work between the 8-4:30 time frame. Some employees could do their job earlier in the morning, start some employees at 7 others at 7:30 some at 8 others at 8:30...you get the picture and diver the trucks the traffic problem would be minimal.	Dec 14, 2010 4:07 PM
178	Traffic lights are very much needed at the enterance to the JRRRC center. I use to work there and hated to leave at 4:30 with the oncoming traffic from both north & south. You almost had to wait until someone would stop coming from the North and let you out onto Brush College.	Dec 14, 2010 4:28 PM
179	This road needs to have 4 lanes on the South end just like the North end. If this is not possible, maybe a separate road to the East of Brush College Rd. could be opened up/continued on to connect East William St. with Faries Parkway (ie: North Lake Shore Drive). This would reduce the amount of traffic coming from the East/South (William St.) from using Brush College Rd.	Dec 14, 2010 5:48 PM
180	Overall, I believe that there should be a stoplight implimented at the JRRRC intersection, fewer/shorter trains, and a wider/better underpass. I believe that by making these changes it will increase safety and convenience for travelers along Brush College Road. As an alumni of Richland Community college and an employee of ADM JRRRC, I have had to face all of these problems multiple times a day. Without having better implimentations I have suffered by being late to class due to trains, having to travel on a much longer route due to the flooded and crowded underpass, as well as having to deal with the traffic at the JRRRC intersection when coming to and from RCC, ADM, and my home. I would greatly appreciate any positive changes that would be made in order to help these problems.	Dec 14, 2010 7:15 PM
181	Regular auto traffic issues would greatly improve if the entire length of Brusch College was 4 lanes, #1 Priority. Resolving the train traffic issues would be the next big improvement, #2 Priority	Dec 14, 2010 8:01 PM

1. If you wish, please use the space below to make additional comments

Response Text		
182	<p>It seems obvious that if lanes are added to the corridor, it would be imperative to have a traffic signal at the JRRRC entrance. I would personally feel much safer if a signal was operating there.</p> <p>I'm encouraged to know that FINALLY it seems an interest is being taken to solve this huge safety concern. I sincerely hope that ADM and all the necessary parties can agree on the best solution and that such is implemented as soon as possible. With the daily emphasis on Zero is Possible, I often wondered why this glaring safety hazard has not been addressed and hoped it wouldn't take serious injury or loss of life before it drew the necessary attention.</p> <p>Thank you to all involved in this process. I look forward to safer travels on the corridor.</p>	Dec 14, 2010 9:51 PM
183	The striping is faded so badly you cannot see what lane you are supposed to be in on Faries Parkway at the intersection. This is dangerous.	Dec 14, 2010 10:11 PM
184	<p>The trains are a big issue for this area going into the West plant. I had to drop someone off there on Moday the 13th and we waited over 40minutes. She said its like that alot. We were 25 min. late to work.</p> <p>I did not get docked for it but the union employees and contractors do. Shift change is always a bad time around ADM anyway and the train delays that long are a problem.</p>	Dec 16, 2010 2:54 PM
185	We also have issues with people driving through JRRRC to bypass the traffic on Brush College.	Dec 16, 2010 7:29 PM
186	During the 2 1/2 years I've worked at ADM I have been in 2 minor accidents in this general area. I believe it is very dangerous and am happy to see improvements are under consideration.	Dec 16, 2010 10:50 PM
187	If a stop light is put up at the entrance to JRRRC the "bottle neck" problem would be worse than it is now way to much traffic going that direction and it would cause traffic to back up on Faries Pkwy and the North side of Brush College Road. It would also cause the same problem coming from Williams St.	Dec 17, 2010 3:04 PM
188	It would also be nice to have a smoother road to travel on. They just repaired the road this summer and you can already feel the surface wear and see the potholes starting to form. It won't take long for the road to become rough again due to the traffic and weather since they didn't put a top coat of asphalt over the patches and seal the road.	Dec 18, 2010 8:35 AM
189	<p>Area around Bio needs to better lighting, and possiably another traffic signal. This area tends to get quite frightening when the over-spray from the cooling towers is heavy.</p> <p>Thank-you for your interest and involmnet!!</p>	Dec 20, 2010 11:58 AM
190	would be nice to have brush college track overpass north of gate 6....realize this would be complicated and spendy....	Dec 20, 2010 5:44 PM

2. If you would like to stay up to date on the corridor study, please give us your

Response Text		
1	packnsix@sbcglobal.net	Dec 10, 2010 7:44 PM
2	jacob.stern@adm.com	Dec 10, 2010 7:45 PM
3	pamela.kennedy@adm.com	Dec 10, 2010 7:45 PM





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Appendix I-A.2





Questionnaire –

Richland Community College Summary





1. How frequently do you travel along the Brush College Road study corridor?

		Response Percent	Response Count
More than 5 times per week		37.9%	107
3 to 5 times per week		33.0%	93
1 or 2 times per week		12.8%	36
On occasion (a few times per month or maybe a couple times per year)		16.3%	46
		answered question	282
		skipped question	0






2. How frequently do you travel to the Richland Community College campus?

		Response Percent	Response Count
More than 5 times per week		35.5%	100
3 to 5 times per week		50.0%	141
1 or 2 times per week		11.3%	32
On occasion (a few times per month or maybe a couple times per year)		3.2%	9
		answered question	282
		skipped question	0






3. What is your normal mode of transportation for commuting to and from the Richland campus?

		Response Percent	Response Count
Drive Alone		94.0%	265
Carpool / Ride with Someone		4.3%	12
Dropped-off / Picked-up		0.7%	2
Public Transportation		1.1%	3
Walk		0.0%	0
Bicycle		0.0%	0
answered question			282
skipped question			0

4. Which of the following best describes how you arrive at campus?

		Response Percent	Response Count
From the North (travel from the I-72 area and drive south on Brush College)		20.1%	55
From the South (travel from William Street and drive north on Brush College)		46.7%	128
From the West (travel along Faries Parkway to Brush College)		4.7%	13
From the West (travel along Hubbard Avenue or Mound Road to Brush College)		23.0%	63
From the East (travel along Reas Bridge Road to Brush College)		5.5%	15
answered question			274
skipped question			8

5. If your normal mode were not available, what alternative mode of transportation would you use to get to and from campus?

		Response Percent	Response Count
Drive Alone		22.5%	62
Carpool / Ride with Someone		31.5%	87
Dropped-off / Picked-up		38.4%	106
Public Transportation		6.2%	17
Walk		0.0%	0
Bicycle		1.4%	4
		answered question	276
		skipped question	6

6. If the previous questions did not accurately describe your commute, please provide additional details below.

		Response Count
		42
		answered question
		42
		skipped question
		240

7. When traveling to campus, what time of day do you normally travel through the study corridor?

		Response Percent	Response Count
Before 6:00 am		0.4%	1
6:00 - 6:30 am		0.7%	2
6:30 - 7:00 am		4.1%	11
7:00 - 7:30 am		10.1%	27
7:30 - 8:00 am		22.8%	61
8:00 - 8:30 am		10.4%	28
8:30 - 9:00 am		15.3%	41
9:00 - 9:30 am		3.7%	10
9:30 - 10:00 am		5.6%	15
10:00 - 11:00 am		4.5%	12
11:00 - noon		4.5%	12
After noon		17.9%	48
		answered question	268
		skipped question	14

8. Considering the time that you normally travel to campus, please rate the level of traffic congestion at the following locations?

	Don't Know	None	Very Little	Moderate	High	Severe	Response Count
...at the intersection of Brush College Road and Faries Parkway.	20.1% (54)	1.1% (3)	5.6% (15)	43.3% (116)	23.9% (64)	6.0% (16)	268
...at the intersection of Brush College Road and William Street.	24.6% (66)	1.1% (3)	8.2% (22)	34.3% (92)	25.4% (68)	6.3% (17)	268
...at the entrance to the Richland Campus.	0.7% (2)	3.0% (8)	36.9% (99)	42.5% (114)	16.4% (44)	0.4% (1)	268
...at other locations along Brush College Road.	8.6% (23)	1.9% (5)	20.1% (54)	49.3% (132)	17.5% (47)	2.6% (7)	268
answered question							268
skipped question							14

9. When leaving campus, what time of day do you normally travel through the study corridor?

		Response Percent	Response Count
Before 3:00 pm		33.5%	89
3:00 - 3:30 pm		5.6%	15
3:30 - 4:00 pm		3.8%	10
4:00 - 4:30 pm		7.9%	21
4:30 - 5:00 pm		10.5%	28
5:00 - 5:30 pm		15.0%	40
5:30 - 6:00 pm		2.6%	7
6:00 - 6:30 pm		3.0%	8
6:30 - 7:00 pm		2.3%	6
After 7:00 pm		15.8%	42
answered question			266
skipped question			16

10. Considering the time that you normally leave campus, please rate the level of traffic congestion at the following locations?

	Don't Know	None	Very Little	Moderate	High	Severe	Response Count
...at the intersection of Brush College Road and Faries Parkway.	20.3% (54)	3.0% (8)	15.8% (42)	29.3% (78)	23.3% (62)	8.3% (22)	266
...at the intersection of Brush College Road and William Street.	25.2% (67)	2.3% (6)	12.8% (34)	27.4% (73)	23.7% (63)	8.6% (23)	266
...at the entrance to the Richland Campus.	2.3% (6)	4.1% (11)	36.5% (97)	32.7% (87)	22.2% (59)	2.3% (6)	266
...at other locations along Brush College Road.	10.5% (28)	2.6% (7)	24.8% (66)	40.2% (107)	18.4% (49)	3.4% (9)	266
answered question							266
skipped question							16

11. If you would like, please use the space below to provide additional comments regarding traffic congestion within the corridor. For example, details regarding specific locations, specific times of day when traffic congestion is the heaviest, or your thoughts on what is causing the congestion.

	Response Count
	105
answered question	105
skipped question	177

**12. Are there any safety related issues or concerns that should be addressed as part of the Brush College Road corridor study?
If so, please specify.**

	Response Count
	99
answered question	99
skipped question	183

13. The following are potential transportation improvements along Brush College Road. Please rank what would be your 1st, 2nd, and 3rd priority.

NOTE: The following improvements are listed randomly and do not reflect any priority or preference by the project team.

	1st Priority	2nd Priority	3rd Priority	Response Count
Making it easier for pedestrians to cross Brush College Road is...	15.4% (2)	15.4% (2)	69.2% (9)	13
Develop a continuous bicycle/pedestrian path along Brush College Road is...	17.2% (5)	24.1% (7)	58.6% (17)	29
Divert truck traffic from Brush College Road is...	26.2% (22)	29.8% (25)	44.0% (37)	84
Enhance public transportation connections within the corridor is...	27.8% (5)	33.3% (6)	38.9% (7)	18
Find ways to better accommodate truck traffic along Brush College Road is...	22.0% (26)	32.2% (38)	45.8% (54)	118
Improve the Brush College/Faries Parkway intersection is...	22.9% (11)	41.7% (20)	35.4% (17)	48
Improve the Brush College/William Street intersection is...	16.3% (7)	27.9% (12)	55.8% (24)	43
Improve travel safety (i.e., better geometrics, access, driving/site visibility) along Brush College is...	40.0% (24)	33.3% (20)	26.7% (16)	60
Reduce the number of train crossings/delays in the Faries Parkway intersection is...	50.6% (81)	33.1% (53)	16.3% (26)	160
Widen (add lanes) at the railroad underpass along Brush College Road is...	42.3% (58)	38.7% (53)	19.0% (26)	137
Widen (add lanes) along the entire Brush College Road corridor is...	26.9% (18)	34.3% (23)	38.8% (26)	67
			answered question	259
			skipped question	23

14. If you wish, please use the space below to make additional comments regarding the Brush College Road corridor study. This can be related to general mobility issues, a particular transportation mode, your daily commute, or specific transportation improvements that you would like to see implemented within the corridor.

	Response Count
	40
answered question	40
skipped question	242

15. If you would like to stay up to date on the corridor study, please give us your e-mail address. We will not share your e-mail with anyone.

	Response Count
	55
answered question	55
skipped question	227

1. If the previous questions did not accurately describe your commute, please

	Response Text	
1	Truck traffic between I-72 and Richland is very heavy during the key times to turn into Richland, or to leave it, makes people take unnecessary chances.	Dec 3, 2010 4:17 PM
2	I drive from Moweaqua	Dec 3, 2010 4:19 PM
3	My drive on Brush College is perilous dodging the speeding trucks who travel in the left lane and never get over making for a very dangerous drive for all of us who commute to RCC.	Dec 3, 2010 4:23 PM
4	22nd Street north to Hubbard and then to Brush College	Dec 3, 2010 4:23 PM
5	I live a half an hour away, carpooling is not an option. I would find an alternate route.	Dec 3, 2010 4:29 PM
6	I drive from the Wildwood Golf Course area on Lake Shore Drive, through Nelson Park, to get to Brush College Road.	Dec 3, 2010 4:38 PM
7	I would actually prefer commuting via bicycle, but Brush College Road is not very bike-friendly.	Dec 3, 2010 4:53 PM
8	I often travel the Brush College/Richland Corridor to get to and from downtown - usually 3 to 5 times a week.	Dec 3, 2010 4:53 PM
9	Traffic light needed on ADM Gate E-6 entrance!	Dec 3, 2010 5:02 PM
10	I use the route I mentioned but I also use other routes such as Route 48 to Brush College.	Dec 3, 2010 5:13 PM

1. If the previous questions did not accurately describe your commute, please

Response Text		
11	If I didn't have my car, I might bike ride to RCC some of the time; although I WOULDN'T be riding on Brush college!	Dec 3, 2010 5:19 PM
12	Usually come to campus on Hubbard and leave down Brush College to William.	Dec 3, 2010 5:23 PM
13	I ride the bus. If that were not available, I'm not sure what alternatives would be available since I do not own a vehicle.	Dec 3, 2010 6:03 PM
14	none	Dec 3, 2010 6:31 PM
15	From Taylorville-48 North to 105-Lake Shore to Mound Rd- unsure of alternate routes to take.	Dec 3, 2010 6:35 PM
16	My commute begins at Garfield to either 27th street to Hubbard Road or Brush College Road.	Dec 3, 2010 6:37 PM
17	I live directly past the south side of the underpass on Brush College in the housing area. When this area is closed for different repair projects it means I go over to 22nd Street and then come back to Richland or take Sangamon Road to Rea's Bridge.	Dec 3, 2010 7:40 PM
18	I am tired of the rail road tracks destroying my suspension on my car along the fariesparkway at adm west plant. I am also tired of the trains sitting on those tracks for 30-40 minutes. I also own a business just down the road. Inhibiting traffic along these routes could impaire my business to the point of closing it down. Construction that takes months on months is a bad idea. Find someone that can complete the project inside of a month or two the right way. Stop being cheap and start working night and day on projects that are on major through ways like these.	Dec 3, 2010 7:44 PM
19	I go to lunch down Brush College to Faries Parkway	Dec 3, 2010 7:55 PM
20	2 Days a Week I carpool and 1 day a week I drive myself.	Dec 3, 2010 8:07 PM
21	I work at Richland and drive from Lincoln to Decatur each day. Driving my car is the only option for me.	Dec 3, 2010 8:37 PM
22	If public transportation was more direct, I might use it.	Dec 3, 2010 10:37 PM
23	One problem I've experienced with driving down Brush College is not knowing when or if ADM trains are going to block the two tracks that are part of the corridor. A lot of student complain that they're late for classes due to the trains blocking the street	Dec 3, 2010 10:58 PM
24	Traveling from Harristown I don't have a lot of options including car pool, unless I drive into Decatur to meet someone from my class and carpool. I travel Pershing Road (from 121) east to Hubbard 30% and Interstate 72 from 121 to 48 exit 70%.	Dec 4, 2010 5:11 AM
25	most of the ride motor cycle if i do drive or ride I do go.	Dec 4, 2010 6:12 AM
26	I come At 12:00noon And 5pm	Dec 4, 2010 4:11 PM
27	I come from the south on 51, get on Lake Shore Drive, and Stay on 22nd Street until i come to Dividend Drive. I turn right on Dividend until i get to Brush College Road and then i turn left and get to the college that way.	Dec 4, 2010 4:38 PM
28	I live North of RCC, but I have classes both on campus and off campus at the Fairview Plaza classrooms. This route involves my travel through Brush College Rd. to William St.	Dec 6, 2010 1:17 AM
29	there is no other choice for me I drive to school from 25 miles away. also sometimes I drive to school from work if I have to work before school so on those days I come from the south on Brush College Parkway.	Dec 6, 2010 5:27 AM
30	I live in Harristown and there is no public transportation available except a cab with a \$40.00 one way rate. So if I did not drive myself I would try to find someone to ride with.	Dec 6, 2010 3:39 PM
31	When Brush College has previously been closed I travel to 22cd Street to Hubbard Ave to Brush College to get to Richland Community College.	Dec 7, 2010 1:21 AM

1. If the previous questions did not accurately describe your commute, please

Response Text		
32	There are times I am coming from work to school and that would be from Fairies to Brush College.	Dec 7, 2010 1:04 PM
33	When Brush College has previously been closed I travel U.S. 36 to 22cd Street to Hubbard Ave to Brush College to get to Richland Community College.	Dec 7, 2010 3:25 PM
34	I travel from South Shores Drive, cross over William and then north on Brush College.	Dec 7, 2010 5:11 PM
35	I am driving from Springfield to RCC weekly. I use 72 to Brush College, on occassion I come Eldorado/William St to Brush College	Dec 7, 2010 5:30 PM
36	The road can be more clean, and free of most bump's	Dec 7, 2010 8:56 PM
37	22nd street is an alternate to Hubbard or Mound Rd during rush hour or when the trains are loading and unloading	Dec 8, 2010 8:23 PM
38	If I can't drive alone than I would not be able to get to Richland since I live out of town.	Dec 8, 2010 11:00 PM
39	I have to drive down brush college to my child's daycare and home twice most days down Brush College and then from Richland to my child's daycare and back to home down Brush College. I think there needs to be a light by ADM's train line due to the amount of almost accidents because people turning south can not see pass all the semi's.	Dec 9, 2010 9:25 PM
40	Garfield to the intersection of Brush College and Fairies Pkwy is in desperate need of repair. Mound Road from Rt 48 to Brush College could stand to be widened to 4 lanes.	Dec 10, 2010 2:48 AM
41	I have to drive in from Clinton everyday.	Dec 10, 2010 4:58 AM
42	I live by the old Spencer School. I take my daughter to Brush College Elementary every week day. I also go to Richland most week days.	Dec 14, 2010 3:07 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
1	Get rid of the tracks - make a pass over or under for cars to access in order to avoid long delays by ADM	Dec 3, 2010 4:17 PM
2	There is frequent congestion due to trains crossing the intersection that need to be considered. When taking alternative routes to get to campus, trains are frequently crossing other intersections as well that can make a short commute longer than 30 minutes more.	Dec 3, 2010 4:21 PM
3	I understand this is a study about Brush College, but the truck/semi traffic that moves from the plant to Brush College and then turns south is a MAJOR slow down every day. The trucks move slowly and the centerlane is not marked for passing.	Dec 3, 2010 4:21 PM
4	needing a turn signal Hubbard turning into Brush College road in front of Richland	Dec 3, 2010 4:22 PM
5	you have managed to allow this whole side of town to become mired down in traffic, better control of traffic through better timing of lights, and a way to control the peopl who cut through the country to enter 48 without waiting for a light	Dec 3, 2010 4:25 PM
6	One of the biggest problems is the train situation at fairies parkway. I have set 20 minutes or more waiting to cross - this is ridiculous. Also, at the intersection of Fairies Parkway and Brush College, at 5:00 people ramrod other traffic going south (there is a place where the right hand traffice merges in)and cut in dangerouslyin the line of traffic going south. These are semi drivers, large trucks, etc. I hope someone doesn't get killed before something is done about this.	Dec 3, 2010 4:25 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
7	In the morning, as I reach the intersection of Brush College and Hubbard and try to turn north onto Brush College, I have difficulty turning left because no turn signal controls traffic. This missing traffic control has caused several near collisions, particularly if semi truck traffic is ahead of me and blocks my vision.	Dec 3, 2010 4:27 PM
8	When driving south on Brush College most of the congestion is caused by traffic using only the left lane. They have to drive in the left lane because the trucks use only the left lane and will NOT let you change lanes to turn left. The easiest way to lessen congestion is to enforce trucks using the right lane. ALL of the traffic problems are the fault of the truckers, ask anyone who drives in this corridor.	Dec 3, 2010 4:32 PM
9	Along Brush College it is very congested at the end of the day. People pulling out onto Brush College from the East between the two sets of tracks between Rehys Bridge Road and Fairies Park is dangerous. They just pull out. There is also the issue of the train delays which make it worse. The way the lane merges into one right past Fairies Parkway to the South is also very congested and dangerous. People are anxious to get home and are not patient that time of day.	Dec 3, 2010 4:34 PM
10	at the light on Brush college and Hubbard there needs to be turning light. The light changes to quick	Dec 3, 2010 4:44 PM
11	Turning left from the road near the Shilling Building onto Brush College can be perilous.	Dec 3, 2010 4:45 PM
12	Please be sure to try to immediately give this area attention when we get bad weather. The hill by the school is extremely dangerous. I don't like sliding down that hill.	Dec 3, 2010 4:49 PM
13	When leaving the campus between 4:30-5:00 p.m. trying to make a left turn onto Brush College take a VERY long time. Possibly because ADM and Caterpillar employees are getting off around the same time and traffic is ver high during this time.	Dec 3, 2010 4:50 PM
14	There is a lot of congestion at 5 p.m. at the exit of the College. Cars are often backed up because its difficult to make a left turn onto Brush College while students are in the turn lane trying to enter the College. There is also a lot of semi and car traffic on Brush College at this time which slows things down as well.	Dec 3, 2010 4:53 PM
15	TRAINS stopped on the tracks for more than 5 minutes drive me CRAZY!	Dec 3, 2010 4:55 PM
16	Too often caught at train tracks on Brush College Road - overpasses would be great.	Dec 3, 2010 4:58 PM
17	Just the obvious observation that prolonged delays due to trains frequently make the traffic congestion far worse.	Dec 3, 2010 4:59 PM
18	Traffic stacks up the most just north of Faries Parkway in late afternoon, made dangerous by cars attempting to make left turns out of the industrial parking lots and side roads shooting across the road, using the center lanes as "holding" spot. Some mornings the trucks are lined up nearly a mile in the middle left turn lane waiting to turn into ADM.	Dec 3, 2010 5:01 PM
19	When there is a train it is the worst and sometimes you cannot turn around	Dec 3, 2010 5:18 PM
20	Enforce traffic laws!!	Dec 3, 2010 5:23 PM
21	I have had to wait for a train NUMEROUS times, which always causes severe congestion.	Dec 3, 2010 5:25 PM
22	I notice every morning (M - F) that drivers traveling south on Brush College and turning east onto Fairies Parkway, (I assume majority are going to ADM) have a green turn signal when turning. MANY MANY MANY cars still turn east when they obviously have a red light - they go through the intersection anyway - very frustrating for thsoe of us going north on Brush College to RCC as we have to wait for quite a few cars to clear the intersection before going.	Dec 3, 2010 5:40 PM
23	I have concerns about train traffic stopped on Brush College Rd.	Dec 3, 2010 5:42 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
24	All of the previous responses are changed radically when the trains are moving. I have been stopped for 20 minutes on Brush College because of trains.	Dec 3, 2010 5:44 PM
25	Trains are the main source of congestion at all times, and particularly during the early morning and afternoon rush hours. The so called 15 minute time limit is exceeded on a regular basis resulting in disruption of classes at RCC (and I would imagine other work locations as well).	Dec 3, 2010 6:09 PM
26	My thoughts on what is causing the congestion is shift change at ADM. The congestion can potentially run the full length of the study corridor during any shift change since it is a single lane corridor.	Dec 3, 2010 6:10 PM
27	none	Dec 3, 2010 6:32 PM
28	Need traffic light at Richland entrance on Brush College Road (across from Heartland Church). This is a very dangerous intersection, especially, coming from RCC and making a left turn onto Brush College Rd.	Dec 3, 2010 6:34 PM
29	The railroad traveling Fairview Parkway can be inconvenient while the trains are stopping are going backwards after sitting for a while. The whole layout on the roads delays any spare time we might have getting to class or work.	Dec 3, 2010 6:46 PM
30	The part of brush college when driving under Garfield is the worse. The road is to narrow. I especially get nervous when I have to share it with a semi truck. Brush College should be double lanes both ways. The trains also are very frustrating. You never know when you will have to wait. The times of day when it is the worse is 7-8am and 4:30-5:30pm	Dec 3, 2010 6:47 PM
31	Trains at the ADM railroad crossings create a large amount of congestion.	Dec 3, 2010 6:55 PM
32	Hubbard Avenue should be four lanes with an extended turn lane with turn arrows all four ways.	Dec 3, 2010 6:56 PM
33	Trucks are causing most of the congestion in the afternoons.	Dec 3, 2010 7:09 PM
34	ADM is causing the congestion their part of the road going down to the corporate offices needs to be larger to handle the traffic.	Dec 3, 2010 7:46 PM
35	The trains blocking the road causes most of the traffic back-up.	Dec 3, 2010 7:53 PM
36	Backlogs will occur when trains (on Brush College, either set of tracks) move during factory and business "starting" times. Traffic that wants to go straight is stopped and backlogged. The two lane road up to the intersection's extra lanes is blocked. ADM traffic doesn't have a lane to travel on to get to the right turn lane.	Dec 3, 2010 8:10 PM
37	There are way too many semi's.	Dec 3, 2010 8:10 PM
38	The congestion is caused by the underpass and only one way each of trafic.	Dec 3, 2010 8:15 PM
39	The trains are the biggest problem when it comes to congestion, especially in the morning.	Dec 3, 2010 8:26 PM
40	William St to Faires along Brush College is congested all day.	Dec 3, 2010 8:38 PM
41	In the monring and evening, getting on 48 and Brush College from I-72 is heavy.	Dec 3, 2010 8:49 PM
42	At Brush College and Faries Parkway, going south, it is a "no turn on red", semis turn on red all the time.	Dec 3, 2010 8:59 PM
43	I do enjoy the new fixture to the railroad tracks on Brush College and Faries Parkway!	Dec 3, 2010 9:13 PM
44	add turn only lanes, a signaling system that notifies drivers of trains on the track at locations prior to approach allowing drivers to take alternate route, add an over or underpass to avoid train delays and have green left turn signals at all intersections	Dec 3, 2010 9:52 PM
45	Trains stopping on the tracks and just sitting there, at the intersection of Faries Park and Brush College Road.	Dec 3, 2010 10:05 PM
46	Traveling Mound is like driving a race track even when children are present. I don't see any need for change. No need to spend money that you don't have.	Dec 3, 2010 10:41 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
47	The most heavily congested is usually at Brush College and William, and Brush College and Fairies Park due to the usage by grain farmers trying to get their grain loads to ADM. Other than train blockage at inappropriate times of day.	Dec 3, 2010 11:05 PM
48	I know Decatur cannot do much about this, but congestion does not seem to be the biggest problem for me, except for when I come home around 4:30, the time everyone leaves ADM. The bigger problem, in my opinion, is the pattern of ADM trains. On average, being held up by one of the trains costs me 10-15 minutes of my time, sometimes even more, and this is quite frustrating when I am trying to get to morning classes. I'm sure that other students would agree. I can leave earlier, but the train will still hold me up and make me late.	Dec 3, 2010 11:19 PM
49	When arriving at the College earlier than 8:30 a.m. the traffic congestion is much worse which is one of the reasons I choose to arrive after 8.	Dec 3, 2010 11:51 PM
50	Plants changing shifts as I'm travelling home. Large intersection with many semi's	Dec 4, 2010 3:20 AM
51	trains cause the congestion	Dec 4, 2010 3:23 AM
52	When trains stop for extended amounts of time at Brush College and Fairies Parkway, I have seen traffic backed up all the way to William Street.	Dec 4, 2010 4:58 AM
53	Trains block most of the time and have to go to 22nd street	Dec 4, 2010 6:14 AM
54	brush college from william st to fairies always a mess not wide enough and too many semi's	Dec 4, 2010 10:55 AM
55	Any time of day that the trains at ADM block traffic for long periods of time.	Dec 4, 2010 1:35 PM
56	All of the trains make it difficult to arrive on time to school	Dec 4, 2010 3:19 PM
57	On certain days I travel down brush college road and I cross the rail road at adm. The adm rail road crossing is horrible because sometimes I have to wait half an hour for a train to pass before I can get to school. Sometimes when I arrive at the stop light at the adm rail road crossing there is a train stopped on the tracks and I have to find an alternate route to school and frequently I arrive late to class. There must be some way to solve this problem or let students know when the trains will be running, so we don't have to waste our time or take the risk of being late and we can take another route to school.	Dec 4, 2010 3:28 PM
58	I go to Richland everyday of the week.. It depends on how the corridor is closed off.	Dec 4, 2010 4:13 PM
59	The train north of brush college and fairies parkway is really annoying. It held me up in traffic many times on my way to school. The train lasted from 9 am to 9:30 am and I was a half hour late to class.	Dec 4, 2010 9:58 PM
60	On the two plane between the under pass and William street can be very congested around noon and also around 5 when people are leaving work. seems like the left turn lane gets most of the traffic and block the right turn.	Dec 5, 2010 6:29 AM
61	Traffic is always horrible during shift changes at ADM. It doesn't help that the Rail Road decides to stop on the tracks during these times.	Dec 5, 2010 10:10 AM
62	When I'm driving to campus in the morning I usually make the left turn from Brush College on to Rea's Bridge and I RARELY get the green arrow when I'm at the stop light despite the fact that I'm in the turn lane before the light turns red. I also notice that traffic from ADM making the left onto Hubbard usually get the green arrow to turn west. I don't understand the programming of the lights at this intersection.	Dec 5, 2010 3:45 PM
63	Southbound Brush College Rd at Williams St is severely congested between 7 and 8:30 am and 4 and 6 pm.	Dec 5, 2010 5:37 PM
64	Trains are a big problem and make me late quite often.	Dec 5, 2010 6:55 PM
65	trains and ADM traffic	Dec 5, 2010 8:10 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
66	In the morning, I always seem to have an issue going down either Sangamon to get onto Raes Bridge or Brush College. The reason being is because there is normally a train in the morning and sometime in the afternoon, and that affects the amount of traffic on the way to Richland.	Dec 5, 2010 11:45 PM
67	Traffic can be a bit hectic between 8 and 3 or so due to trucks travelling to and from ADM.	Dec 6, 2010 12:46 AM
68	Congestion along Brush College could be somewhat alleviated if at the Reas Bridge intersection there was a sign that could indicate if there was a train crossing the track down the road on Brush College. It would allow drivers to take an alternate route instead of arriving at the train tracks and turning around or finding themselves locked within traffic at the train crossing.	Dec 6, 2010 1:02 AM
69	I have been late several times for classes due to ADM trains sitting on the tracks for long periods of time on the tracks located on Brush College near the Bio Products plant.	Dec 6, 2010 1:21 AM
70	Major cause of congestion are the trains blocking the roads. On average the time a train blocks the road is 10+ minutes, and I have sat for 15+ minutes on more than one occasion. The time of day is irrelevant, as it happens throughout the day/night.	Dec 6, 2010 6:53 AM
71	the worst is anytime adm or cat is getting off or coming in. or if their are trains. the trains can be the worst.	Dec 6, 2010 3:18 PM
72	when i had earlier classes at 8 or 9 am, the traffic was terrible especially turning from william on to brush college road you would have to sit through several lights to get through, also one time when bruch college road was closed had to go down 27th street to get to school was stopped by train for about 40 minutes, half that time there was nothing on the track but gates were still down, couldnt believe had to sit there that long, was very late for class	Dec 6, 2010 3:51 PM
73	The traffic light at Mound & Brush needs to be made dependent upon traffic & not timed. Several times has it changed to stop North/South traffic when there is NO traffic from East/West.	Dec 6, 2010 4:26 PM
74	Employes and students are constanly stuck in trafic and trains. From farries to William the traffic is bumper to bumper. The street needs to be expanded to 4 lanes.	Dec 6, 2010 4:36 PM
75	Trains blocking progression to RCC is at times a problem due to the length of time they take blocking the passageway to RCC	Dec 6, 2010 4:40 PM
76	Usually around the time that ADM and other businesses get off work the traffic is horrible.	Dec 6, 2010 5:40 PM
77	Causing congestion is all the trucks, trains that pass and backup are very hard to get through	Dec 6, 2010 7:03 PM
78	Traffic turning onto Brush College Road from William Street is very congested in the mornings just before 8 am. There is a large amount of people needing to get to ADM, CAT, and RCC at that time.	Dec 6, 2010 7:26 PM
79	grain trucks	Dec 6, 2010 7:37 PM
80	I head to Richland as ADM workers are getting off work, and the back-up at the light can be substantial.	Dec 6, 2010 9:29 PM
81	The worst times traffic is a problem at the Brush College intersection is when there are train delays- which occur often.	Dec 6, 2010 11:43 PM
82	When driving on Brush College there are times you need to speed to avoid from being hit by traffic. This happens especially around 4:30 to 5:30pm when ADM traffic is off of work, this also happens in the am.	Dec 7, 2010 3:00 AM

1. If you would like, please use the space below to provide additional comments

Response Text		
83	Traffic gets backed up between Fairies Parkway and William Street both morning and evening because of the two lane underpass and two lane road between Fairies Parkway and William Street. The congestion is worst between 4:00 and 6:00 when ADM Corporate, Randal Research, Richland Community College, and every other business along the corridor is getting off work. Then there are the days when trains are blocking the road sometimes up to 30 minutes or longer. Couldn't the trains be scheduled to use the tracks at other times other than during the morning and evening commute and lunch hour?	Dec 7, 2010 3:06 AM
84	Trains staying on tracks for longer than 15 min. DAILY	Dec 7, 2010 4:10 AM
85	The worst congestion is at quitting time between 4:00 and 6:00. The south bound traffic is sometimes backed up all the way from Williams street to Fairies parkway. The two lane underpass definitely needs to be widened. Brush college road needs to be widened all the way from the Fairies parkway intersection to the Williams street intersection. The Williams street intersection needs to have more turn lanes to the east and to the west to allow more vehicles through.	Dec 7, 2010 4:58 PM
86	Corner of Brush college and William highly congested M - F. Cars have difficulties crossing lanes when leaving ADM research, Gas station and plaza (food options) during mornings and evenings. Two lanes under train pass seems a bit scary at time. Overall, not a bad drive.	Dec 7, 2010 5:17 PM
87	At the entrance to the pilot gas station on rt. 48, especially during lunch times traffic is VERY CONGESTED! It may take 10mins to get out of the gas station on to the road	Dec 7, 2010 6:08 PM
88	Train tracks.	Dec 7, 2010 8:52 PM
89	Brush College Rd between Faries Parkway and William St is always congested early in the morning and around 3-6 I drive this way to work also. It would be nice if it were widened or even kept in good repair. The recent repairs of this past summer have been great keep up the good work.	Dec 8, 2010 7:20 PM
90	I do not consider the traffic heavy. I have only been trapped at Fairies Ave. once in two years by trains leaving ADM and spotting of rail cars at Tate & Lyle, for 10 minutes. This is no where near what it is like in Chicago, or Hammond IN.	Dec 8, 2010 8:57 PM
91	The main cause of congestion is the ADM Corporate HQ and the East/West plants. Traffic is the worst at or around 4:30 pm on weekdays.	Dec 8, 2010 10:28 PM
92	The trains along Brush College Road are one problem. They stop on the tracks and cause a lot of congestion. Semis turning in front of cars and blocking the turn lane by ADM	Dec 8, 2010 11:05 PM
93	There is quite often blockage from the trains at Brush college and Fairies Parkway and further north, sometimes as long as 25 minutes.	Dec 9, 2010 6:29 AM
94	Brush College over/under pass is narrow, restrictive and dangerous. The hill by the elementary school has low visibility and high traffic, causing safety issues.	Dec 9, 2010 4:50 PM
95	The underpass just past the intersection of Brush College & Fairies Pkwy needs to be widened. With the space available on both sides of the underpass I don't understand why this has not been done, although it is better than it used to be.	Dec 10, 2010 2:53 AM
96	People pulling into and out of the truck stop are often very dangerous. They cut in front of you, seemingly unaware that you are THERE. Waiting for tractor trailer trucks is really annoying. You miss red lights because they take so long to react to the lights changing color!	Dec 10, 2010 5:03 AM
97	Getting off I-72 at the stop light it takes a long time to get through the stop light. It should be considered making that light a little longer so more people can get off the ramp.	Dec 10, 2010 2:42 PM

1. If you would like, please use the space below to provide additional comments

Response Text		
98	I often go to lunch after noon and find the Brush College road congested at Faries Park. A lot of traffic seems to be related to ADM trucks. Other times of the day the trains cause a traffic jam. I travel the corridor at various other times than a specific, as I have family in the area.	Dec 13, 2010 1:44 AM
99	The trains traveling at 8am, noon, and 5pm cause a lot of traffic congestion because they just stop and sit on the track when traffic is more severe.	Dec 13, 2010 3:29 AM
100	Train crossing Brush College at the Faries Parkway Intersection causes some congestion. Also ADM letting off work or shift changes causes high congestion. When turning south on to Brush College from Reas Bridge, sometimes only one motorist is able to execute the turn per light cycle due to oncoming traffic, specifically tractor trailers.	Dec 13, 2010 3:32 AM
101	Southbound on Brush College at about 5-6pm is a mess.	Dec 15, 2010 12:03 AM
102	Rail switching seems to be the biggest factor. As a person whose family has been involved with railroading for generations, I would question why the ADM switch crews must block Brush College for 20 minutes or more to move the same cut of cars back and forth several times. Can't they move the cars in smaller blocks? It isn't nearly as bad with the NS or CN crews. Just the in-house ADM crews.	Dec 15, 2010 4:22 AM
103	Many Semi Trucks from 27th street, east on Hubbard to Brush College Road. Also, heavy Semi truck traffic on Brush College Road.	Dec 20, 2010 11:36 PM
104	There is always a great deal of semi-truck truck traffic along the route. Occasionally get stuck by train traffic just south of the campus on Brush College Rd.	Dec 22, 2010 4:57 AM
105	When ADM and Caterpillar shifts end, the congestion by Brush College and Ferris up to William Street is so horrible. It's a headache going to school at those times. There are entirely too many people in a small place. Also, when the very very slow trains of ADM start making their way across Brush College, it causes even more of a headache and even more congestion.	Dec 28, 2010 4:00 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
1	I have often thought a traffic signal was needed at the One College Park intersection	Dec 3, 2010 4:17 PM
2	Traffic is already high at certain times of the day. More frequent light changes could be considered when thinking about rerouting the traffic. Also, more vehicles, trucks etc. will be in the mix at any given time if alternate routes have to be taken. The increase in truck traffic is significant on Brush College Road. Over the last two years, it has increased by more than double what it was.	Dec 3, 2010 4:21 PM
3	Because of the center lane's existence, however, passing happens a lot and I have seen a lot of near accidents. Visibility to detect westbound traffic on Hubbard is almost impossible when you are sitting at the intersection of Hubbard and Brush College waiting to turn left because there is a slight incline on the east side of Brush College. This has also caused a lot of near misses that I have witnessed myself.	Dec 3, 2010 4:21 PM
4	why isn't there a way to separate the passenger vehicles from the slower truck traffic, sometimes the traffic light will go through a light cycle while the trucker is working to get his heavy truck going and only 1 vehicle makes it through the light	Dec 3, 2010 4:25 PM
5	Please see above -- Take the time to observe at night -- the screeching of brakes, etc as this happens.	Dec 3, 2010 4:25 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
6	See above! Also, traveling south on Brush College, at the intersection of Brush College and Faries, the drop of two lanes to one to travel under the railroad forces people to merge in a short travel space.	Dec 3, 2010 4:27 PM
7	Trucks constantly drive over 60 mph. Make the truck speed limit 25 MPH and then maybe they will stay under 60.	Dec 3, 2010 4:32 PM
8	The traffic light on the corner of Brush College and Hubbard needs a turn arrow light. Most people turning on to Brush College from RCC have to make the turn on a red light because of traffic, and they are unable to make the turn during the green light.	Dec 3, 2010 4:33 PM
9	See above.	Dec 3, 2010 4:34 PM
10	Bike friendly!	Dec 3, 2010 4:34 PM
11	Turning out of RCC main entrance on to brush college, traffic is really bad at times. Maybe add a light there	Dec 3, 2010 4:44 PM
12	Put a stop sign at the entrance of Richland that works during the busiest times of the day.	Dec 3, 2010 4:45 PM
13	I grit my teeth every time I go under the overpass!	Dec 3, 2010 4:49 PM
14	I don't travel south on Brush College much because of the narrow under pass. But when I do it is very scary when going under and you meet a big truck!!!	Dec 3, 2010 4:50 PM
15	If you are approaching the college from Hubbard and turning left onto Brush College, a left turn arrow would make the intersection safer. Cars in the turn lane across the road obstruct the view and it makes it difficult to tell when its safe to turn. Also it would be beneficial to have a light at the entrance to Richland Community College so assist those turning left when leaving the College. Cars and semi's travel very fast on Brush College and it can be difficult to make a left turn to exit the College, especially when its dark or during bad weather.	Dec 3, 2010 4:53 PM
16	TRAIN traffic	Dec 3, 2010 4:55 PM
17	Students and Staff should only be able to make a right turn out of campus onto Brush College. Students and Staff should only be able to make a left turn into campus onto Brush College Road. The main entrances to the College should be off of Fairies or Mound and come down Howard Brown Blvd.	Dec 3, 2010 4:58 PM
18	The underpass between Williams and Faries is rather harrowing, and is what discourages me from commuting via bicycle.	Dec 3, 2010 4:59 PM
19	The biggest cause of congestion are the trains at Faries Parkway and south of Hubbard. It's a real mess even when a short train crosses-- can be for 10 minutes or more.	Dec 3, 2010 5:01 PM
20	A turn lane is needed when approaching RCC from the South going North. With all of the semi's just getting up to speed by that point, they have to come to a very slow speed when people in front of them turn into RCC. This becomes very dangerous in the Wintertime.	Dec 3, 2010 5:04 PM
21	Yes, put traffic light on ADM Gate E-6 entrance!	Dec 3, 2010 5:04 PM
22	speeding semis	Dec 3, 2010 5:08 PM
23	Thank you for this opportunity to provide feedback. I have been traveling from the North for over three years and have two very nerve-wracking incidents at the intersection of East Boyd Road and Williams Street (48) -- just north of the Brush College Road intersection. There is a lot of traffic on Greenswitch/Boyd in the mornings (today I waited 6 cars deep at Boyd/48) -- If anything could be done to make the intersection safer, it would be greatly appreciated.	Dec 3, 2010 5:15 PM
24	There needs to be a turn arrow from Hubbard and Reas Bridge Road to get onto Brush College.	Dec 3, 2010 5:18 PM
25	Enforce traffic Laws!!	Dec 3, 2010 5:23 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
26	The heavy semi traffic is a problem. Especially the Curry trucks. They drive way too fast. They say it is because they are paid by the job not by the hour.	Dec 3, 2010 5:24 PM
27	The underpass between Faires Parkway and William Street is scary! Improvments need to be made now before somone is hurt! And ideally a complet overhaul should be done and that area made four lanes.	Dec 3, 2010 5:37 PM
28	Just what is listed above.	Dec 3, 2010 5:40 PM
29	Sometimes I drop off or pick up my husband from ADM's research center. Turning left from there onto Brush College is dangerous. A traffic light there would be very helpful.	Dec 3, 2010 5:49 PM
30	General traffic flow during and immediately after trains block the corridor.	Dec 3, 2010 6:09 PM
31	The underpass is a mild safety concern. The biggest concern is the traffic going through the residential area in which I live just south of William street intersection. I live in this very small residential area, and people rushing to ADM fly down this curving residential street. They have killed one of our pets. A reroute to dicourage its use for getting to work in a hurry would be helpful.	Dec 3, 2010 6:10 PM
32	no	Dec 3, 2010 6:32 PM
33	Please widen Brush College Road at the underpass. It is almost scary-- it's so narrow. It is especially dangerous when it's raining hard, and water is splashing on your car from other traffic, and when it is icy & snowy. I appreciate your asking. Thank you!	Dec 3, 2010 6:34 PM
34	The only one I might address is with the amount of traffic, the semis leaving or entering become a huge hazard to the commute on either Fairview Parkway or Brush College Road.	Dec 3, 2010 6:46 PM
35	I addressed it above.	Dec 3, 2010 6:47 PM
36	The right lane merger into the left lane south of the ADM railroad crossing on Brush College Rd. is dangerous. Some drivers do not yeild to let the merging drivers enter the left lane. This causes imediate braking and trouble for others behind the driver merging.	Dec 3, 2010 6:55 PM
37	Semi-truck traffic is high, slow and creates dangerous situations.	Dec 3, 2010 6:56 PM
38	The speed limit should be raised to 45-50 mph along these routes.	Dec 3, 2010 7:46 PM
39	The number of vehicles that go over the speed limit and also the number of vehicles that run the red lights.	Dec 3, 2010 7:53 PM
40	Yes, the trucks, the Curry ones mostly, seem to run the stop light at Brush College and Mound quite often	Dec 3, 2010 7:57 PM
41	How is the condition of the underpass? Does it continue to be safe? Can the train tracks in the underpass be routed differently to widen for vehicle traffic?	Dec 3, 2010 8:10 PM
42	One day coming down BCR a semi got over in my lane without even looking. My car slammed into the side of the curb ruining my front passenger-side tire. He did not slow down or stop, or any of the sorts. It was a very scary, upsetting experience. The road from the gas station to BCR is pretty upbeat too.	Dec 3, 2010 8:10 PM
43	The underpass is in sever need of repair! It is too narrow and in the winter there is always ice on the roadway from dripping water from the top level.	Dec 3, 2010 8:15 PM
44	Left exit from RCC onto Brush College is dangerous at all times of days. A light or modifying traffic flow with the College to make into right turn only entrance and exit would help.	Dec 3, 2010 8:38 PM
45	At various times of the day, it is very dangerous turning into or from Richland's entrance off of Brush College Road. I have seen some student's take chances.	Dec 3, 2010 8:49 PM
46	Semis on Brush college pull out in front of you all the time.	Dec 3, 2010 8:59 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
47	As you exit RCC at Reas Bridge and you want to make a left turn it is very difficult to see oncoming traffic if there are cars opposite you turning left off of Hubbard. A lot of cars just sit and wait causing congestion while others take a high risk turning without good visuals.	Dec 3, 2010 9:52 PM
48	The people that get off work from ADM at 3:00 or 3:30 p.m., and drive like idiots, to pull onto Brush College Road and than get to William Street.	Dec 3, 2010 10:05 PM
49	There are more semi-trucks than there are cars on Brush College. It can get a little scary. The road itself is fine, though.	Dec 3, 2010 10:27 PM
50	The driving speed. School crossings. Road rage.	Dec 3, 2010 10:41 PM
51	Icing along Brush College , especially during the winter. Wind breaks would help considerably.	Dec 3, 2010 11:05 PM
52	Of course, one never knows when a train might block Brush College Road which often delays ones arrival by 15 to 30 minutes.	Dec 3, 2010 11:51 PM
53	Brush College School area is a safety concern and the railroad overpass is very narrow	Dec 4, 2010 2:48 AM
54	Yes, when trains stop traffic, people are doing unsafe u-turns to try to find another route to keep from being late to school, only to go down 27th Street and be blocked by another train. It would certainly be nice if there was some kind of overpass (like at Staley's) to avoid all this congestion with the ADM truck traffic and trains.	Dec 4, 2010 4:58 AM
55	Trains	Dec 4, 2010 6:14 AM
56	The speed of the semi's should be more regulated because at the speed they're going down the road with the amount of students that are coming in and out of a college, it's really dangerous. I even saw an accident on my way to school where someone was hit coming out of the college.	Dec 4, 2010 9:58 AM
57	underpass has never been big enough width wise	Dec 4, 2010 10:55 AM
58	YES!! The underpass just south of Faries Parkway! It is so narrow, and it's extremely scary having to go through it when meeting a semi coming the other way! I am so amazed that there have not been more accidents there!	Dec 4, 2010 1:35 PM
59	The speed limit.	Dec 4, 2010 3:28 PM
60	You really should think about how you re route the traffic. Having a sign every so often will not help those who are not from around here traveling through the area. Post more signs and more re routing signs on the alternate route there are too many people getting lost out there trying to take the de-tour	Dec 4, 2010 4:13 PM
61	The under pass, which I know would be difficult to fix needs to be taken into account. It is very narrow and often many motorists including myself have to either speed up or slow down to get through the underpass. This could possibly cause problems with congestion as well as causing safety issues with people increasing speed to get through the underpass if there is a semi coming through at the same time.	Dec 4, 2010 4:49 PM
62	Stop line on the intersection of brush college and Faries pkwy south bound is to close to the rail railroad tracks. I have seen people stop 3-4 foot from the train track and get stuck there from the train, to close for safety for me. I don't mind trains, but give them there space.	Dec 5, 2010 6:29 AM
63	The fog from the cooling towers at ADM is really dangerous in the winter. It is a total whiteout at times and it obstructs your view coming up to the RR tracks.	Dec 5, 2010 10:10 AM
64	Semi-trucks. Most of the time they are very good about not pulling out in front of you, but there are some who just whip out and back traffic up.	Dec 5, 2010 3:42 PM
65	No one seems to observe the speed limit but I've noticed that all over Decatur.	Dec 5, 2010 3:45 PM
66	Turn lanes at brush college road and williams street road. Semi traffic on Brush College Road and Williams Street road.	Dec 5, 2010 5:37 PM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
67	Issue everybody driving and on A cell phone A ticket !!!	Dec 5, 2010 8:10 PM
68	All the steam that comes from ADM in the colder months. Has the tendency to make visibility little to none.	Dec 6, 2010 12:46 AM
69	I live very close to the area and travel the study coorditor at many different times throughout the day, every day. Regardless of the time of day and the amount of congestion, many people run red lights at the Reas Bride/Brush College intersection.	Dec 6, 2010 1:02 AM
70	When traveling south on Brush college, from the Faries Parkway intersection, the road quickly becomes one land versus two. I have seen several accidents avoided when people are in a hurry as they leave work (ADM, and Richland). I don't know if it is possible, but it would be beneficial if the two lanes continued under the underpass.	Dec 6, 2010 6:53 AM
71	the width of the bridge underpass.	Dec 6, 2010 3:18 PM
72	The traffic is horrible at certain times of the day , bumper to bumper wich makes accidents more prevolent in the winter	Dec 6, 2010 4:36 PM
73	Sometimes driving on brush college close to the intersection of williams street when it its busy. I go over one of the hills there and have very little time to stop because traffic is backed up so bad.	Dec 6, 2010 5:40 PM
74	Semi trucks/fog from ADM.	Dec 6, 2010 6:06 PM
75	The "No Turn On Red" sign posted at the intersection of Brush College Road and Faries Parkway, travelling south, should be displayed more prominently. Right now it is actually on the other side of the intersection and very few people actually do what the sign says. This could create a bad situation.	Dec 6, 2010 6:11 PM
76	No	Dec 6, 2010 7:03 PM
77	I feel the speed limit needs to be better inforced. The speed limit is 45 mph but everyone drives like they are participating in a nascar race.	Dec 6, 2010 7:26 PM
78	I think there should be a light at the Northern exit of Richland closest to the Shilling center. It is very difficult to fight traffic coming out from there during most of the day.	Dec 6, 2010 8:36 PM
79	The viaduct under the railroad tracks, even after some work to it, is still too narrow and VERY SCARY in adverse weather.	Dec 6, 2010 9:29 PM
80	The underpass on Brush College is scary. I use it as little as possible and it is dangerous when conditions are icy. Semi-trucks also travel too fast down Brush College road between 48 and Reyes Bridge. Several times I have witnessed semi's going so fast that they don't stop for the red light at Mound Rd. There were many times in the summer from at 7:30 am and at 4:30pm the trucks would run the stop light. I never enter the intersection without checking both ways.	Dec 6, 2010 10:52 PM
81	The underpass needs to be widened. It is way to narrow for that high volume of traffic	Dec 7, 2010 2:43 AM
82	The risk of being ran over by speeding traffic.	Dec 7, 2010 3:00 AM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
83	<p>Visibility entering or leaving Brush College because of the size, number and speed of semi trucks. A lot of the trucks run the lights at the crossings, pull out in front of other vehicles, and block visibility of the lane of traffic on the other side of them.</p> <p>Because of the backed up traffic on Brush College cars leaving Randle Research can not get out on to Brush College unless a car on Brush College stops and holds traffic up to let them out. When a car leaving Randal Research wants to go north visibility is blocked by the backed up south bound traffic even when someone stops the traffic to let them out. This happens daily every evening. Traffic already slowed or stopped by the two lane underpass gets slowed even more trying to let Randal Research employees get out on to Brush College.</p>	Dec 7, 2010 3:06 AM
84	The RR tracks and plant entrances from ADM. There are so many trucks coming and going from there that I don't know how many times I have seen an accident.	Dec 7, 2010 1:06 PM
85	Employees of the ADM James Randall Research Center can not get out onto Brush College unless someone holds traffic up to let them out. The north bound traffic is not visible to those cars because of the backed up south bound traffic creating a safety issue for all vehicles around them. The semi trucks cause visibility issues all along brush college road as well as other traffic hazards when they pull out in front of other vehicles and run the stop lights or decide to turn from the south bound right lane across two other lanes to turn left into ADM.	Dec 7, 2010 4:58 PM
86	Train tressel.	Dec 7, 2010 5:17 PM
87	Drivers speed entirely too much and at ridiculous speeds and they also run the red lights and cause hazards to other people.	Dec 8, 2010 8:48 PM
88	Brush College road north of Faires Ave. was designed big trucks, not for pedestrians or bicyclists. When the price of gasoline goes to \$4 public transportation and motor cycles may increase along with the need for pedestrian crossings	Dec 8, 2010 8:57 PM
89	The main concern I have is the Brush College underpass between Faries Pkwy/Garfield Ave. and William Street. The road is too narrow for the traffic which includes semis, trucks, and cars.	Dec 8, 2010 10:28 PM
90	Brush College over/under pass is narrow, restrictive and dangerous. The hill by the elementary school has low visibility and high traffic, causing safety issues.	Dec 9, 2010 4:50 PM
91	At the corner of Brush College and Hubbard there is not an arrow to indicate a turn lane (when heading east).	Dec 9, 2010 8:00 PM
92	Large trucks at a high rate of speed heading north on Brush College. Leaving the campus can sometimes be dangerous.	Dec 10, 2010 2:53 AM
93	TRACTOR TRAILOR TRUCKS! They are HORRIBLE!! They seem to have no regard for those of us in cars, especially pulling into and out of the truck stop area. I ALWAYS have to wait for them at the red lights and have on MANY occasions had to swerve out of my lane because they cut in front of me or other cars. They seem to have no regard for the rest of us on the road.	Dec 10, 2010 5:03 AM
94	The railroad crossing on Brush College past Faries (not the crossing at Faries and Brush College) could use some easier to view signals. There are often many semis around, causing some to be hard to view from a smaller-size vehicle.	Dec 10, 2010 11:48 PM
95	Alot of congestion at the ADM research place. I have seen my share of accidents and close calls there.	Dec 12, 2010 7:50 AM
96	The road condition was terrible last winter, Many pot holes are just unavoidable and the train tracks are often in disrepair.	Dec 13, 2010 1:44 AM
97	When there is fog crossing Brush College Road between Faries Parkway and the railroad tracks near the truck entrance going north, visibility is near zero. You cannot see another motorist's brake lights until right up on them. This is a severe hazard.	Dec 13, 2010 3:32 AM

2. Are there any safety related issues or concerns that should be addressed as

Response Text		
98	Intersection of brush college road and Hudson, or Hubbard: there needs to be a left turn arrow at intersection. There is an opening in the light for it, but the arrow doesn't work	Dec 16, 2010 9:33 PM
99	Fix or remove (un-used) numerous rail crossings on Faries parkway just west of Brush College Road. Consider the replacement of the death trap underpass on Brush College. Widen it to the west side into the unused railway portion, or make an overpass to replace it. Close the spur of East Hickory.... eliminate dangerous / illegal turns. Increase overhead street lighting and especially underpass lighting and drainage. Widen the remaining underpass lanes with a buffer area between NB and SB lanes for safety. Figure out some way to eliminate the Brush College school traffic mess by creating a different exit and entry onto the property, maybe connecting to East Condit or East Orchard back to the west of the school. Or, possibly straight south to William St by the old gas station /trailer court property. Re-consider alternate semi truck routing by way of a new bridge over Lake Decatur in the proximity of the remaining pillars of the old inter-urban rail right of way by the east end of Faries Parkway. Good luck. Thanks for asking.... 8) dke	Dec 20, 2010 3:04 AM

1. If you wish, please use the space below to make additional comments

Response Text		
1	Is the a way to communicate the most likely times of railroad blockage. This applies as well to the Martin Luther King/North of Eldorado crossing. Maybe this would entail industry cooperation and communication of rail crossing blockage times needed by them. When traveling through the city, especially for business meetings, it is bothersome to get caught by the flashiiing lights and suddenly descending crossing arms.	Dec 3, 2010 4:23 PM
2	Reduce train traffic at all of the various interesections; not just Fairies Parkway. Put a time limit on how long the intersections can be blocked ie. 10 minute rule.	Dec 3, 2010 4:27 PM
3	Trains taking forever - traffic congestion at Brush College and Fairies Parkway - Four lanes on Brush College - all should be first priority.	Dec 3, 2010 4:28 PM
4	I am pleased that this study is underway. I stopped using Brush College in my commute because the road surface is too rough, the congestion is a concern between 7 and 8 a.m. and between 3:30 and 5:30, and I couldn't determine the train schedule to avoid being delayed.	Dec 3, 2010 4:31 PM
5	Due to the heavy truck traffice, Brush College is in constant need to repair.	Dec 3, 2010 4:35 PM
6	Solve the truck problem and you will solve the traffic problem.	Dec 3, 2010 4:36 PM
7	I would really like to see a bike path where I could ride to work safely.	Dec 3, 2010 4:36 PM
8	with the current routing to I-72 you have to negotiate through the truck traffic at the truck stop, this mixes smaller vehicles with heavy truck traffic and really bottlenecks the area. If there where a way for passenger vehicles to by pass the truck stop, it'd help all concerned	Dec 3, 2010 4:48 PM
9	I think that the most valuable safety improvements that could made around the Richland area are a traffic light at the entrance/exit of Richland, a left turn signal at Hubbard and Brush College, and a sidewalk/bike bath for students that walk along Hubbard.	Dec 3, 2010 4:55 PM
10	See previous comments.	Dec 3, 2010 5:03 PM

1. If you wish, please use the space below to make additional comments

Response Text		
11	<p>East Boyd Road and Williams Street (48) -- just north of the Brush College Road intersection. When turning west onto Boyd from 48 -- if there is a large southbound truck turning east into the Pilot station (which there is quite a bit of the time) -- it is very difficult -- almost impossible -- to see oncoming traffic from the north. It forces the northbound driver turning west to inch out slowly and making themselves vulnerable for a head-on before they can turn west onto Boyd.</p> <p>Since this encompasses future development plans, could there be consideration for widening Greenswitch and Boyd? The narrow crowned blacktop causes meeting large vehicles makes it very difficult -- especially in winter and other bad weather days. With more and more development north of Decatur and the advent of more commuters using those roads, it is not uncommon to have continuous traffic on those roads during the common rush hour times. I would take I-72 to get to Brush College, but it easily adds 5-10 minutes to the trip (depending on lights and traffic).</p> <p>Once again thank you for this opportunity to offer input.</p>	Dec 3, 2010 5:26 PM
12	The high volume of truck traffic during harvest and other times when large supplies of grain are being delivered in the area can be a problem.	Dec 3, 2010 6:13 PM
13	I think adding lanes would resolve many of the congestion problems with the exception of train delays at Faries. One lane of the addition should be dedicated, even mandated use by semi trucks.	Dec 3, 2010 6:14 PM
14	The underpass does not provide a safe route for cyclist or pedestrians to safely commute to Williams Street or to Richland. I would like to see a bicycle lane or sidewalk created with guard rails to protect pedestrians from drivers.	Dec 3, 2010 7:02 PM
15	Keep the railroad crossing driveable, so you don't have to come to a stop to cross them. They are much better now that they have been replaced but they need to be kept up and in good condition. Also replace the white railroad light that blinks with regular red railroad lights. When it is foggy out that light looks like the flashing light on a school bus if you can even see it.	Dec 3, 2010 7:59 PM
16	I think ADM should fund a road directly from I-72 to their plant to keep truck traffic off of Brush College Road completely. The fixes just made on Brush College with all the patch work is already dipping because of the truck traffic. If something more is not done this sort of patch work will need to be a regular occurrence.	Dec 3, 2010 8:35 PM
17	I'm not aware of the transportation needs of others. I don't ever recall seeing public transportation use the underpass. I've seen pedestrians but they don't have an easy access north of the underpass on Brush College to walk. Having always lived on the east-side of Decatur I know that the Brush College underpass is a vital piece of mobility for the east-side residents and all the factory and business workers that travel this route daily. The only other access to Decatur's north is 22nd street. The choices and challenges will not be easy.	Dec 3, 2010 8:36 PM
18	The current underpass doesn't seem to have major flood issues and that's why I feel it shouldn't be touched. However, it needs to be cleaned better during the snow days with salt or sand thrown to avoid sliding into another car, oncoming traffic or the concrete side wall. I would like there to be more space (not extra lanes) but I would not want the quality to be compromised.	Dec 3, 2010 10:02 PM
19	The biggest problem is the speed that people drive. I see no reason to spend any money at all. Lets get the budget under control.	Dec 3, 2010 10:46 PM
20	As I said earlier, I think train traffic is the worst issue along the street. Reducing the number of trains, and having them run at non-traffic heavy times of the day, would seriously improve my commute.	Dec 3, 2010 11:22 PM

1. If you wish, please use the space below to make additional comments

Response Text		
21	In the previous question that asked for ranking the options, there was no mention of the train delays that often occur at the railroad tracks that cross Brush College Road midway between Fairies Parkway and Reas Bridge Road. The only crossing mentioned was the one at Fairies Parkway. Some of the longest delays occur as trains switch cars at the northern crossing.	Dec 4, 2010 12:00 AM
22	Not only should the William Street railroad delays be shortened, so should the crossing further north on Brush College Road.	Dec 4, 2010 3:25 AM
23	The railroad tracks along Fairesprk way are very bad! It hurts my shocks and struts going across the tracks u have to almost stop going across every set.	Dec 4, 2010 4:14 AM
24	Eliminating train and truck delays/congestion would certainly make a safer commute for all who go to Richland. Maybe some kind of an overpass/bypass road??	Dec 4, 2010 5:06 AM
25	Most congestion seems to be the combination of car traffic trying to compete with truck traffic around the entire corridor.	Dec 5, 2010 9:58 PM
26	My main concern is if construction begins on the underpass to widen, or construct an overpass will there remain a lane open to travel north on Brush College from William St. to Richland. If a detour routes me to 22nd St. it will add 10 min. to my drive--adding to my fuel expenses and vehicle depreciation I not only use the underpass to go to Richland, but also to go to church, to go shopping, and to visit family members.	Dec 6, 2010 7:04 AM
27	i go to class from 9 to 1050 and there is little traffic but when i go back to school at 1150 i always get stuck at trains	Dec 6, 2010 8:57 AM
28	The traffic light at Mound & Brush needs to be made dependent upon traffic & not timed. Several times has it changed to stop North/South traffic when there is NO traffic from East/West. Also, increase the speed limit. Forty-five miles per our is too slow, at least to Hubbard/Reas Bridge Rd.	Dec 6, 2010 4:27 PM
29	The whole area needs to be 4 lane. The truck traffic needs to be rerouted and th underpass needs to be expanded to 4 lanes. Train traffic is defenantly a problem. The time they block a street should be limited and not be able to at times the plants are getting off of work.	Dec 6, 2010 4:42 PM
30	Address the train problem at ADM/Bio. There are trains there at all times of the day. I would hate to see Brush College be turned into four lanes because that would just cause a race track effect.	Dec 7, 2010 3:04 AM
31	none	Dec 8, 2010 8:57 PM
32	The rail crossing at Faries Parkway was really bad and that got fixed. Now there are the rail crossings ON Faries Parkway, west of Brush College that are really bad and I feel like i am going to lose a wheel every time i cross them.	Dec 9, 2010 1:30 AM
33	Adding lanes to Brush College Rd. is a definatue priority; especially widening the lanes through the underpass. Also, if there if there were another entrance for the semi-trucks to enter/exit from ADM, other than off of Brush College Rd, that would definately reduce alot of the congestion.	Dec 10, 2010 1:53 AM
34	The last improvement of Brush College Road is great until you get to Fairies Pkwy and William St intersections! Although I don't drive that route daily, I do go that way frequently during a month's time. When Cat and ADM let out it's terrible as I'm sure you already know. I think there needs to be a speed cap for trucks traveling North on Brush College heading to Rt 48 or I72 as they clip along there at a pretty fast speed. I believe the limit now stands at 45, however, I know they go faster than that.	Dec 10, 2010 2:58 AM
35	if 4 lanes could be made from Faries to William street with NO TRAIN CROSSINGS should be the number 1 & only priority - - - with sidewalks on both sides and a bike path	Dec 10, 2010 7:59 PM

1. If you wish, please use the space below to make additional comments

Response Text		
36	Nearly all of question 13's goals should be focused on; it was hard to rank. Semi traffic is a concern, yet so is public transportation and pedestrian traffic. As a driver, I picked which options seemed best to me; however, ALL of them should be goals that the City should strive to achieve, especially safer pedestrian traffic options.	Dec 10, 2010 11:50 PM
37	By adm research is very dangerous. This should be your top priority above anything else. Any other problem is an "inconvenience" problem. The situation at ADM Research is a "SAFETY" problem in which somebody could get injured or even killed. Is that what has to happen before anything is done about it?	Dec 12, 2010 7:58 AM
38	Fixing more of the train tracks are a concern of mine. Lots of them are uneven and there are lots of uneven areas and holes in the road.	Dec 13, 2010 3:31 AM
39	When dealing with industrial areas, trucks and trains are going to be present no matter what you do. That cannot be changed. It would seem that something to change would be when the ADM crews switch out cars. Maybe limiting them to only performing switching before 7AM and after 5PM or imposing a 10 minute time limit on how long they can block a crossing. The NS/CN crews aren't usually a problem. They get their trains across the streets in a relatively timely manner. The ADM crews just seem to putter around. I don't know if it because their equipment is less powerful or if it is because they aren't trained as well but blocking crossings for 20+ minutes at a time is ridiculous.	Dec 15, 2010 4:26 AM
40	As mentioned earlier.	Dec 20, 2010 3:07 AM

2. If you would like to stay up to date on the corridor study, please give us your



Response Text		
1	dhays@richland.edu	Dec 3, 2010 4:22 PM
2	gsaunders@richland.edu	Dec 3, 2010 4:27 PM
3	tzindel@richland.edu	Dec 3, 2010 4:31 PM
4	pweakly@richland.edu	Dec 3, 2010 4:32 PM
5	kashby@richland.edu	Dec 3, 2010 4:36 PM
6	pmclean@richland.edu	Dec 3, 2010 4:44 PM
7	creekbottomstables@yahoo.com	Dec 3, 2010 4:48 PM
8	ahynds@richland.edu	Dec 3, 2010 4:49 PM
9	gbowman@richland.edu	Dec 3, 2010 4:54 PM
10	ebond@richland.edu	Dec 3, 2010 4:55 PM
11	kaitlin.ellison@adm.com	Dec 3, 2010 5:06 PM
12	vandivers@gmail.com	Dec 3, 2010 5:26 PM
13	mswaim@richland.edu	Dec 3, 2010 5:42 PM
14	neelington@ameritech.net	Dec 3, 2010 6:14 PM
15	kkoontz@cebridge.net	Dec 3, 2010 6:49 PM
16	Abresnahan@richland.edu	Dec 3, 2010 6:54 PM
17	kmast@richland.edu	Dec 3, 2010 6:57 PM
18	blharden1@richland.edu	Dec 3, 2010 8:28 PM
19	dfleming@richland.edu	Dec 3, 2010 8:35 PM

Appendix I-A.3





Questionnaire – Community Summary

Brush College Road Corridor Study - Community Survey



1. Would you like additional information on the Brush College Road Corridor Study?

		Response Percent	Response Count
Yes		45.1%	93
No, skip to survey questions.		54.9%	113
answered question			206
skipped question			0



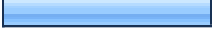

2. How frequently do you travel along the Brush College Road study corridor?

		Response Percent	Response Count
More than 5 times per week		74.4%	145
3 to 5 times per week		10.3%	20
1 or 2 times per week		5.1%	10
On occasion (a few times per month or maybe a couple times per year)		10.3%	20
answered question			195
skipped question			11

3. Which of the following best describes where you live in relation to the Brush College Road study corridor?

		Response Percent	Response Count
I live approximately one mile or less from of the study corridor		70.8%	138
I live more than one mile from the study corridor		29.2%	57
		answered question	195
		skipped question	11

4. OPTIONAL: Are there any traffic issues (for example, areas of traffic congestion or safety related issues) that should be addressed as part of the Brush College Road corridor study? If so, please list any you can think of.

		Response Percent	Response Count
Issue		100.0%	134
Issue		57.5%	77
Issue		31.3%	42
Issue		11.9%	16
		answered question	134
		skipped question	72

5. The following are potential transportation improvements along Brush College Road. Please rank what would be your 1st, 2nd, and 3rd priority.

NOTE: The following improvements are listed randomly and do not reflect any priority or preference by the project team.

	1st Priority	2nd Priority	3rd Priority	Response Count
Making it easier for pedestrians to cross Brush College Road is...	22.2% (2)	22.2% (2)	55.6% (5)	9
Develop a continuous bicycle/pedestrian path along Brush College Road is...	11.1% (2)	11.1% (2)	77.8% (14)	18
Divert truck traffic from Brush College Road is...	36.7% (11)	26.7% (8)	36.7% (11)	30
Enhance public transportation connections within the corridor is...	11.1% (1)	22.2% (2)	66.7% (6)	9
Find ways to better accommodate truck traffic along Brush College Road is...	16.7% (5)	46.7% (14)	36.7% (11)	30
Improve the Brush College/Faries Parkway intersection is...	14.3% (2)	35.7% (5)	50.0% (7)	14
Improve the Brush College/William Street intersection is...	18.2% (2)	45.5% (5)	36.4% (4)	11
Improve travel safety (i.e., better geometrics, access, driving/site visibility) along Brush College is...	24.1% (7)	17.2% (5)	58.6% (17)	29
Reduce the number of train crossings/delays in the Faries Parkway intersection is...	34.4% (22)	32.8% (21)	32.8% (21)	64
Widen (add lanes) at the railroad underpass along Brush College Road is...	55.4% (46)	31.3% (26)	13.3% (11)	83
Widen (add lanes) along the entire Brush College Road corridor is...	31.5% (17)	50.0% (27)	18.5% (10)	54
answered question				117
skipped question				89

6. If you wish, please use the space below to make additional comments regarding the Brush College Road corridor study. This can be related to general mobility issues, a particular transportation mode, your daily commute, or specific transportation improvements that you would like to see implemented within the corridor.

	Response Count
	72
answered question	72
skipped question	134

7. If you would like to stay up to date on the corridor study, please give us your e-mail address. We will not share your e-mail with anyone.

	Response Count
	63
answered question	63
skipped question	143

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

	Issue	
1	The underpass is not only a huge congestion problem but is also dangerous when bigger truck are going through it	Dec 1, 2010 10:56 PM
2	traffic is usually backed up when I take this route South (toward Williams St.) after tunnel	Dec 2, 2010 4:43 PM
3	road conditions, road quickly deteriorates with amount of traffic flow & heavy vehicles traveling road frequently	Dec 2, 2010 6:46 PM
4	The railroad underpass is too narrow for the amount of traffic, especially with heavy trucks	Dec 2, 2010 9:46 PM
5	the underpass is narrow	Dec 3, 2010 2:18 AM
6	TRAFFIC CONGESTION: SPECIFICALLY AT THE ADM JRRRC BLDG	Dec 4, 2010 1:51 PM
7	Narrow lanes at the underpass	Dec 9, 2010 2:19 PM
8	More lanes are needed going both ways. ADM traffic is terrible during rush hour, morning & night	Dec 9, 2010 2:37 PM
9	Need a traffic light at the exit from the ADM JRRRC facility; currently very dangerous turning north from JRRRC.	Dec 10, 2010 6:57 PM
10	Traffic coming out of the old Lakeview High School - need traffic light	Dec 10, 2010 7:14 PM
11	The tight underpass!	Dec 10, 2010 7:20 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

	Issue	
12	Tight underpass south of Faries	Dec 10, 2010 7:20 PM
13	ADM-JRRRC driveway onto Brush College	Dec 10, 2010 7:24 PM
14	We need to have a stop light installed at the exit of the ADM - James R. Randall Research Center on to Brush College Road.	Dec 10, 2010 7:26 PM
15	Access to Brush College from ADM-JRRRC (light or extra traffic lanes)	Dec 10, 2010 7:46 PM
16	There should be a traffic light at the exit of JRRRC aid Brush College, especially form 4pm to 6pm	Dec 10, 2010 9:13 PM
17	the underpass on brush college is narrow overpass should be built to replace underpass expanding road to 4 lanes	Dec 11, 2010 4:15 AM
18	Traffic congestion trying to get onto William Street in morning and evening rush hours from side streets	Dec 13, 2010 2:30 PM
19	congestion	Dec 15, 2010 4:01 PM
20	An alternate from the south to the north is needed	Dec 20, 2010 3:08 PM
21	Road surface quality.	Dec 20, 2010 7:55 PM
22	Corridor is iced in the winter.	Dec 23, 2010 9:03 AM
23	expand the underpass, lanes too narrow	Dec 23, 2010 2:22 PM
24	congestion near entrance to ADM research building	Dec 24, 2010 12:31 AM
25	ADM traffic morning and evening	Dec 26, 2010 3:48 PM
26	safety issues on brush college itself during snow/ice/sleet (removal of ice/snow/sleet is slow and causes slippage south bound towards william st)	Dec 30, 2010 3:38 AM
27	adm	Dec 31, 2010 9:19 PM
28	Too much traffic in the morning. (7:20-8:00 a.m. M-F) My husband and I (driving separately) often have to pull out in front of people in order to turn north onto Brush College from Grand.	Jan 2, 2011 4:31 AM
29	lots of congestion at JRRRC intersection, as school and work days start and end at nearly the same times. Need a stoplight!	Jan 2, 2011 2:01 PM
30	Truck traffic from ADM coming out of scale on Hubbard traveling to Brusck College. Hubbard is only one lane and this makes it problematic when loaded trucks are pulling out of testing facility on Hubbard traveling towards Brush College Road. Although no passing is allowed, I see people everyday almost lose their life trying to pass trucks in the middle lane on Hubbard.	Jan 3, 2011 6:18 PM
31	Pot Holes	Jan 7, 2011 5:39 PM
32	Safety and road deterioration	Jan 8, 2011 8:20 PM
33	Accidents or closures reroute me to Sangamon Road	Jan 10, 2011 6:54 PM
34	Underpass too narrow	Jan 10, 2011 6:55 PM
35	Getting onto Brush College from Marietta & Grand	Jan 10, 2011 6:55 PM
36	Blocking of crossing by NS R.R.	Jan 10, 2011 6:56 PM
37	Extreme traffic congestion	Jan 10, 2011 6:56 PM
38	Congestion early morning & late afternoon	Jan 10, 2011 6:56 PM
39	Stop ADM employees running light after changing to red when turning left from Faries Pkwy. (heading west) onto Brush College (heading south).	Jan 11, 2011 2:10 PM
40	Need a double wide turning lane from Brush College to William St. going east	Jan 11, 2011 2:19 PM
41	Brush College Underpass too small	Jan 11, 2011 2:25 PM
42	Traffic conjection on Brush College	Jan 11, 2011 2:25 PM
43	The train bridge needs widened	Jan 11, 2011 2:26 PM
44	The mine shaft that is called the underpass on Brush College	Jan 11, 2011 2:26 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

	Issue	
45	Trucks - ADM & Tate & Lyle	Jan 11, 2011 2:27 PM
46	Brush College underpass	Jan 11, 2011 2:27 PM
47	Train delays & rough RR crossings	Jan 11, 2011 2:28 PM
48	Poor road conditions make traffic slow or stop during busy hours.	Jan 11, 2011 2:29 PM
49	ADM traffic when they get off work - we go different way	Jan 11, 2011 2:29 PM
50	Very difficult access Brush College from residential east side.	Jan 11, 2011 2:30 PM
51	Underpass is too narrow & gets dangerous when it ices up.	Jan 11, 2011 2:32 PM
52	Roughness of road even after sectioning work in 2010. Sectioning just made more spaces for water accumulation to freeze & break concrete making same problem next summer. They fixed in 2010.	Jan 11, 2011 2:37 PM
53	turn lane = ADM & houses directly off of Brush College	Jan 11, 2011 2:39 PM
54	Traffic congestion	Jan 11, 2011 2:50 PM
55	No	Jan 11, 2011 2:50 PM
56	Merging before the underpass	Jan 11, 2011 2:53 PM
57	traffic congestion	Jan 11, 2011 2:54 PM
58	The underpass is narrow especially when passing trucks	Jan 11, 2011 3:15 PM
59	Trains are my most problems	Jan 11, 2011 3:15 PM
60	7 AM to 8 AM excessive traffic	Jan 11, 2011 3:16 PM
61	Heavy traffic between 6 AM - 8 AM northbound	Jan 11, 2011 3:18 PM
62	Too much traffic	Jan 11, 2011 3:18 PM
63	Traffic congestion when ADM & Cat comes to work & going home.	Jan 11, 2011 3:21 PM
64	Traffic backup from trains - (no time limit)	Jan 11, 2011 3:22 PM
65	Trains, traveling north-south, east-west blocking crossing for long extended periods of time.	Jan 11, 2011 3:26 PM
66	Traffic congestion while pulling out from Marietta Street onto Brush College.	Jan 11, 2011 3:34 PM
67	Waiting for trains	Jan 11, 2011 3:37 PM
68	Traffic congestion at Brush & JRRRC Exit between 3:00 and 3:30 PM & 4:30 and 5:00 PM	Jan 11, 2011 3:38 PM
69	Road is terribly congested every morning & evening due to ADM - most everyday I just have to hold my breath & pull out to be able to get to work	Jan 11, 2011 3:40 PM
70	Traffic coming off of sideroads - ADM (formerly Lakeview High School) and Brush College School	Jan 11, 2011 3:44 PM
71	Congestion at William St.	Jan 11, 2011 3:46 PM
72	Narrow underpass	Jan 11, 2011 3:50 PM
73	It's very hard for people to get on Brush College of a morning	Jan 11, 2011 3:51 PM
74	Road narrows to two lanes when going south on Brush College	Jan 11, 2011 3:52 PM
75	Narrow underpass	Jan 11, 2011 3:53 PM
76	Traffic congestion in morning from ADM traffic	Jan 11, 2011 3:55 PM
77	Amount of traffic that cuts through my area to avoid intersection of William & Brush College	Jan 11, 2011 3:58 PM
78	I live 4 min from work when I can use the underpass. It would make my travel time much longer if the underpass was closed for repairs, but it needs done.	Jan 11, 2011 4:02 PM
79	Getting on Brush College morning & evening from side streets	Jan 11, 2011 4:04 PM
80	Widen the underpass	Jan 11, 2011 4:04 PM
81	None	Jan 11, 2011 4:09 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

	Issue	
82	Let ADM pay - they own this	Jan 11, 2011 4:15 PM
83	Traffic congestion on Brush College Rd.	Jan 11, 2011 4:17 PM
84	Train delays	Jan 11, 2011 4:17 PM
85	Underpass too narrow	Jan 11, 2011 4:18 PM
86	Entrance to St. John's Lutheran Cemetery	Jan 11, 2011 4:29 PM
87	Access from side streets onto Brush College at peak hrs	Jan 11, 2011 4:31 PM
88	School crossing @ Brush College School	Jan 11, 2011 4:32 PM
89	The trains	Jan 11, 2011 4:36 PM
90	Hickory to Brush noone follows signs	Jan 11, 2011 4:37 PM
91	Bottleneck at train underpass (maintain 4 lanes underpass)	Jan 11, 2011 4:43 PM
92	The main issue, of course, is the congestion in and around the ADM complex in the morning and evening.	Jan 11, 2011 4:45 PM
93	Traffic jams at 4:30 pm and 8:00 am	Jan 11, 2011 4:48 PM
94	Too much traffic cutting thru James St. as shortcut	Jan 11, 2011 4:51 PM
95	Will Hickory and Brush Road be open.	Jan 11, 2011 4:54 PM
96	4 lanes with separate left turn lane	Jan 11, 2011 4:54 PM
97	Trying to turn off of any sideroad onto Brush College south of the underpass is normally impossible between 6:30 AM and 8:15 AM	Jan 11, 2011 5:00 PM
98	Build overpass - where underpass is on Brush College	Jan 11, 2011 5:03 PM
99	The underpass is far too narrow	Jan 11, 2011 5:05 PM
100	Get a stop sign at Marietta & ADM Entrance	Jan 11, 2011 5:06 PM
101	The underpass is too narrow & rough.	Jan 11, 2011 5:08 PM
102	This will destroy my business. Signed, John Gifford	Jan 11, 2011 6:40 PM
103	Limit the time amount for trains to cross	Jan 11, 2011 6:41 PM
104	Very hard to exit Marietta at work area times	Jan 11, 2011 6:50 PM
105	Too much train switching congestion	Jan 11, 2011 6:51 PM
106	Amount of train traffic and duration	Jan 11, 2011 6:53 PM
107	ADM traffic thinks it owns the intersection	Jan 11, 2011 6:55 PM
108	Not necessarily something you can help, but when Brush College Rd. is being worked on traffic seems to re-route down James St. (my road) & causes congestion & safety concerns (speeders). Would be nice to have an officer run radar occasionally to deter speeders who think going 40-45 mph in a residential area ia acceptable because a main road is closed or partially closed.	Jan 11, 2011 7:06 PM
109	Congested traffic thru work week	Jan 11, 2011 7:07 PM
110	Getting in and out of school at 3:05	Jan 11, 2011 7:07 PM
111	Water leaking in subway freezes in winter	Jan 11, 2011 7:09 PM
112	Difficult to exit sideroads onto Brush College when people going to work or getting off work @ ADM.	Jan 11, 2011 7:12 PM
113	High congestion around 5 pm daily	Jan 11, 2011 7:14 PM
114	Cars cutting through eastside neighborhoods	Jan 11, 2011 7:16 PM
115	Congestion bad when ADM employees get off work at both locations	Jan 11, 2011 7:17 PM
116	Hard to get onto Brush College from side streets during rush hours.	Jan 11, 2011 7:20 PM
117	All the traffic from ADM & Caterpillar at shift change	Jan 11, 2011 7:21 PM
118	The congestion is always at the lights on both ends Brush College & William, Brush College & Faries	Jan 11, 2011 7:24 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

Issue		
119	Getting on Brush College during starting work & ending work	Jan 11, 2011 7:25 PM
120	2 narrow lane road	Jan 11, 2011 7:26 PM
121	Hard to get into traffic from side streets when shifts let off from ADM.	Jan 11, 2011 7:29 PM
122	The intersection of Marietta and ADM	Jan 11, 2011 7:30 PM
123	Congestion with train across Brush College	Jan 11, 2011 7:32 PM
124	James Street need to be an active alternate route	Jan 11, 2011 7:34 PM
125	Too much traffic	Jan 11, 2011 7:39 PM
126	One lane instead two merging into one heading south. Often get cut off from the lane that should be merging.	Jan 11, 2011 7:40 PM
127	I live on E. William St. from approx. 6:30 to 8:00 a.m. you can't get out of driveway cause traffic is backed up from lights all the way passed my house cause people are waiting to turn onto Brush College Rd.	Jan 11, 2011 7:42 PM
128	At Faries Pkwy going south 4 lanes going to 2 lanes	Jan 11, 2011 7:44 PM
129	Brush College School (speed limit)	Jan 11, 2011 7:48 PM
130	Trains blocking road often 30 mins	Jan 11, 2011 7:52 PM
131	Underpass	Jan 11, 2011 7:52 PM
132	Trucks take up too much room in the underpass	Jan 11, 2011 7:54 PM
133	Underpass too small - Not SAFE	Jan 11, 2011 7:57 PM
134	Turning north or south onto Brush College from Grand understably the work traffic.	Jan 11, 2011 7:58 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

Issue		
1	Brush College should be a 4 lane, 2 north bound and 2 south bound, ADM employees completely take over the road	Dec 1, 2010 10:56 PM
2	the lanes are narrow under the Overpass	Dec 2, 2010 4:43 PM
3	high traffic flow with school and ADM traffic	Dec 2, 2010 6:46 PM
4		Dec 2, 2010 9:46 PM
5		Dec 3, 2010 2:18 AM
6		Dec 4, 2010 1:51 PM
7	No sidewalk near the underpass	Dec 9, 2010 2:19 PM
8		Dec 9, 2010 2:37 PM
9	The R/R underpass is much too narrow.	Dec 10, 2010 6:57 PM
10	Narrow viaduct under NS railroad	Dec 10, 2010 7:14 PM
11		Dec 10, 2010 7:20 PM
12		Dec 10, 2010 7:20 PM
13		Dec 10, 2010 7:24 PM
14	This becomes a very dangerous intersection between 3:30 and 5:00 PM daily.	Dec 10, 2010 7:26 PM
15	road width at railroad underpass	Dec 10, 2010 7:46 PM
16		Dec 10, 2010 9:13 PM
17		Dec 11, 2010 4:15 AM
18	Speed of traffic on William Street nearing Brush College from both directions	Dec 13, 2010 2:30 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

	Issue	
19	people stopping because they are too scared to share the underpass with another vehicle	Dec 15, 2010 4:01 PM
20		Dec 20, 2010 3:08 PM
21		Dec 20, 2010 7:55 PM
22	General bad idea to have.	Dec 23, 2010 9:03 AM
23		Dec 23, 2010 2:22 PM
24	narrowing of traffic at underpass, dangerous for big trucks	Dec 24, 2010 12:31 AM
25		Dec 26, 2010 3:48 PM
26		Dec 30, 2010 3:38 AM
27		Dec 31, 2010 9:19 PM
28	Too much traffic congestion traveling south at 4:30-5:00 p.m. M-F. Traffic will often be backed up from William St. all the way to the underpass.	Jan 2, 2011 4:31 AM
29	Under pass is narrow, especially with all the semi traffic going to and from ADM plants.	Jan 2, 2011 2:01 PM
30	On a side note, the City needs to talk with Curry Trucking on the behavior of their truckers...I would at RCC and see these trucks sometimes traveling 20 miles over the speed limit as they travel from 72 to ADM on Brush College Road. Trucks often run lights at Mount and Brush College and Police are never visible on this road	Jan 3, 2011 6:18 PM
31	Road is very narrow.	Jan 7, 2011 5:39 PM
32	Bridge and lane width at underpass	Jan 8, 2011 8:20 PM
33	Accidents or closures result in semi trucks in my neighborhood which rips the power lines from my home 3 times in the last 3 years	Jan 10, 2011 6:54 PM
34	Needs resurfaced	Jan 10, 2011 6:55 PM
35		Jan 10, 2011 6:55 PM
36		Jan 10, 2011 6:56 PM
37	Road conditions are terrible to drive over	Jan 10, 2011 6:56 PM
38	Traffic entering & exiting speeding railroad overpass	Jan 10, 2011 6:56 PM
39		Jan 11, 2011 2:10 PM
40		Jan 11, 2011 2:19 PM
41	Pulling onto Brush College Rd. from Marietta St.	Jan 11, 2011 2:25 PM
42	Difficulty entering Brush College from side streets	Jan 11, 2011 2:25 PM
43	Resurface road	Jan 11, 2011 2:26 PM
44	Walking under the underpass	Jan 11, 2011 2:26 PM
45	Vehicle traffic from two plants (employees)	Jan 11, 2011 2:27 PM
46	Brush College widened and lanes added	Jan 11, 2011 2:27 PM
47	Underpass narrow	Jan 11, 2011 2:28 PM
48	Trains sit on tracks for long periods / what if we need to get through to hospital?	Jan 11, 2011 2:29 PM
49	Trains on track way too long	Jan 11, 2011 2:29 PM
50		Jan 11, 2011 2:30 PM
51	Trains tie up tracks too long.	Jan 11, 2011 2:32 PM
52	Traffic coming off Hickory nothbound on Brush College. Both are illegal but constant occurrences causing congestion.	Jan 11, 2011 2:37 PM
53	traffic = trying to get on to Brush College off side streets	Jan 11, 2011 2:39 PM
54	Pulling out of sideroads during busy times is impossible	Jan 11, 2011 2:50 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

Issue		
55		Jan 11, 2011 2:50 PM
56	Traffic cuts through residential area	Jan 11, 2011 2:53 PM
57		Jan 11, 2011 2:54 PM
58	Alot of traffic at certain times of the day	Jan 11, 2011 3:15 PM
59		Jan 11, 2011 3:15 PM
60	4 PM to 5 PM excessive traffic	Jan 11, 2011 3:16 PM
61	Heavy traffic between 4 PM - 6 PM southbound	Jan 11, 2011 3:18 PM
62	All the train tracks suck!!!!	Jan 11, 2011 3:18 PM
63	I live on E. Hickory not being able to turn right off of Hickory to go north.	Jan 11, 2011 3:21 PM
64	Speeding of semi trucks	Jan 11, 2011 3:22 PM
65	ADM - evening traffic is heavily congested	Jan 11, 2011 3:26 PM
66	Narrow underpass is treacherous when meeting semi trucks that drive too fast.	Jan 11, 2011 3:34 PM
67		Jan 11, 2011 3:37 PM
68	Please put traffic light on JRRRC & Brush intersection	Jan 11, 2011 3:38 PM
69		Jan 11, 2011 3:40 PM
70		Jan 11, 2011 3:44 PM
71	Congestion at Faries Pkwy.	Jan 11, 2011 3:46 PM
72	Traffic congestion	Jan 11, 2011 3:50 PM
73		Jan 11, 2011 3:51 PM
74	People turn right on red from Brush College onto Faries, there's a sign saying no right turn	Jan 11, 2011 3:52 PM
75	Traffic backup in front of school	Jan 11, 2011 3:53 PM
76	Narrow of underpass lanes - especially with semis	Jan 11, 2011 3:55 PM
77	Congestion at certain times - ADM, Cat, Richland traffic causing back-ups	Jan 11, 2011 3:58 PM
78		Jan 11, 2011 4:02 PM
79		Jan 11, 2011 4:04 PM
80		Jan 11, 2011 4:04 PM
81		Jan 11, 2011 4:09 PM
82	We lost Faries Golf Course - Bummer. How can the city even expect us to believe in this city & this mess on Brush College, can't even get thru Faries Golf Course anymore	Jan 11, 2011 4:15 PM
83		Jan 11, 2011 4:17 PM
84		Jan 11, 2011 4:17 PM
85		Jan 11, 2011 4:18 PM
86		Jan 11, 2011 4:29 PM
87		Jan 11, 2011 4:31 PM
88	7:00 AM - 3 PM & 4 PM ADM traffic rush	Jan 11, 2011 4:32 PM
89	The trucks	Jan 11, 2011 4:36 PM
90	Underpass is always freezing over from sidewalls	Jan 11, 2011 4:37 PM
91	Delays waiting for trains at ADM - block roads for too long of a period	Jan 11, 2011 4:43 PM
92		Jan 11, 2011 4:45 PM
93	Odor from build-up along tracks by underpass	Jan 11, 2011 4:48 PM
94		Jan 11, 2011 4:51 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

Issue		
95		Jan 11, 2011 4:54 PM
96	Keep Brush College open during construction	Jan 11, 2011 4:54 PM
97	Because of this, people on sideroads pull out into northbound Brush College traffic cutting off cars every morning.	Jan 11, 2011 5:00 PM
98		Jan 11, 2011 5:03 PM
99		Jan 11, 2011 5:05 PM
100		Jan 11, 2011 5:06 PM
101		Jan 11, 2011 5:08 PM
102		Jan 11, 2011 6:40 PM
103	Widen the underpass	Jan 11, 2011 6:41 PM
104	Subway is narrow when meeting trucks	Jan 11, 2011 6:50 PM
105	Mornings & evenings traffic makes it hard to get on Brush College Road from sideroads	Jan 11, 2011 6:51 PM
106	Hard to access Brush College from side streets	Jan 11, 2011 6:53 PM
107	Train traffic at peak times is horrible	Jan 11, 2011 6:55 PM
108		Jan 11, 2011 7:06 PM
109	Truck trafficking	Jan 11, 2011 7:07 PM
110	Side streets coming onto Brush are awful in winter	Jan 11, 2011 7:07 PM
111		Jan 11, 2011 7:09 PM
112		Jan 11, 2011 7:12 PM
113	Narrow underpass, especially with semi trucks present	Jan 11, 2011 7:14 PM
114	During peak times	Jan 11, 2011 7:16 PM
115		Jan 11, 2011 7:17 PM
116		Jan 11, 2011 7:20 PM
117		Jan 11, 2011 7:21 PM
118	The newly paved roads are wonderful, will they be real slick this winter	Jan 11, 2011 7:24 PM
119	Going under the underpass with trucks at same time	Jan 11, 2011 7:25 PM
120	Heavy truck (semi) traffic	Jan 11, 2011 7:26 PM
121		Jan 11, 2011 7:29 PM
122		Jan 11, 2011 7:30 PM
123	Congestion when ADM shift or office gets out	Jan 11, 2011 7:32 PM
124	Lights installed under viaduct	Jan 11, 2011 7:34 PM
125		Jan 11, 2011 7:39 PM
126		Jan 11, 2011 7:40 PM
127	Potholes	Jan 11, 2011 7:42 PM
128	Before & After work hours - hard to get on & off sideroads	Jan 11, 2011 7:44 PM
129	Since it's only 2 lanes from underpass to William St. south, traffic tends to cut down side streets at high speed rate to avoid traffic lights @ William & Brush College.	Jan 11, 2011 7:48 PM
130		Jan 11, 2011 7:52 PM
131		Jan 11, 2011 7:52 PM
132	No sidewalks on William St.	Jan 11, 2011 7:54 PM
133	TOO MANY BIG TRUCKS - too NARROW underpass	Jan 11, 2011 7:57 PM
134		Jan 11, 2011 7:58 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

	Issue	
1	When the city workers are on brush college doing potholes it is another congestion problem that should not be tolerated, and its dangerous for the city workers to have to work in such an environment	Dec 1, 2010 10:56 PM
2	the intersection is hard to understand at the corner of Fairies Park and Brush College (to out of towners)	Dec 2, 2010 4:43 PM
3		Dec 2, 2010 6:46 PM
4		Dec 2, 2010 9:46 PM
5		Dec 3, 2010 2:18 AM
6		Dec 4, 2010 1:51 PM
7		Dec 9, 2010 2:19 PM
8		Dec 9, 2010 2:37 PM
9		Dec 10, 2010 6:57 PM
10		Dec 10, 2010 7:14 PM
11		Dec 10, 2010 7:20 PM
12		Dec 10, 2010 7:20 PM
13		Dec 10, 2010 7:24 PM
14	I see close calls every day, and have been in a few close calls myself.	Dec 10, 2010 7:26 PM
15	possible overpass of rail road?	Dec 10, 2010 7:46 PM
16		Dec 10, 2010 9:13 PM
17		Dec 11, 2010 4:15 AM
18	Semi trucks speed, engine braking when nearing traffic lights	Dec 13, 2010 2:30 PM
19	too much construction, I would rather see it shut down completely until all work is done	Dec 15, 2010 4:01 PM
20		Dec 20, 2010 3:08 PM
21		Dec 20, 2010 7:55 PM
22		Dec 23, 2010 9:03 AM
23		Dec 23, 2010 2:22 PM
24	traffic turning north on Brush College from William Street; turn is sharp	Dec 24, 2010 12:31 AM
25		Dec 26, 2010 3:48 PM
26		Dec 30, 2010 3:38 AM
27		Dec 31, 2010 9:19 PM
28	Too much train traffic at Faries that clogs traffic.	Jan 2, 2011 4:31 AM
29	Sometimes it seems that you have to wait a long time to be able to even cross the road eg. after school.	Jan 2, 2011 2:01 PM
30	Police need to be more present with speed traps for trucks and cars even though this is on the city limit.	Jan 3, 2011 6:18 PM
31	Massive congestion as people get off of work.	Jan 7, 2011 5:39 PM
32		Jan 8, 2011 8:20 PM
33		Jan 10, 2011 6:54 PM
34	Ice buildup @ underpass	Jan 10, 2011 6:55 PM
35		Jan 10, 2011 6:55 PM
36		Jan 10, 2011 6:56 PM
37	Roads are tearing up my car	Jan 10, 2011 6:56 PM
38	Slick spots in railroad overpass	Jan 10, 2011 6:56 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

	Issue	
39		Jan 11, 2011 2:10 PM
40		Jan 11, 2011 2:19 PM
41	Morning and afternoon congestion of traffic	Jan 11, 2011 2:25 PM
42	Visibility entering Brush College from side streets	Jan 11, 2011 2:25 PM
43		Jan 11, 2011 2:26 PM
44		Jan 11, 2011 2:26 PM
45		Jan 11, 2011 2:27 PM
46	Reduce train crossings and delays	Jan 11, 2011 2:27 PM
47	William St. & Brush College Rd. intersection	Jan 11, 2011 2:28 PM
48	Many elderly people, what if ambulance needs to get through with all the traffic waiting on trains & the poor road conditions, slow down getting to them and to the hospitals, could cost a life!	Jan 11, 2011 2:29 PM
49		Jan 11, 2011 2:29 PM
50		Jan 11, 2011 2:30 PM
51		Jan 11, 2011 2:32 PM
52	Southbound traffic on Brush College turning east on Hickory. Both are illegal but constant occurrences causing congestion.	Jan 11, 2011 2:37 PM
53	vision = E. Grand Street -v- underpass traffic	Jan 11, 2011 2:39 PM
54		Jan 11, 2011 2:50 PM
55		Jan 11, 2011 2:50 PM
56	Before & After work congestion	Jan 11, 2011 2:53 PM
57		Jan 11, 2011 2:54 PM
58	Need a turning lane for the streets from road	Jan 11, 2011 3:15 PM
59		Jan 11, 2011 3:15 PM
60		Jan 11, 2011 3:16 PM
61		Jan 11, 2011 3:18 PM
62		Jan 11, 2011 3:18 PM
63		Jan 11, 2011 3:21 PM
64		Jan 11, 2011 3:22 PM
65		Jan 11, 2011 3:26 PM
66	Long traffic lines around 4:30 to 5:00 in evenings.	Jan 11, 2011 3:34 PM
67		Jan 11, 2011 3:37 PM
68		Jan 11, 2011 3:38 PM
69		Jan 11, 2011 3:40 PM
70		Jan 11, 2011 3:44 PM
71	Congestion on Brush College	Jan 11, 2011 3:46 PM
72	Need light somewhere between William St. & Faries Pkwy.	Jan 11, 2011 3:50 PM
73		Jan 11, 2011 3:51 PM
74	ADM traffic runs the red light all the time	Jan 11, 2011 3:52 PM
75	Poor upkeep of pavement under train tressle	Jan 11, 2011 3:53 PM
76		Jan 11, 2011 3:55 PM
77		Jan 11, 2011 3:58 PM
78		Jan 11, 2011 4:02 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

Issue		
79		Jan 11, 2011 4:04 PM
80		Jan 11, 2011 4:04 PM
81		Jan 11, 2011 4:09 PM
82		Jan 11, 2011 4:15 PM
83		Jan 11, 2011 4:17 PM
84		Jan 11, 2011 4:17 PM
85		Jan 11, 2011 4:18 PM
86		Jan 11, 2011 4:29 PM
87		Jan 11, 2011 4:31 PM
88		Jan 11, 2011 4:32 PM
89	Trying to get on Brush College from the side streets, on rush hour	Jan 11, 2011 4:36 PM
90	Underpass sidewalk always smells like raw sewer & tons of garbage	Jan 11, 2011 4:37 PM
91		Jan 11, 2011 4:43 PM
92		Jan 11, 2011 4:45 PM
93		Jan 11, 2011 4:48 PM
94		Jan 11, 2011 4:51 PM
95		Jan 11, 2011 4:54 PM
96		Jan 11, 2011 4:54 PM
97		Jan 11, 2011 5:00 PM
98		Jan 11, 2011 5:03 PM
99		Jan 11, 2011 5:05 PM
100		Jan 11, 2011 5:06 PM
101		Jan 11, 2011 5:08 PM
102		Jan 11, 2011 6:40 PM
103		Jan 11, 2011 6:41 PM
104	Trains cause a problem some blocking traffic 25 min	Jan 11, 2011 6:50 PM
105		Jan 11, 2011 6:51 PM
106	Underpass is too narrow for semis	Jan 11, 2011 6:53 PM
107	Trucks take their share & more in underpass	Jan 11, 2011 6:55 PM
108		Jan 11, 2011 7:06 PM
109		Jan 11, 2011 7:07 PM
110	ADM traffic	Jan 11, 2011 7:07 PM
111		Jan 11, 2011 7:09 PM
112		Jan 11, 2011 7:12 PM
113	Long waits for train traffic @ Faries Pkwy intersection	Jan 11, 2011 7:14 PM
114		Jan 11, 2011 7:16 PM
115		Jan 11, 2011 7:17 PM
116		Jan 11, 2011 7:20 PM
117		Jan 11, 2011 7:21 PM
118	I think cell phones should be banned when moving	Jan 11, 2011 7:24 PM
119		Jan 11, 2011 7:25 PM
120	School located on road (crossing)	Jan 11, 2011 7:26 PM
121		Jan 11, 2011 7:29 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

Issue		
122		Jan 11, 2011 7:30 PM
123	Traffic at lights on Brush College & William St.	Jan 11, 2011 7:32 PM
124	Leak repaired north of viaduct (no sidewalk just a pond)	Jan 11, 2011 7:34 PM
125		Jan 11, 2011 7:39 PM
126		Jan 11, 2011 7:40 PM
127		Jan 11, 2011 7:42 PM
128	Could use stoplight at ADM entrance	Jan 11, 2011 7:44 PM
129		Jan 11, 2011 7:48 PM
130		Jan 11, 2011 7:52 PM
131		Jan 11, 2011 7:52 PM
132	Heavy truck traffic on 105	Jan 11, 2011 7:54 PM
133	Mainly too crowded & not enough space for all concerned on underpass	Jan 11, 2011 7:57 PM
134		Jan 11, 2011 7:58 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

Issue		
1		Dec 1, 2010 10:56 PM
2		Dec 2, 2010 4:43 PM
3		Dec 2, 2010 6:46 PM
4		Dec 2, 2010 9:46 PM
5		Dec 3, 2010 2:18 AM
6		Dec 4, 2010 1:51 PM
7		Dec 9, 2010 2:19 PM
8		Dec 9, 2010 2:37 PM
9		Dec 10, 2010 6:57 PM
10		Dec 10, 2010 7:14 PM
11		Dec 10, 2010 7:20 PM
12		Dec 10, 2010 7:20 PM
13		Dec 10, 2010 7:24 PM
14	The installation of a stop light would improve the safety of this intersection immensely.	Dec 10, 2010 7:26 PM
15		Dec 10, 2010 7:46 PM
16		Dec 10, 2010 9:13 PM
17		Dec 11, 2010 4:15 AM
18	Number of Semi trucks using Brush College to William Street	Dec 13, 2010 2:30 PM
19		Dec 15, 2010 4:01 PM
20		Dec 20, 2010 3:08 PM
21		Dec 20, 2010 7:55 PM
22		Dec 23, 2010 9:03 AM
23		Dec 23, 2010 2:22 PM
24		Dec 24, 2010 12:31 AM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

Issue		
25		Dec 26, 2010 3:48 PM
26		Dec 30, 2010 3:38 AM
27		Dec 31, 2010 9:19 PM
28	Underpass is too narrow. Semis often clip each other's mirrors.	Jan 2, 2011 4:31 AM
29	There is a lack of safe pedestrian/bike paths all the way around ADM facilities! From Samules st to Williams st.	Jan 2, 2011 2:01 PM
30	Brush College road near Brush College school needs widened to 4 lanes and the ADM bridge needs reworked to allow 4 lanes of traffic to pass. Speeders often travel up to 80 MPH to make it around truck traffic while traveling South on Brush College before the underpass.	Jan 3, 2011 6:18 PM
31	Trains make people late for class at Richland daily. Need a Bridge over the railroad tracks.	Jan 7, 2011 5:39 PM
32		Jan 8, 2011 8:20 PM
33		Jan 10, 2011 6:54 PM
34		Jan 10, 2011 6:55 PM
35		Jan 10, 2011 6:55 PM
36		Jan 10, 2011 6:56 PM
37	Underpass is too narrow	Jan 10, 2011 6:56 PM
38	Trains entering ADM, blocking traffic flow	Jan 10, 2011 6:56 PM
39		Jan 11, 2011 2:10 PM
40		Jan 11, 2011 2:19 PM
41	Large trucks destroying roads. Not safe to walk or ride bikes	Jan 11, 2011 2:25 PM
42		Jan 11, 2011 2:25 PM
43		Jan 11, 2011 2:26 PM
44		Jan 11, 2011 2:26 PM
45		Jan 11, 2011 2:27 PM
46		Jan 11, 2011 2:27 PM
47		Jan 11, 2011 2:28 PM
48		Jan 11, 2011 2:29 PM
49		Jan 11, 2011 2:29 PM
50		Jan 11, 2011 2:30 PM
51		Jan 11, 2011 2:32 PM
52	Roughness from draining covers under railroad	Jan 11, 2011 2:37 PM
53		Jan 11, 2011 2:39 PM
54		Jan 11, 2011 2:50 PM
55		Jan 11, 2011 2:50 PM
56		Jan 11, 2011 2:53 PM
57		Jan 11, 2011 2:54 PM
58		Jan 11, 2011 3:15 PM
59		Jan 11, 2011 3:15 PM
60		Jan 11, 2011 3:16 PM
61		Jan 11, 2011 3:18 PM
62		Jan 11, 2011 3:18 PM
63		Jan 11, 2011 3:21 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

Issue	
64	Jan 11, 2011 3:22 PM
65	Jan 11, 2011 3:26 PM
66	Ice forms on street under bridge - I have previously had an accident there sliding into concrete wall & turning a circle in front of an on coming semi truck. Jan 11, 2011 3:34 PM
67	Jan 11, 2011 3:37 PM
68	Jan 11, 2011 3:38 PM
69	Jan 11, 2011 3:40 PM
70	Jan 11, 2011 3:44 PM
71	Jan 11, 2011 3:46 PM
72	Jan 11, 2011 3:50 PM
73	Jan 11, 2011 3:51 PM
74	Brush College needs to be four lanes all the way. Jan 11, 2011 3:52 PM
75	Heavy truck traffic Jan 11, 2011 3:53 PM
76	Jan 11, 2011 3:55 PM
77	Jan 11, 2011 3:58 PM
78	Jan 11, 2011 4:02 PM
79	Jan 11, 2011 4:04 PM
80	Jan 11, 2011 4:04 PM
81	Jan 11, 2011 4:09 PM
82	Jan 11, 2011 4:15 PM
83	Jan 11, 2011 4:17 PM
84	Jan 11, 2011 4:17 PM
85	Jan 11, 2011 4:18 PM
86	Jan 11, 2011 4:29 PM
87	Jan 11, 2011 4:31 PM
88	Jan 11, 2011 4:32 PM
89	Jan 11, 2011 4:36 PM
90	Jan 11, 2011 4:37 PM
91	Jan 11, 2011 4:43 PM
92	Jan 11, 2011 4:45 PM
93	Jan 11, 2011 4:48 PM
94	Jan 11, 2011 4:51 PM
95	Jan 11, 2011 4:54 PM
96	Jan 11, 2011 4:54 PM
97	Jan 11, 2011 5:00 PM
98	Jan 11, 2011 5:03 PM
99	Jan 11, 2011 5:05 PM
100	Jan 11, 2011 5:06 PM
101	Jan 11, 2011 5:08 PM
102	Jan 11, 2011 6:40 PM
103	Jan 11, 2011 6:41 PM
104	Jan 11, 2011 6:50 PM
105	Jan 11, 2011 6:51 PM

1. OPTIONAL: Are there any traffic issues (for example, areas of traffic

Issue		
106		Jan 11, 2011 6:53 PM
107		Jan 11, 2011 6:55 PM
108		Jan 11, 2011 7:06 PM
109		Jan 11, 2011 7:07 PM
110		Jan 11, 2011 7:07 PM
111		Jan 11, 2011 7:09 PM
112		Jan 11, 2011 7:12 PM
113		Jan 11, 2011 7:14 PM
114		Jan 11, 2011 7:16 PM
115		Jan 11, 2011 7:17 PM
116		Jan 11, 2011 7:20 PM
117		Jan 11, 2011 7:21 PM
118		Jan 11, 2011 7:24 PM
119		Jan 11, 2011 7:25 PM
120	Trains block traffic on E. Faries Parkway and Brush College for long periods of time	Jan 11, 2011 7:26 PM
121		Jan 11, 2011 7:29 PM
122		Jan 11, 2011 7:30 PM
123		Jan 11, 2011 7:32 PM
124		Jan 11, 2011 7:34 PM
125		Jan 11, 2011 7:39 PM
126		Jan 11, 2011 7:40 PM
127		Jan 11, 2011 7:42 PM
128	Would be nice if it was 4 lanes all the way	Jan 11, 2011 7:44 PM
129		Jan 11, 2011 7:48 PM
130		Jan 11, 2011 7:52 PM
131		Jan 11, 2011 7:52 PM
132	Smell on Brush College Road is distracting	Jan 11, 2011 7:54 PM
133		Jan 11, 2011 7:57 PM
134		Jan 11, 2011 7:58 PM

1. If you wish, please use the space below to make additional comments

Response Text		
1	I think its good that your doing this survey, but everyone knows that ADM dictates the decisions in decatur. The City Politicians are too scared to go against ADM to fix the underpass situation or the excessive railway's that stop our traffic. People on the east side of town are sick of this problem, its no wonder the Decatur population is falling so rapidly. The city is to worried about thier reputation with the rich companies and business partners of the coucil to do what is right for the citizens of Decatur.	Dec 1, 2010 11:01 PM

1. If you wish, please use the space below to make additional comments

Response Text		
2	<p>i would like to see the entire section of brush college from william st to faeries pkwy widen</p> <p>i would also like to see the truck traffic diverted another route.we really could use an expressway around the east side of decatur,this alone would relieve alot of truck traffic .you could also extend james ave all the way to faieres pkwy.also nickey ave and lakeshore dr could be taken to faeries somehow</p>	Dec 3, 2010 2:29 AM
3	<p>Visibility for the ADM JRRRC employees pulling out onto Brush College Rd. is almost impossible at times. A traffic light or 4 way stop may be helpful to those employees and could slow traffic down around the vicinity of the Brush College grade school also. NO ONE follows the 20 mph school zone in that area.</p>	Dec 4, 2010 1:59 PM
4	<p>Have had several near misses when exiting the JRRRC facility, and have also witnessed several near misses at the R/R underpass on Brush College Rd. Need a traffic light at the JRRRC facility with vehicle sensors. Also need to widen the R/R underpass...or provide an entirely new road to the east linking the traffic from the William St bridge to Faries Parkway.</p>	Dec 10, 2010 7:04 PM
5	<p>I have been driving down Brush College Road every work day for over 20 years. As stated previously, I think that the installation of a stop light at the intersection of Brush College Road and the Entrance/Exit of the ADM - James R. Randall Research Center would greatly improve the safety of this intersection, especially between the hours of 3:30 - 5:00 PM daily.</p> <p>It really amazes me that more accidents do not occur at this location.</p>	Dec 10, 2010 7:35 PM
6	<p>The underpass under the railroad is unsafe, especially when a truck is on the other side of the road. It is also doesn't seem a safe road for children to cross from Brush College Elementary, adding sidewalks and two lanes could help.</p>	Dec 10, 2010 7:42 PM
7	<p>Traffic light access from ADM-JRRRC.</p>	Dec 10, 2010 7:50 PM
8	<p>the city could easily build an overpass over the tracks at brush college road and expand the road to a 4 lane road, expanding west versus east which would probably be their choice as it adversely effects multiple homes and businesses vs the west with little or no properties up close. the city could also look at building a viaduct of sorts from the NS rr crossing at brush college all the way over its yards with dropin approaches on faeries to provide flyovers of the tracks in order to virtually eliminate all delays by rail just a thought.</p>	Dec 11, 2010 4:20 AM
9	<p>I live on a dead end street off William Street near Brush College. Morning traffic horrible. I don't have to be at work until 8 a.m. but leave shortly after 6:30 to beat the rush. I am making a left turn onto William Street which is normally very difficult because of the speed of the traffic going West on William Street to the intersection of Brush College. Most cars are going at a very fast rate of speed. When returning home at night making a turn onto my street I am nearly rear ended every day due to the excellerated rate of speed of the cars. I think making this intersection safer is a top priority. Speed is a big issue on this road, because of the hills and turns etc. When the weather is bad it is even worse.</p>	Dec 13, 2010 2:36 PM
10	<p>I used to commute to ADM before I retired and never had a problem with traffic but I do think the roadway should be widened to four lanes if economicly feasible.</p>	Dec 20, 2010 8:00 PM
11	<p>Improve safety for Brush College School children along the corridor during school hours....astop light by the school would help immensely.....crossing guards are not effective enough.....our children safety should be top priority!</p>	Dec 26, 2010 3:57 PM
12	<p>My husband and I separately drive north on Brush College from Grand every morning. We often have difficulty turning onto Brush College because of the steady stream of traffic. Oftentimes we are forced to pull out in front of oncoming traffic (which is not our normal driving practice, except in this case) or we would sit for several minutes waiting for a break. Adding another lane along the whole corridor would greatly help this neighborhood.</p>	Jan 2, 2011 4:37 AM

1. If you wish, please use the space below to make additional comments

Response Text		
13	I would like to see a continuous pedestrian/bicycle path all the way from Samules st to Williams st as there is currently no safe way for people to walk or ride a bicycle around ADM's facilities on Faries pkwy to william st.	Jan 2, 2011 2:08 PM
14	There needs to be increased patrols to cut down on the speeding trucks from 72 to ADM...Decatur Police are seldom seen and there have been too many close calls with trucks and cars running Red Lights...Many of these are CURRY drivers.	Jan 3, 2011 6:21 PM
15	This is an industrial area of the city. The focus should be on moving goods and workers efficiently through this area to support our industrial base and courage growth in the manufacturing sector.	Jan 4, 2011 3:16 PM
16	Widen underpass Widen lanes - to accomodate ADM employee & truck traffic	Jan 10, 2011 6:55 PM
17	Make Brush College Rd. 4 lanes including the railroad underpass on Brush College Rd.	Jan 11, 2011 2:11 PM
18	Reroute westbound traffic to William St. from Brush College north of Lakeview School to tie in at the intersection of William and Eldorado. At least 3 lanes of traffic at Brush College Underpass.	Jan 11, 2011 2:20 PM
19	The problem now is traffic is using Lakeshore Dr. and White St. to Marietta to avoid Brush College - William St. intersection. This neighborhood has seen incredible traffic increase in the past several years. Children and pedestrians are not safe - as we do not have sidewalks. Would like to see the traffic stop using neighborhood as short cut.	Jan 11, 2011 2:25 PM
20	I would like to see less train crossings and delays at the crossings. If at all possible, the railroad underpass should be wider and lanes added. There should be more lanes all along the Brush College corridor. The traffic flow is usually heavy before and after plant working hours. I have been a resident in this community for sixty years. I would like to see this area improved.	Jan 11, 2011 2:27 PM
21	The roads need to be improved to save the damage to vehicles. Traffic needs to be able to move freely instead of waiting on trains for long periods of time.	Jan 11, 2011 2:29 PM
22	Widening Brush College all the way from William St. is a given - along with a way to slow those speeders down would be great.	Jan 11, 2011 2:29 PM
23	Get stopped by trains constantly, very frustrating.	Jan 11, 2011 2:30 PM
24	Early AM & PM it is almost impossible to get off side streets (Grand-Marietta) on to Brush College, due to heavy ADM traffic. The large number of large trucks really tear up the road.	Jan 11, 2011 2:34 PM
25	I live off of Brush College Rd. just above underpass and my sitter lives on Brush College Rd. I have almost had 3 head on collisions with people coming up Brush College off of William St. Rd. coming over hill going into turn lane to turn into ADM (Old Lakeview H.S.) right after they come over hill not looking. My sitter leaves at 8:30 and I have had to swerve or turn back into lane to avoid and miss my sitter's driveway in order not to have a head on collision.	Jan 11, 2011 2:43 PM
26	Ice buildup under underpass - widen lanes	Jan 11, 2011 2:50 PM
27	Why not continue James St. across tracks	Jan 11, 2011 2:55 PM
28	I've lived in this neighborhood 42 years. I live where I live but the trains are a real issue. They always block traffic way longer than time allotted. Everyone in my neighborhood feels the same.	Jan 11, 2011 3:19 PM
29	Truck traffic under the underpass is "TERRIBLE". If you are driving a car & have approached the underpass & here comes a semi, you have to get over as far as you can because these semis do not slow down or get over. It's a blessing someone hasn't been killed.	Jan 11, 2011 3:23 PM

1. If you wish, please use the space below to make additional comments

Response Text		
30	A corridor study on an additional alternative traffic flow into and out of the ADM complexes	Jan 11, 2011 3:28 PM
31	Traffic light during daytime hours for ADM workers at Lakeview Bldg. I appreciate the recent concrete work done on the road that has helped tremendously but some days it is a terrifying experience just driving to work. I pull out from Marietta Street onto Brush College - cars & trucks drive too fast - if you pull out in front of a person with an attitude they run up on your rear end. There are cars across the street pulling out of ADM that must risk their lives pulling out - I could go on and on but that won't be necessary. I think I've made my point - I'm glad improvements will be done. Thanks!	Jan 11, 2011 3:35 PM
32	I live on E. Grand Ave. 1 house from Brush College & work at the mall. I have to leave 10-15 min early due to trains. I wait 10-20 min on a weekly (often daily) basis. It is super super maddening. I get very angry when they stop & just sit.	Jan 11, 2011 3:37 PM
33	As previously written, a stoplight will be very important for employees.	Jan 11, 2011 3:39 PM
34	People traveling William St. west turn on James & drive up Cerro Gordo St. & others to get to Brush College quicker & travel thru neighborhood at high rates of speed - ADM employees are very rude, drive very fast & take over the roads every day Mon-Fri - we need the road work because of them!!	Jan 11, 2011 3:43 PM
35	Put caution lights on sides of underpass since trucks use this area and come over the lanes of traffic.	Jan 11, 2011 3:45 PM
36	I'd like to stop all the traffic speeding in our neighborhood to avoid the William Street & Brush College intersection. I'm real surprised noone has been killed. I know people want to get home, but I don't think they would like it if I went speeding through their neighborhood. Between 3-5p.m. M-F 75-100 vehicles cut through Cerro Gordo St., Grand St., Hickory St., Marietta St. to get to James and then William St.	Jan 11, 2011 3:49 PM
37	Everytime I drive under the train on Brush College, I get worried it will crumble & fall. The concrete is so cracked & weaking. I'm afraid it will fall. That's a disasterous thought.	Jan 11, 2011 3:51 PM
38	There needs to be less train delays on the Faries Park/Brush College tracks. Track traffic needs to be diverted from Brush College. **The City could make a bundle in fines if they would ticket all the people who turn right on red from Brush College to Faries Parkway. There is a sign posted saying No Turn on Red.	Jan 11, 2011 3:52 PM
39	Brush College Road is a hazard when the school day ends and ADM traffic increases at the same time. It's hazardous for both students and drivers.	Jan 11, 2011 3:54 PM
40	Train delays are terrible at certain times of the days. Have been stuck waiting on trains for 20-25 minutes! The ADM traffic is very congested in the morning cannot get out onto Brush College unless there is someone nice enough to let you in.	Jan 11, 2011 3:57 PM
41	Circum navigate traffic "around" the Brush College/Faries intersection - especially early am and after work/school hours. Dig roads under all tracks at that intersection.	Jan 11, 2011 4:03 PM
42	Brush College Railroad crossings are now very good - Faries Parkway are terrible.	Jan 11, 2011 4:10 PM
43	Stupid survey! ADM owns everything - Are you kidding?? This is a farce! Nothing city can do - Reroute all the ADM trucks - yeah right! Maybe ADM should buy us all out!!!!!! city doesn't care	Jan 11, 2011 4:16 PM

1. If you wish, please use the space below to make additional comments

Response Text		
44	As I am sexton of Lutheran Cemetery and also on the board of properties for the church, I would like to be kept informed on the corridor study.	Jan 11, 2011 4:30 PM
45	Heavy northbound traffic in the AM. Heavy southbound traffic from 3 PM - 4:45 - residents can't pull out going opposite direction. Semis drive too fast. Underpass is too narrow. Just north of William St/Brush College at the hill by laundromat is very slick in the winter & just before going southbound come up on stopped cars too quickly & can't stop. As a resident in arera, thank you this project is way overdue.	Jan 11, 2011 4:35 PM
46	I live on Hickory and work at the Subway on Brush College Rd. The underpass needs widen & the walls need fix really bad which you can tell after it freezes then thaws a couple times, any work that gets done to Brush Road needs to have one lane open at all time, cause it does hurt the business cause we rely on ADM plants to keep us going. When the bridge was closed last time everyone working on William & Brush Local Business lost 75% of their business. Please keep the business under considerations.	Jan 11, 2011 4:42 PM
47	We who work along the corridor understand what a daunting task it is to try and accomodate all of the truck & commuter traffic along Brush College. We appreciate the efforts being made to improve our traveling safety.	Jan 11, 2011 4:46 PM
48	Raise in this area and now a business owner in this study corridor. Have seen it all grow faster than the roads. Trains are continuously causing late employees and deliveries. Hoping ADM's new rail yard will help with that. The community known as "Dog Patch" needs to bite the bullet for the expansion and remember the end result is a safer, faster, and more pleasant adventure.	Jan 11, 2011 4:50 PM
49	I think it's vital to keep what al tilmers call "Dog Patch" residential. Opening up James at the railroad for railroad has already increased traffic. Also road thru Lakeshore would destroy property values & diminsh out Lakefront. All though expanding Brush College is the most expensive, in the long run the town will be better for it!	Jan 11, 2011 4:53 PM
50	Build overpass east of underpass, overpass and all of Brush College to be 4 lanes, underpass to remain open while construction of overpass is completed. Closing of Brush College for an extended period of time will cost my company thousands of dollars, our five work trucks use this road as many as 25 times per day. 85% of traffic on this road are ADM bound. ADM should share some of the financial burden.	Jan 11, 2011 4:57 PM
51	One of the biggest issues is cars stopped or stalled underneath the underpass. For some traffic there is no option to turn around. For others that can turn around, it's a ten minute drive to get where you need to be. The alternate route is to long. The other issue is trains, all day, everyday. Some lasting for over 30 minutes.	Jan 11, 2011 5:02 PM
52	I would like to see Brush College traffic that is going to be westbound at William St. be routed north of old Lakeview High School to the intersection of E. William and Eldorado near the present Y intersection.	Jan 11, 2011 5:05 PM
53	I would like to see traffic not come down Marietta so fast. We have children along the road. They do it to avoid stop light. Get speed limit along Marietta.	Jan 11, 2011 5:07 PM
54	See Hard Copy Diagram that was mailed in from Resident.	Jan 11, 2011 5:17 PM
55	This will be the 3rd time over a few years work has been done on this road and completely kills my business.	Jan 11, 2011 6:41 PM
56	If you widen road, widen it to west taking up ADM land and not residents land to the east.	Jan 11, 2011 6:49 PM
57	Eliminate some of railroad crossings on Faries Parkway.	Jan 11, 2011 6:50 PM

1. If you wish, please use the space below to make additional comments

	Response Text	
58	Widen the underpass at the railroad overpass!	Jan 11, 2011 6:52 PM
59	I work at Caterpillar and the amount of train traffic during rush hours should be illegal. I live nearby the Brush College underpass and it's difficult to turn onto Brush College from any side street during high traffic times.	Jan 11, 2011 6:54 PM
60	ADM's traffic need to somehow be given a different route for the safety of the school kids and help preserve the road.	Jan 11, 2011 7:08 PM
61	I own a business along the corridor and any improvement to make traffic safer & more efficient is worth any delays or partial closures that may occur during construction.	Jan 11, 2011 7:11 PM
62	The road becomes full of potholes yearly and does not get repaired. Lived in area 10 yrs & 1st time Rd. fixed properly. Continue with upkeep will create less damage to motorists vehicles.	Jan 11, 2011 7:13 PM
63	Make a new street to ADM James or L.S.D. or a overpass. The walkway is always full of mud and water or ice and snow. Also put in better CB outlets.	Jan 11, 2011 7:16 PM
64	Faries Parkway tracks are terrible, they need to be repaired or changed to new. Brush College/William St. is very dangerous & always busy! The fact that Faries Parkway is in need of repair it makes traffic slow down!	Jan 11, 2011 7:19 PM
65	Re-surface ENTIRE BRUSH COLLEGE ROAD from William Street to Faries Parkway - it is always needing repair from all the traffic it gets. It is rough to drive on and with all precautions with businesses AND ASHOOOL to be mindful of, a rough street should not be another thing to worry about.	Jan 11, 2011 7:23 PM
66	The train tracks should either be over or under normal driving surface. Could somehow add heavy truck also if feasible. Widening the underpass would help some of the safety issues.	Jan 11, 2011 7:27 PM
67	Widening the road will improve the congestion at the William St. intersection, which will solve another important issue.	Jan 11, 2011 7:30 PM
68	Find another route from William St. to ADM and beyond (Etc. James St. - Sangamon Rd Etc.)	Jan 11, 2011 7:33 PM
69	I walk under the railroad crossing (viaduct) and the sidewalk under and to the north is virtually non-existent. This is a terrible walk through safety issue that I deal with 7 days in a row or 3 shifts. I am a shift supervisor at ADM Corn Sweeteners and I am waiting for the problem to be resolved on its own. I have yet to contact our Traffic/Transportation division for help. Please look into this issue. Thanks	Jan 11, 2011 7:38 PM
70	All the improvements above are needed. We live 2 blocks east of this corridor and it is hard to get onto this road at rush times. The train delays always seem to happen at rush times. Making this entire corridor 4 lanes would get the traffic moving smoother and would improve the Brush College/William St. intersection. While making 4 lanes a "descent" sidewalk down the entire corridor would be much safer. Truck traffic is inevitable with ADM but 4 lanes all the way would help that some.	Jan 11, 2011 7:47 PM
71	Underpss dangerous in wet/cold weather	Jan 11, 2011 7:53 PM
72	Brush College at least needs a turn lane all the way down the street	Jan 11, 2011 7:55 PM

2. If you would like to stay up to date on the corridor study, please give us your

	Response Text	
1	t.wilderma@comcast.net	Dec 3, 2010 2:29 AM

Appendix I-B

Stakeholder Coordination Documentation

Stakeholder	Interest	Issues
Ameren	Substation on Brush College Road. Power poles along Brush College Rd.	Substation relocation required. Power pole relocation required.
Archer Daniels Midland Co. (ADM)	Own much of surrounding land. West Plant located at SW corner of Brush College Rd. and Faries Prkwy. Research center located on Brush College Rd. south of NS underpass. Corporate headquarters located at east end of Faries Parkway. East Plant located east of Brush College Rd. between Faries Prkwy and Reas Bridge Road. Steam lines and supports in area of project and in CN bay of existing underpass. Development planned for area NW of Brush College Road and Faries Parkway intersection.	Impacts to travel between corporate and research center. Train movements on NS track at Faries Parkway intersection. Impacts to steam lines and other utilities. Power line over Brush College Road.
Canadian National Railroad	Own track servicing Tate & Lyle running along west side of Brush College Road	Train movements Drainage along track area adjacent to proposed underpass
Creekmur Car Care Center	Located on William Street	Access issues with proposed raised median at William Street
Decatur, City of	Maintain Brush College Road south of Faries Parkway	Congestion, safety, industrial growth restriction.
Decatur Fire Department	Emergency response.	Impacts to response times
Decatur Park District	Owns parking lot for Brush College Elementary School.	Impacts to parking lot
Decatur Police	Emergency response.	Impacts to response times
Decatur Public School Dist. 61	Brush College Elementary School located along Brush College Road	Impacts to school property due to proposed improvements. Impacts to school bus routes.
Decatur Public Transit System	Bus routes.	Impacts to bus routes.
Decatur Township	Currently has jurisdiction of area near Faries Parkway.	Jurisdictional transfer to City of Decatur.
Economic Development Corporation of Decatur and Macon County (EDC)	Economic Development in Decatur and Macon County	
Illinois Commerce Commission (ICC)	Various rail crossings in area of the project.	Elimination of at-grade crossings and proposed grade separations at NS rail yard and NS track at Faries Parkway.
Illinois Department of Transportation (IDOT) / FHWA	William Street is a state route.	
Macon County Highway Dept.	Maintain Brush College Road north of Faries Parkway	
Mobil - Super Pantry (Tri-Star Marketing)	Located at NE corner of Brush College Road and William Street	Access issues with proposed raised median at Brush College Rd. and William Street intersection.

Stakeholder	Interest	Issues
Norfolk Southern Corporation	Own existing underpass and rail yard. Own E-W track servicing ADM at Faries Parkway intersection.	Impacts to existing structure Proposed overpass at NS rail yard Train movements Power and communication lines in yard will have to be raised for overpass Utilities to be jacked and bored under tracks.
Pepsi Refreshment Services	Located on Brush College Road just north of St. John's Cemetery.	ROW required. Need ROW for new access road to St. John's Cemetery.
St. John's Lutheran Cemetery	Located at NE corner of Brush College Road and Faries Parkway	Will lose access to Brush College Road. ROW required.
S.J. Smith Company	Located at SE corner of Brush College Road and Faries Parkway	Total property acquisition required for proposed improvements. Expansion planned at facility.
Tate & Lyle	Serviced by CNIC track running along west side of Brush College Rd	Relocation of CN/IC Track Train movement on CN/IC Track
Walston Auto Wrecking	Owns wrecking yards along Faries Parkway.	Impact and access to property.

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Ameren Illinois

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**Brush College Road at NS Crossing Study
Stakeholder Contact Log**

Stakeholder	Contact Name(s)	Date	URS Staff Involved	Method	Comments *
Ameren Illinois	Bob Zuege	2/9/2011	Keith Benting	Email	Requested initial meeting with Ameren
					Meeting set for 2/14/11, 2:00 pm at URS
Ameren Illinois	Bob Zuege	2/14/2011	Keith Benting	Meeting	Initial Meeting with Ameren
			Mike Douglas		See meeting minutes.
			Arlin Williams		
			Brian Nicholson		
Ameren Illinois	Bob Zuege	2/22/2011	Keith Benting	Email	Ameren plans to relocate substation.
					Prepared CD with aerial & 4-lane layout
					to give to Bob for Ameren use in planning.
					See email response dated 3/14/11.
Ameren Illinois	Bob Zuege	3/14/2011	Keith Benting	Email	Bob provided cost estimates for substation
					relocation and line relocation.
					See email dated 3/14/2011.
Ameren Illinois	Bob Zuege	4/27/2011	Keith Benting	Email	Inquired about feasibility of extending
					existing substation to the east.
					See email dated 4/28/11 from B. Zuege
Ameren	Jerry Murbarger	6/22/2012	Keith Benting	Email	Asked about status of Brush College Road
					Study.
					Responded by email on 6/25/12
Ameren	Bob Zuege	7/12/2012	Keith Benting	Email	Informed Bob of extension of study. Offered
	Jerry Murbarger				meeting to discuss impacts to Ameren.
					Meeting scheduled for 7/20/12.
Ameren	Bob Zuege	7/20/2012	Keith Benting	Meeting	Reviewed additional impacts to Ameren at
	Tracy Stoll		Dan Skelley		Faries Parkway and at William Street.
					See meeting minutes
Ameren	Bob Zuege	6/13/2013	Keith Benting	Email	Inquired about overhead power line conflicts
					with proposed overpass at Faries Parkway.
					See 6/13/13 email response.

* See project file for emails, meeting minutes, and records of conversation (ROC)

Subject: Brush College Road at Norfolk Southern Crossing Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 2/14/2011 2:00 pm

Location: URS - Decatur

Prepared By/Date: Keith W. Benting/2-17-11

Attendees:

Keith Benting	URS - Project Manager
Mike Douglas	URS – Civil Engineer
Arlin Williams	URS – Civil Engineer
Brian Nicholson	URS – Project Technician
Mary Cave	City of Decatur – Project Manager
Bob Zuege	Ameren – Division Engineer

Copies: Attendees, Steve Kehoe/URS, Steven Samuelson/URS, John Schwalbach/URS, Project File

Purpose: Initial meeting with Ameren to describe project and evaluate impacts to Ameren utilities.

Meeting Summary:

A list of topics for discussion was distributed to attendees along with the proposed typical roadway section, a section showing the conceptual overpass option, and a section showing the conceptual underpass option. (Attached)

An aerial photo of the project was displayed on the conference table for reference. The aerial displayed the preliminary layout for the proposed 4-lane roadway.

K. Benting presented an overview of the project and noted the impacts of the proposed 4-lane section to Ameren utility poles and the substation located just north of E. Olive Street. Photos of the project area were also referenced in order to see various utility lines and the substation.

Substation

The proposed alignment would take a portion of the area currently occupied by the substation just north of E. Olive Street. Substation access from Olive Street may no longer be available after the improvement. B. Zuege said that the substation services the entire area and he believes that one bank of capacitors in the substation is no longer in service.

K. Benting asked if there was a minimum distance that the equipment in the substation had to be located from the roadway. B. Zuege said that the distance from any live component to the chain link fence had to be 12'.

He will confer with other Ameren engineers about the impacts to the substation.

High-Voltage Lines

B. Zuege said that the 138 kv lines provide a supply loop and run from PPG to ADM. The lines run from Faries Parkway along the east side of Brush College Road and then turn west and run along the north side of the ADM Research Center. Moving the line will be a major project for Ameren. B. Zuege did not yet have information about any utility easements. From drawings that he had, he said that it appears that some of the poles are located on an easement. Until the easement situation is known, we cannot determine who will be responsible for the cost of relocating the power poles.

K. Benting asked how wide of an easement would be required for the poles. B. Zuege said that typically Ameren has a 60' easement for a single pole line, with the pole centered in the easement.

Some of the transformers may contain PCBs.

B. Zuege provided drawings showing the location of the Ameren power lines and the gas lines in the project area. He did not think that the lines running across Brush College Road to the ADM West Plant belonged to Ameren. There are also power lines running parallel to the tracks in the NS yard and the owner of those lines will also need to be determined.

We will meet again after B. Zuege presents the project to other Ameren staff. B. Zuege took the aerial along with some of the photos so that he can discuss the project with other Ameren engineers. He said that a long lead time is normally required to shut down the 138 kv lines.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Attendance Roster

Date: 2/14/2011

Location: URS - Decatur

Purpose: Brush College Road/NS Crossing Study - Initial Meeting with Ameren Illinois

	Name	Organization	Title	Phone	Email
1	Mary Cave	City of Decatur	PM	424-2747	mcave@decaturil.gov
2	Mike Douglas	URS	Civil Engineer	875-4800	mike-douglas@urscorp.com
3	Bob Zuege	Ameren	Division Engineer	424-7075	bzuege@ameren.com
4	BRIAN NICHOLSON	URS	TECH	875-4800	brian-nicholson@urscorp.com
5	ARLIN WILLIAMS	URS	PROJ. MANAGER/CIVIL	"	arlin-williams@urscorp.com
6	Keith W. Benting	URS	Project Manager	"	keith-benting@urscorp.com
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"Zuege, Robert J"
<RZuege@ameren.com>
03/14/2011 02:01 PM

To ""Keith_Benting@URSCorp.com""
<Keith_Benting@URSCorp.com>
cc "MCave@decaturl.gov" <MCave@decaturl.gov>,
"Mike_Douglas@URSCorp.com"
<Mike_Douglas@URSCorp.com>,
bcc

Subject RE: Brush College Road at NS Crossing Study - 2-14-11
Meeting Minutes

Keith,

Below is a summary of the estimated costs to relocate our Brush College 34/12kV substation completely to an alternate site and to relocate the portion of our 138kV line that appears to be in conflict with the Brush College NS bridge and the roadway improvements involved with the bridge reconstruction. All estimates are to be considered for budget purposes only since the full detail of the project is not known based on the information provided to date. Our preliminary design work assumed an overpass would be constructed to replace the current underpass for the NS tracks.

Relocate Brush College 34/12Kv substation

- The estimate to rebuild the existing substation with a current standard design and eliminating one of the two existing capacitor banks is \$2,161,000 all of which would be reimbursable from the city of Decatur
- The new substation will be on a new site which will need to be purchased by Ameren in the general vicinity of the existing substation
- Project time line for Ameren to construct the new substation and retire the old substation
 - One year to purchase land for the new sub site
 - 18 months to construct new substation
 - 3 months to retire the existing substation
- In order to secure options on land for the new substation we will need approval from the City of Decatur to spend in the area of \$40,000 to secure options.

Relocate the 138kv Line with a 12kV Underbuild for local electric distribution

- The estimate to relocate and rebuild the 138kv line including a 12kV underbuild to clear the road and bridge work on Brush College Rd is \$2,400,000. The City of Decatur portion of that cost based on 5 structures being covered under private easements and 8 located on public right-of-way would be \$923,000.
- The project time line will be similar to the time line for the substation relocation with one year to secure new easements and one year to complete engineering, construction and retirement of the lines.

If there are additional questions on the cost and time line information provided please feel free to contact me. Please keep us informed as the project moves forward.

ROBERT ZUEGE
Supervising Engineer - Division 3
Ameren Illinois
T 217.424.7075
C 217.454.0956
F 217.424.8731
E bzuege@ameren.com

From: Keith_Benting@URSCorp.com [mailto:Keith_Benting@URSCorp.com]

Subject: Brush College Road at Norfolk Southern Crossing Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 7/20/2012 10:00 am

Location: URS - Decatur

Prepared By/Date: Keith W. Benting/7-25-12

Attendees:	Keith Benting	URS - Project Manager
	Dan Skelley	URS – Project Engineer
	Bob Zuege	Ameren – Division Engineer
	Tracy Stoll	Ameren – Career Engineer

Copies: Attendees, Mary Cave/City of Decatur, Project File

Purpose: Meet with Ameren to describe extension of project to include William Street intersection and proposed overpass at Faries Parkway intersection.

Meeting Summary:

K. Benting provided exhibits which included an aerial plan showing the entire project as well as plan sheets and renderings showing the two options at Faries Parkway and a plan view of the William Street intersection.

The plan views currently do not show any additional right-of-way that may be required for the relocation of Ameren power poles. K. Benting said that URS hopes to complete the study phase by the end of the year. He said that the final design phase may take a couple of years and that there is currently no funding for construction. He also said that the City will most likely wait for the study phase to be completed before working with Ameren to find a location for the substation.

Bob Zuege will provide an estimate for relocating the power poles that are within the preliminary construction limits of the extended project. K. Benting said that URS can provide Microstation files if Ameren would prefer those.

Bob Zuege said that Ameren transmission staff will want more details, but understands that this is a study phase. There is limited space in the area of St. John's Cemetery to place power poles. Bob said that Ameren does not distribute to ADM in the area. He also said that part of the distribution near the Faries Parkway intersection services businesses that would be removed under the proposed plan.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Benting, Keith

From: Zuege, Robert J <RZuege@ameren.com>
Sent: Thursday, June 13, 2013 3:32 PM
To: Benting, Keith
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov); Skelley, Daniel
Subject: RE: Brush College Road Improvement Study - Proposed Overpass at Faries Parkway

Thanks for the update and information on the proposed overpass. You are right this is pretty much a nightmare for us from a design standpoint for power lines. I am going to be out of the office until next Tuesday and will get back to you on some of the questions you have asked. We have some of the structure and line heights, but I will need to get a few more in the field before we can look at options for line locations and construction types. We will want to look at the proposed plan and profile sheets once we gather a little more information.

Bob Zuege
Supervising Engineer
217-424-7075

From: Benting, Keith [<mailto:keith.benting@urs.com>]
Sent: Thursday, June 13, 2013 9:29 AM
To: Zuege, Robert J
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov); Skelley, Daniel
Subject: Brush College Road Improvement Study - Proposed Overpass at Faries Parkway

Bob,

Looking at photos of the intersection of Brush College Road and Faries Parkway, and seeing all of the overhead power lines, makes this look like a terrible place to place an overpass....but that is the plan! Attached is the Type, Size and location drawing of the proposed overpass at Faries Parkway. We have attempted to show some of the overhead lines in the area.

I know that this may be difficult for you to answer since we don't know where the new substation will be located, but can these lines be raised or relocated to clear the overpass? According to the IDOT Bureau of Local Roads and Streets Manual, the minimum vertical clearance for overhead power lines is 18 feet. Does Ameren have different criteria? Any restrictions regarding construction equipment and distances to power lines? It may be difficult to avoid conflicts when constructing some of the substructure units.

Do you have information about the height of the existing power lines in this area? The attached photos were taken in November of 2010 when we started work on the study. I don't know if there have been changes to this area since then.

Let me know if you need additional information. We have proposed plan and profile sheets of the area. The final geometrics have been reviewed by IDOT and we are incorporating their review comments.

Keith W. Benting, P.E., S.E.
Group Manager – Structures
URS Corporation
345 East Ash Ave.
Decatur, IL 62526
Phone: (217) 875-4800
FAX: (217) 875-3577
Email: keith.benting@urs.com

Archer Daniels Midland Company

ADM

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**Brush College Road at NS Crossing Study
Stakeholder Contact Log**

Stakeholder	Contact Name(s)	Date	URS Staff Involved	Method	Comments *
ADM	Jim Bobitt	12/1/2010	Keith Benting	Meeting	Initial Stakeholder Meeting
	Bill Manley		John Schwalbach		See meeting minutes
			Randel Zilz		
			Arlin Williams		
ADM	Jim Bobitt	12/2/2010	Keith Benting	Email	Verified that all grain trucks first proceed to probe point destination. See 12/2/12 email response; Location on 27th
ADM	Jim Bobitt	12/13/2012	Keith Benting	Email	Asked Jim route taken from ADM Corporate to JRRC when Brush College Rd is closed. See 12/13/12 email; Not sure...22nd St.?
ADM	Scott Fredericksen	12/28/2010	Keith Benting	Email	Inquired about additional ADM trucks on improved roadway See email response dated 12/28/10
ADM	Bryan Mikeworth	2/7/2011	Keith Benting	Email	Sent preliminary profile, aerial plan, and section for overpass option showing clearance over pipe.
	ADM Design Services				
ADM	Bryan Mikeworth	2/17/2011	Keith Benting	Email	Inquired about ownership of power lines crossing over Brush College Road to West Plant. See email response dated 2/17/11.
	ADM Design Services				
ADM	Ken Michels	2/24/2011	Keith Benting	Telephone	Inquired about required clearance between bridge and tube. See ROC dated 2/24/11
ADM	Scott Fredericksen	2/24/2011	Keith Benting	Email	Inquired about contacts for ROW impacts and changes to JRRC entrance. Per J Bobitt email dated 2-25-11, Bill Manley is contact for utilities and JRRC.
	Jim Bobitt				
ADM	Bret Balke	2/24/2011	Keith Benting	Email	Inquired about relocation of ADM power line over Brush College Road. Per email dated 2-25-11, told that contact is Troy Lancaster.
	Electric Energy Manager				

Stakeholder	Contact Name(s)	Date	URS Staff Involved	Method	Comments *
ADM	Bill Manley	2/25/2011	Keith Benting	Email	Inquired about overpass impacts to ADM property and utilities. <i>See email response dated 2/28/11.</i>
ADM	Alex Brandon Corporate Facilities Manager	3/2/2011	Keith Benting Mike Douglas Steven Samuelson	Meeting	Meeting to discuss impacts to ADM and how project will affect ADM traffic. <i>See meeting minutes.</i>
ADM	Alex Brandon Corporate Facilities Manager	3/29/2011	Keith Benting	Email	Inquired about ADM sanitary sewer and relocation of steam line at underpass. <i>See 4/19/11 email for JRRC utilities.</i>
ADM	Bill Manley	4/11/2011	Keith Benting	Email	Inquired about timing of relocation of steam line and electrical on existing underpass.
ADM	Scott Fredericksen Bryan Mikeworth Jim Bobitt Bill Manley Brad Birkholtz Alex Brandon	4/20/2011	Keith Benting	Email	Sent additional renderings of overpass option.
ADM	Jim Bobitt	5/19/2011	Keith Benting	Email	Inquired about contacts for underground utilities and steam line relocation. <i>Told that Bill Manley should be our contact.</i>
ADM	Jim Bobitt	5/24/2011	Keith Benting	Email	Inquired about any plans to eliminate spur tracks into the West Plant at Faries Parkway <i>Not to his knowledge. Would cut them off.</i>
ADM	Alex Brandon	6/2/2011	Keith Benting	Email	Inquired about contacts for underground utilities and steam line relocation. <i>Alex will set up meeting. See 6/3/11 email.</i>
ADM	Alex Brandon Craig Guest John Thompson Mike Marin	7/5/2011	Keith Benting	Meeting	Meeting to discuss impacts of proposed overpass to ADM facilities. <i>See meeting minutes.</i>
ADM Design Services	Mike Marin	7/15/2011	Dan Skelley	Email	Asked if ADM West Plant contributes to City sewer. <i>Per 8/7/11 email, no contribution.</i>

Stakeholder	Contact Name(s)	Date	URS Staff Involved	Method	Comments *
ADM	Alex Brandon Craig Guest	12/2/2011	Keith Benting	Email	Sent proposed layout of JRRC entrance - included with IDS submitted to IDOT. See email from A. Brandon dated 12/2/11.
ADM	Jim Bobitt	12/15/2011	Keith Benting	Email	I asked Jim about train movement on the spur tracks across Faries Parkway that lead into the ADM West Plant. See email from J. Bobitt dated 12/15/11.
ADM Services	Mike Marin	2/16/2012	Keith Benting	Email	Asked M. Marin about potential pipe bridge location adjacent to proposed overpass at NS yard. "Looks reasonable" per email dated 2/22/12
ADM	Jim Bobitt	2/16/2012	Keith Benting	Email	Asked J Bobitt about ADM contacts to discuss concepts at Faries Prkwy Overpass. Jim said that he is contact. West Harrison connection needed to access rail yard west of residential area. See 2/17/12 email.
ADM	Scott Fredericksen	4/12/2012	Keith Benting	Email	Asked S. Fredericksen if ADM has tried to acquire CN property just north of F Prkwy ADM tried to acquire about 2 years ago but were not successful. See 4/12/12 email.
ADM	Jim Bobitt Kent Hadden	4/23/2012	Keith Benting	Email	Asked J Bobitt about option for new road to connect to west side of Brush College Rd. rather than underpass for E. Harrison. See 4/23/12 - 4/25/12 email string
ADM Design Services	Mike Marin	4/23/2012	Keith Benting	Email	Asked M. Marin follow-up questions about pipe bridge over the NS yard. See email response dated 5/4/12. ADM suggest different route for steam line.
ADM	Jim Bobitt	5/7/2012	Keith Benting	Email	Asked J Bobitt about expected traffic volumes on access road. See 5/7/12 email response from J. Bobitt
ADM Design Services	Mike Marin	5/11/2012	Keith Benting	Phone Call	Mike called to follow up regarding proposed rerouting of steam line. See ROC with M. Marin dated 5/11/12

Stakeholder	Contact Name(s)	Date	URS Staff Involved	Method	Comments *
ADM	Alex Brandon	5/11/2012	Keith Benting	Email	Asked Alex for permission to show proposed changes to JRRC entrance on public meeting exhibits. Per 5/11/12 email, okay.
ADM	Scott Fredericksen	6/28/2012	Keith Benting	Email	Gave Scott summary of what will be presented at the public meeting. Offered to give presentation to ADM prior to 7/24 public mtg. Scott responded: No presentation at this time.
ADM	Alex Brandon	8/14/2012	Keith Benting	Email	Sent email asking about contact for ADM Renovations and right-of-way required at various ADM properties.
ADM	Alex Brandon	8/14/2012	Keith Benting	Email	Sent email asking Alex to confirm that ADM owns parcel 13-07-227-001 at SW corner of Faries Prkwy and Brush College Rd. ADM Owns; See 8/14/12 email response
ADM Design Services	Mike Marin	9/7/2012	Keith Benting	Email	Asked Mike about elimination of pipe section for contractor access if steam line is rerouted. Also asked about clearance under pipeline. See email response dated 9-9-12
ADM Design Services	Mike Marin	10/3/2012	Dan Skelley	Email	Asked Mike where ADM West Plant stormwater drains to. Per 10/4/12 email, stormwater goes to retention pond SW of Division and 35th St.
ADM	Bill Manley	10/17/2012	Keith Benting	Email	Asked Bill if any gathering spots at JRRC that might be considered as noise receptors.
ADM	Alex Brandon	10/23/2012	Keith Benting	Email	Asked Alex if any gathering spots at JRRC that might be considered as noise receptors. See 10/23/12 email response
ADM	Jim Bobitt	2/5/2013	Keith Benting	Email	Asked J Bobitt if access to Bio-Products parking lot was acceptable. He deferred to Kent Hadden at Bio-Products.

Stakeholder	Contact Name(s)	Date	URS Staff Involved	Method	Comments *
ADM	Jim Bobitt	2/6/2013	Keith Benting	Email	Asked J Bobitt if ADM could provide statement saying that they approve layout of access road to Bean Tracks-Conveyor area.
ADM	Kent Hadden	2/14/2013	Keith Benting	Email	Asked K. Hadden if there was any direction regarding EMS building access after meeting with senior management.

* See project file for emails and records of conversation (ROC)

Subject: Brush College Road at NS Crossing Study: Preliminary Engineering

Project No: 36432772

Meeting Date & Time: 12/1/2010

Location: ADM – James Randell Research Center

Prepared By/Date: Keith W. Benting/12-2-10

Attendees:

Keith Benting	URS - Project Manager
Randy Zilz	URS – Track Designer/Tech
Arlin Williams	URS – Civil Engineer
John Schwalbach	URS – Office Manager
Mary Cave	City of Decatur – Project Manager
Jim Bobitt	ADM – Director of North American Rail Operations
Bill Manley	ADM – Regional Manager – Corn Processing

Copies: Attendees, Jim Meyer/URS, Tom Nord/URS, Steve Kehoe/URS, Project File

Purpose: Initial stakeholder meeting with ADM. Gather information to determine the existing and future impacts of train movements at the Faries Parkway/Brush College Road intersection to vehicular traffic along the corridor. Obtain information to determine if future ADM operations will impact traffic along Brush College Road. Determine what ADM utilities and piping systems will be impacted by the construction of a new grade separation structure at the NS yard and how they will be maintained.

Meeting Summary:

- 1) **Introductions (See Attendance Roster)**
- 2) **NS Crossing at north leg of Faries Parkway/Brush College Road Intersection**
 - a. According to J. Bobitt, there are two 50-car trains per day. Two full trains enter the East Plant and two empty trains leave.
 - b. ADM tries to block any train movement between the hours of 7 and 8 am and 4 and 5 pm.
 - c. Norfolk Southern could potentially start moving coal trains along this track. That will depend on NS rates.
 - d. Future ADM operations should not result in any substantial change in train traffic at this location.

3) Traffic along Brush College Road corridor

- a. According to J. Bobitt, there are no short-term or long-term development plans at ADM that would substantially impact traffic along the Brush College Road corridor.
- b. Monday through Friday are heavy truck days due to trucks delivering grain. Peak truck movement occurs during harvest season. After that, there is more delivery by trains since the grain comes from locations that are farther away. All grain trucks go to the grain probe location on 27th Street before proceeding to the East Plant or the West Plant. From the grain probe site, trucks travel east on Hubbard and proceed south on Brush College Road. Trucks enter the East Plant at Gate #6 (Mueller Street) and travel through the plant to dump grain. They then exit onto Faries Parkway and proceed back to Brush College Road. Trucks going to the West Plant travel south on Brush College Road and turn west onto Faries Parkway. They then enter the West plant by turning south onto Samuels Street.
- c. J. Bobitt estimated that 500 corn trucks travel through the East Plant in a 24-hour period. There are other trucks in addition to those carrying corn.
- d. J. Bobitt did not think that improvements along Brush College Road would necessarily result in an increase in truck traffic. B. Manley pointed out that the trucks will take the “path of least resistance”.
- e. J. Bobitt or B. Manley did not think that the construction of the new rail yard or other facilities between CAT and Brush College Road would substantially impact traffic along Brush College Road.

4) Will future operations have an impact on the number of trains in the NS Yard at Brush College Road?

J. Bobitt said that with the new yard constructed between CAT and Brush College Road, switching operations in the NS Yard may drop. He thought that there would be no need to take that into account for switching operations in the yard near the West Plant.

5) ADM piping at existing underpass

- a. According to B. Manley, a steam line and voltage line are attached to the existing underpass and feed the JRRC. The system is being used and will need to be maintained. Shutting down these lines for a short time (weekend) would have minimal impact on JRRC.
- b. Whether ADM Services or URS takes care of the relocation or any design of these lines and supports will depend on the funding.

6) ADM piping just north of existing underpass

- a. According to B. Manley, the overhead pipe carries steam feed to the West Plant, condensation return to cogen plant, four separate oil lines, 125 psi hydrogen line, and an 8” waste water line. The system is being used and must be maintained. Shutting down the system would require a plant stoppage and start which is a major event.
- b. URS will see if the overpass option can clear the pipe at its existing location. If additional traffic lanes are added to the east of Brush College Road, the support for the pipe may conflict with the roadway.
- c. Whether ADM Services or URS takes care of the relocation or any design of these lines and supports will depend on the funding.

7) Are there any other ADM utilities or piping systems that may be impacted by the construction of a new grade separation structure along Brush College Road between Faries parkway and William Street?

Other than the piping supports, no other ADM utilities were identified. B. Manley said that he has no idea what might be underground from the former plant owned by Kellogg and currently the site of the West Plant..

8) Identify potential areas for contractor access and material storage.

J. Bobitt thought that areas for staging and material can be identified along the east side of Brush College Road.

- 9) J. Bobitt and B. Manley stated that there is a lot of travel between ADM Corporate and the JRRC. When Brush College Road is closed, it presents a real problem. B. Manley expressed concern about making it more difficult for employees of the JRRC to exit if more lanes are added. K. Benting and M. Cave said that a traffic signal will probably be added at the intersection.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Attendance Roster

Date: 12/1/2010

Location: James Randell Research Center

Purpose: Brush College Road/NS Crossing Study - Initial Stakeholder Meeting with ADM

	Name	Organization	Title	Phone	Email
1	Keith Benting	URS	Project Manager	217-875-4800	keith-benting@urscorp.com
2	RANDY ZILZ	URS	TRACK DESIGN	"	RANDEL.ZILZ@URSIDRP.COM
3	ARLIN Williams	URS	PROJECT MANAGER	"	ARLIN-WILLIAMS@URSCORP.COM
4	Jim Bobitt	ADM	Director - Operator		james.bobitt@adm.com
5	Bill Manley	ADM	Regional Manager	424-5373	Bill.MANLEY@adm.com
6	Mary Cave	City of Decatur	PM	424-2747	mcave@decaturil.gov
7	John Schwalbach	URS	V-P	217 875-4800	JOHN-SCHWABACH@URSCORP.COM
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Date: 2/24/11 **Time:**

Project: Brush College Road at Norfolk Southern Crossing Study/ 36432772

Client: City of Decatur

Recorded By: Keith Benting

Talked With: Ken Michels - ADM

Subject: Required clearance between bottom of structure and tube crossing Brush College Road

I called Ken Michels (217-424-5805) to find out how much clearance would be required between the bottom of the bridge girder and the 7' diameter tube for the overpass option.



Ken thought that a clearance of 1' from the pipe stiffener rings should allow enough room for maintenance. He asked if I knew the width of the stiffener rings. I told him that we would try to obtain that information and allow at least 1' of clearance between the bridge girder and the stiffening rings.

Ken said that he would also discuss with others. He has my contact information from an email that I sent to Bryan Mikeworth on 2/18/11 (cc: Ken).

Ken asked if we knew about the steam line and electrical attached to the existing underpass. I told him that we did, but we have not thought about how to deal with those yet. I suggested a casing pipe or culvert to carry the utilities under the tracks before we fill in the underpass. Ken thought that they may need access to the steam line for maintenance.

Subject: Brush College Road at Norfolk Southern Crossing Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 3/2/2011 2:00 pm

Location: URS - Decatur

Prepared By/Date: Keith W. Benting/3-3-11

Attendees: Keith Benting URS - Project Manager
Mike Douglas URS – Civil Engineer
Steven Samuelson URS – Technician
Mary Cave City of Decatur – Project Manager
Alex Brandon ADM Corporate Facilities Manager

Copies To: Attendees, Jim Meyer/URS, Arlin Williams/URS, Steve Kehoe/URS,
John Schwalbach/URS

Purpose: The meeting was requested by Alex Brandon, ADM Corporate Facilities Manager, to discuss the project and how it will affect traffic at ADM.

Meeting Summary:

An aerial photo of the project was displayed on the conference table for reference. The aerial displayed the preliminary layout for the proposed 4-lane roadway. Exhibits from Public Meeting #1 were also on display.

K. Benting presented an overview of the project and noted the impacts of the proposed 4-lane section to ADM utilities.

A. Brandon expressed concern about the roadway being closed during construction. This is one of ADM's biggest concerns. K. Benting said that after the public meeting, the majority of those that have submitted comments favor the overpass option. Norfolk Southern has also indicated that they prefer the overpass option.

K. Benting explained that the overpass could be constructed in stages, with the hope that Brush College Road would remain open during the majority of construction. URS is currently looking at constructability issues and there may be some periods when Brush College Road will need to be closed. The road closures should be short term and nothing like the long term closure that would be required to construct an underpass.

A. Brandon said that he likes the overpass option. He asked if URS was aware of the utilities in the area and if there would be any upgrades to utilities as part of the project. M. Cave said that if upgrades are needed to water lines and sewer, it will be good to do that when the project is constructed.

K. Benting said that URS has obtained some utility information from plans provided by the City of Decatur, but if ADM could provide information about any utilities on their property it would be helpful.

A. Brandon said that ADM will form a committee, with appropriate personnel assigned, so that our questions can be addressed during the study phase. He asked if we would be available to make a presentation to the committee within the next couple of weeks. K. Benting said that URS will be happy to give a presentation to the ADM committee.

A. Brandon asked if there would be some way to allow temporary access across the tracks near James Street during construction. K. Benting said that there would be safety issues crossing multiple tracks that are at-grade and the ICC probably would not allow it. There was also some discussion about extending Lake Shore Drive across the tracks to give ADM Corporate employees another way to enter and exit the area. K. Benting said that extending Lake Shore Drive is not a part of the study and that hopefully Brush College Road will not be closed for extended periods during construction.

A. Brandon said that the James Randall Research Center (JRRC) uses a lot of water. There may be an addition to the JRRC in the future. ADM also wants to improve security at the JRRC by adding fencing a perhaps a guard gate. They would like to improve the landscaping and the general appearance along the corridor to the property. A. Brandon was open to an improved alignment at the entrance to the JRRC. It may enhance the approach to the property if the alignment followed the existing sidewalk leading to the JRRC and intersected with Brush College Road at a 90-degree angle.

K. Benting noted some of the other impacts to ADM utilities. He said that the preliminary profile provides one foot of clearance between the bridge girder and the stiffening rings on the 7' diameter tube crossing Brush College Road just north of the existing underpass. There are ADM power lines that cross Brush College Road and extend to the West Plant.

There was some discussion about the power line and steam line attached to the existing underpass that runs to the JRRC. A. Brandon said that the steam line is under a pressure of 170 psi. Norfolk Southern has requested that ADM move the steam line because it is too close to their operations. The Canadian National Railway running along the west side of Brush College Road recently re-located their track and they have also expressed concern about the location of the steam line relative to their tracks.

K. Benting said that existing City water lines and sewers will need to be relocated for the overpass option. Most likely they will need to be raised and placed through the existing underpass before it is filled in. K. Benting said that he would like to find out if a portion of the steam line could be placed underground. It would also have to pass under the existing underpass before filling in or be carried overhead. Due to the high pressure, the steam line cannot be carried on the highway structure. If a portion cannot be buried then it will need to be carried over the tracks using a separate structure.

M. Cave asked A. Brandon if he knew of any previous easement agreement for the 7' tube crossing over Brush College Road. A. Brandon said that he would check.

A. Brandon will contact M. Cave to arrange a time for the project presentation to the ADM committee.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Attendance Roster

Date: 3/2/2011

Location: URS - Decatur

Purpose: Brush College Road/NS Crossing Study - Meeting with ADM Corporate Facilities Manager

	Name	Organization	Title	Phone	Email
1	Keith W. Benting	URS	Project Manager	217-875-4800	keith_benting@urscorp.com
2	Mike Douglas	URS	Civil Engineer	"	mike_douglas@urscorp.com
3	STEVE SAMUELSON	URS	TECHNICIAN	"	steven_samuelsan@urscorp.com
4	Mary Cowl	City of Decatur	Project Mgr	217-424-2417	mcowl@decaturil.gov
5	Alex Brandon	ADM	Facilities Manager	217-424-5655	alex.brandon@adm.com
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Subject: Brush College Road at Norfolk Southern Crossing Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: July 5, 2011 1:00 pm

Location: ADM James Randall Research Center – North East Conference Room

Prepared By: Keith Benting

Attendees:	Keith Benting	URS – Project Manager
	Dan Skelley	URS – Civil Engineer
	Mary Cave	City of Decatur – Project Manager
	Alex Brandon	ADM – Corporate Facilities Manager
	Craig Guest	ADM – Director, Research Operations
	John Thompson	ADM – Construction Manager
	Mike Marin	ADM Design Services – Project Manager

Copies: Attendees, Jim Meyer/URS, Arlin Williams/URS, Brian Nicholson/URS,
John Schwalbach/URS

Purpose: Discuss impacts of proposed overpass at NS yard to ADM facilities.

Meeting Summary:

K. Benting distributed a list of topics for discussion with relevant exhibits (See attached). He also distributed a section showing the proposed overpass option, an aerial photo showing the substructure layout for the proposed overpass, a conceptual overpass profile, several computer-generated images of the overpass, and aerial photos showing the proposed utility corridor along the east side of the corridor.

An aerial photo showing the layout of the proposed 4-lane roadway was also displayed on the conference table for reference. The aerial did not include the improvements at William Street and Brush College Road that are currently under development.

K. Benting referred to the high pressure steam line attached to the existing underpass. From previous conversations with Ken Michels of ADM, URS understands that it may not be desirable to bury the pipe due to maintenance issues. The high pressure steam line cannot be attached to the highway structure. It appears that the pipe will need to be carried over the NS yard. He asked who would be responsible for designing the new pipe supports. Mike Marin said that ADM Design Services can study options for supporting the pipe. Alex Brandon and Mike Marin thought that ADM would be responsible for the design of the new steam line supports. John Thompson asked who would be responsible for paying for the relocation.

K. Benting said that at this point he does not know who would be responsible for the cost. The funding sources for the construction of the project have not yet been determined. The cost needs to be determined and included in the cost of the project. He said that some thought needs to be given to how the steam line will be supported and the alignment as it crosses the NS yard. He asked if it might need to be relocated prior to the Brush College Road improvement. Currently, a construction year of 2015 is being assumed, but funding sources for construction have not yet been determined. Mary Cave said that the City wants to be ready when funds are available, so they wish to proceed with the study and preliminary plans.

K. Benting said that he had also spoken with Ken Michels about the 7' diameter tube that crosses Brush College Road just north of the existing underpass. Ken confirmed that a 1' clearance between the bottom of the girder and the stiffener rings of the tube should be adequate. URS is proceeding assuming that the 1' clearance will be adequate. No one objected to the proposed clearance.

K. Benting referred to the rendering of the overpass near the ADM steam lines. He asked if there were any issues, from an operations standpoint, with the proximity of the proposed overpass to the steam lines. Mike Marin said that he did not see any problems.

K. Benting referred to a photo showing power lines running over Brush College Road to the ADM West Plant. These power lines belong to ADM and will most likely need to be relocated or raised in order to provide 18' of vertical clearance above the proposed roadway. In a previous conversation, he had been told by Bret Balke of ADM that further coordination regarding relocation should be directed to Troy Lancaster. A follow-up with Troy Lancaster has not occurred yet. URS is proceeding assuming that the power lines will be relocated by ADM but those details will be worked out at a later time. Ameren will be re-locating their sub-station and the power poles.

Existing plans show a 16" sanitary force main running under Brush College Road. The Sanitary District has informed URS that the force main belongs to ADM but has been abandoned. Mike Marin confirmed that it has been abandoned but another line has taken its place.

K. Benting referred to a set of plans prepared by BGM for an ADM proposed sewage force main. Mike Marin confirmed that the sewage force main was constructed. The 24" force main crosses Brush College Road along the south edge of Grand Ave. The plans show the 24" force main in a 30" casing pipe.

K. Benting referred to the aerial photos showing the underground utilities. For the overpass option, the underground utilities that currently run under Brush College Road will need to be relocated. URS is proposing that the utilities be moved to a corridor along the east side of the overpass. The utilities consist of a 12" water line, a telephone line, a 24" storm sewer and a 16" sanitary force main. Now that we have confirmed that the 16" sanitary force main is abandoned, it will not be included in the relocation. The utilities will need to pass under the ADM steam pipes, and between the pipe supports. They would then pass under the NS yard.

There was some discussion about the current service for sanitary and water to the James Randall Research Center (JRRC) being too small. It is believed that the sanitary sewer line is 8" and the water line is 6". Considering anticipated growth, Craig Guest and Alex Brandon said that a larger service line needs to be provided for both. Mike Marin said that Elwin Hogan had handled these issues in the past, but he is in poor health. Mary Cave said that the City may be able to determine the required size for the service. It is anticipated that there will be more employees and perhaps an additional building.

There was support for the utility corridor and URS will proceed assuming that the underground utilities will be moved to the east. They can be located under Brush College Road again south of the overpass touch-down point. ADM wants to use the opportunity to improve services to the JRRC.

K. Benting also pointed out that the contractor would need to use ADM property along the east side of the overpass for materials and equipment. No objections were noted. URS is working with a Contractor for ideas on constructing the west portion of the overpass. Crane placement may be a problem when erecting the girders for the west portion of the overpass.

There was some discussion about the intersection at Marietta and the entrance to the JRRC. K. Benting said that URS has determined that a stop light is warranted. Although the aerial being displayed showed the current alignment of the entrance to the JRRC, K. Benting said that based on a previous meeting with Alex Brandon, the entrance to the JRRC may be re-aligned to come off of Brush College Road at a 90-degree angle. A question was raised about payment of the re-alignment. K. Benting said that the project funds may only cover the portion of the entrance to the existing right-of-way line.

K. Benting said that the City of Decatur has requested that URS extend the study to address the frequent train blockage at Faries Parkway. He described the constraints of the intersection in locating a ramp between Brush College Road and Faries Parkway. The following options will be considered:

- 1) Single Ramp in SE quadrant (Jug Handle) with stop lights at top and bottom.
- 2) Single Ramp in SE quadrant (Jug Handle) with a roundabout at top and bottom.
- 3) Elevate all legs of the intersection. There will be problems with this option due to the number of spur tracks on the west leg of Faries Parkway.
- 4) Look at relocating the NS track or changing layout so that switching operations do not block the crossing.

K. Benting said that URS understands how important it is to ADM to keep the road open during construction. Although the overpass option might allow the roadway to remain open during most of the construction period, it will be difficult to maintain traffic during construction of an overpass at Faries Parkway.

K. Benting asked about possible improvements to the roadway from Rea's Bridge Road through the former Faries Park to ADM Corporate. Alex Brandon and John Thompson said that they frequently come to work this way to avoid trains. Alex said that he has spoken with Bill Clevenger about a joint agreement to improve the roadway through Faries Park, but the portion of the roadway between Faries Park and ADM is a township road.

Alex Brandon asked if any consideration could be given to adding an underpass/overpass to connect North Lake Shore Drive to Faries Parkway in order to provide another access route to ADM. K. Benting said that IDOT or the City may not want to add that much traffic to a residential street like Lake Shore Drive. Mary Cave said that she would inquire.

K. Benting was asked if any other corridors were considered as part of the study. He said that the study by Blank, Wesselink, Cook (BWC) did consider some other parallel corridors, but URS has not considered other corridors as part of the current study.

Mike Marin said that he thought there were some sketches of some previous ideas developed by Elwin Hogan, including extending Lake Shore Drive. He will look for them.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Name: Keith W. Benting

Title: Project Manager/URS

Email Address: keith_benting@urscorp.com

Attendance Roster

Date: 7/5/2011

Location: ADM - JRRC

Purpose: Brush College Road/NS Crossing Study - Discuss Impacts to ADM Facilities

	Name	Organization	Title	Phone	Email
1	Craig Guest	ADM - JRRC	Director - Research Ops.	217-451-4232	craig.guest@adm.com
2	John Thompson	ADM	Construction Manager	217-451-6170	
3	Mike Marin	ADM Design Services	Project Manager	217-451-3622	marin@adm.com
4	Alex Brandon	ADM	Facilities Manager	217-424-5655	Alex.Brandon@adm.com
5	Mary Cave	City of Decatur	Project Manager	217-424-2747	mcave@decaturil.gov
6	Dan Skelley	URS	Engineer	217-875-4800	daniel_skelley@urscorp.com
7	Keith Benting	URS	Project Manager	217-875-4800	keith_benting@urscorp.com
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Benting, Keith

From: Bobitt, Jim <James.Bobitt@adm.com>
Sent: Thursday, April 26, 2012 8:05 AM
To: Benting, Keith
Subject: RE: Brush College Road Improvement Study - Preliminary Layout of Overpass at Faries Parkway

Keith,

I believe we would be open to relocating the building if necessary.

From: Benting, Keith [mailto:keith.benting@urs.com]
Sent: Wednesday, April 25, 2012 10:28 AM
To: Bobitt, Jim
Cc: 'Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov)'; Hadden, Kent (BioProducts); Skelley, Daniel; Fredericksen, Scott
Subject: RE: Brush College Road Improvement Study - Preliminary Layout of Overpass at Faries Parkway

Jim,

Would the attached option provide the necessary access for ADM? This option might work if the optional alignment for the unloading spur track will not be used and if the clearance from the Bio-products building is acceptable.

This option would move the access point to Brush College Road farther north and get it away from the proposed overpass location at Faries Parkway. The connection to Brush College Road would be beyond the touchdown point of the overpass at Faries Parkway. We have located it directly across from one of the entrances to Hills Properties located on the east side of Brush College Road. We would also propose that the at-grade crossings at the Staley Lead Track be eliminated at the west leg of E. Harrison Ave and the entrance to the Bio-products facility. Access to the Bio-products facility would be from the proposed access road.

If you want to avoid crossing the unloading track, a short connector might be added between 38th Street and E. Harrison Ave.

Keith W. Benting, P.E., S.E.
Group Manager – Structures
URS Corporation
345 East Ash Ave.
Decatur, IL 62526
Phone: (217) 875-4800
FAX: (217) 875-3577
Email: keith.benting@urs.com

From: Bobitt, Jim [mailto:James.Bobitt@adm.com]
Sent: Wednesday, April 25, 2012 7:50 AM
To: Benting, Keith
Cc: 'Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov)'; Hadden, Kent

Benting, Keith

From: Brandon, Alex <Alex.Brandon@adm.com>
Sent: Friday, May 11, 2012 3:16 PM
To: Benting, Keith
Cc: 'Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov)'
Subject: RE: Brush College Road at NS Crossing Study - JRRRC Entrance

Keith,

I don't have a problem with showing it that way. In the end we may do something different based on how deliveries need to be made to the facility.

Thanks,

Alex Brandon

Corporate Facilities Manager
ADM Corporate Office
4666 Faries Parkway
Decatur, IL 62554
P 217-424-5655
C 217-412-1088
F 217-451-4536
E alex.brandon@adm.com

From: Benting, Keith [<mailto:keith.benting@urs.com>]
Sent: Friday, May 11, 2012 3:12 PM
To: Brandon, Alex
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov)
Subject: RE: Brush College Road at NS Crossing Study - JRRRC Entrance

Alex,

We are planning to have another public meeting regarding the Brush College Road Study. A date has not been set yet, but we're shooting for the end of June. At the meeting we will be showing the proposed changes to the William Street/Brush College Road intersection, the proposed changes to the JRRRC/Marietta & Brush College Road intersection and the proposed overpass at Faries Parkway.

Do you have any objections if our exhibits show the JRRRC entrance as proposed in the Intersection Design Study for that intersection and as shown on the attached?

Keith W. Benting, P.E., S.E.
Group Manager – Structures
URS Corporation
345 East Ash Ave.
Decatur, IL 62526
Phone: (217) 875-4800

Benting, Keith

From: Marin, Mike <marin@adm.com>
Sent: Sunday, September 09, 2012 9:01 PM
To: Benting, Keith
Cc: Lancaster, Troy
Subject: ADM response - proposed steam line removal question - Brush College Road Improvement Study
Attachments: brush-college-looking-west-proposed-draft-01.pdf; proposed steam line reroute to JRRRC.pdf; ADM Piping Plan - Clearance.pdf; ADM Piping Elevation - Clearance.pdf

Hi Keith,

The portion of the JRRRC steam line that you indicated on the plan can be removed once it has been re-routed.

Also, we suggest that you field measure the vertical clearance at the access road as we don't know the clearance.

Thanks,

Mike

Michael J. Marin, P.E., S.E. | Project Manager | ADM Design Services | Archer Daniels Midland Company | Decatur, IL | 217-451-3622

From: Benting, Keith [<mailto:keith.benting@urs.com>]
Sent: Friday, September 07, 2012 11:02 AM
To: Marin, Mike
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov); Skelley, Daniel
Subject: RE: proposed steam line reroute - Brush College Road Improvement Study

Hi Mike.

I hope that all is going well.

We're attempting to wrap up the Brush College Road Improvement Study but still have several issues that need to be resolved. One of the remaining challenges is to determine if we can keep Brush College Road open during construction. We're looking very closely at the staging and constructability of the proposed overpass at the NS rail yard.

We have two piers located between the NS yard and the 7' tube that crosses Brush College Road. (See attached rendering with notes) It appears that accessing this area may be a challenge for the contractor. After fill is placed at the approaches to the underpass, there will no longer be enough clearance under the 7' tube for construction vehicles.

On 5/4/12 you sent me a sketch of the reroute for the line that currently occupies the CN track bay of the underpass (attached). When that line is rerouted, can the section of piping be removed that blocks access to this area?

Do you happen to know the vertical clearance at the access road shown on the rendering? I don't think our survey crew picked this up and I do not see it on your drawings (also attached).

Keith W. Benting, P.E., S.E.
Group Manager – Structures

Canadian National / Illinois Central Railroad

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**Brush College Road at NS Crossing Study
Stakeholder Contact Log**

Stakeholder	Contact Name(s)	Date	URS Staff Involved	Method	Comments *
CN Railway	Patrick Jones	11/3/2010	Keith Benting	Email	Requested train movement information
	Tim Parker				Told to contact Dean Macki for info.
CNIC Railway	Dean Macki	11/8/2010	Keith Benting	Email	Inquired about train movements, structure options at NS yard, and drainage
	Trainmaster				Responded to some questions by email on 11/9/10.
CNIC Railway	Dean Macki	11/11/2010	Keith Benting	Email	Follow-up questions regarding train movements.
					Responded by email on 11/11/10.
Canadian National Railway	Jon Griffith	12/13/2010	Keith Benting	Email	Inquired about coordination and recent work to improve drainage.
	Technical Service Engineer				See email response dated 12/14/10
Canadian National Railway	Jon Griffith	3/1/2011	Keith Benting	Email	Requested Val Map
	Technical Service Engineer				See Email dated 3/18/11 and 4/14/11 email.
Canadian National Railway	Jon Griffith	3/17/2011	Keith Benting	Email	Described project and requested Val Map.
	Technical Service Engineer				Sent rendering of overpass. See Email dated 3/18/11 and 4/14/11 email.
Canadian National Railway	Jon Griffith	7/20/2011	Keith Benting	Email	Described impacts of overpass option to CN and proposed schemes for drainage, etc.
	Patrick Jones				Will meet to discuss. Pat will be in the area in the next few weeks.
Canadian National Railway	Patrick Jones	8/25/2011	Keith Benting	Email	Asked Pat whether he would be in the area soon to discuss the project.
Canadian National Railway	Patrick Jones	4/19/2012	Keith Benting	Email	Emailed package to CN with summary of potential impacts to the CN track.
					Requested comments. Meeting set for 5/23/12

Stakeholder	Contact Name(s)	Date	URS Staff Involved	Method	Comments *
Canadian National Railway	Patrick Jones	5/9/2012	Keith Benting	Email	Emailed additional question about track realignment to CN. Asked about status of 4/19/12 submittal. Meeting set for 5/23/12
Canadian National Railway	Patrick Jones	5/23/2012	Keith Benting Dan Skelley	Meeting	Meeting with CN to discuss project and potential impacts to IC Staley Lead Track See meeting minutes
Canadian National Railway	Patrick Jones	5/23/2012	Keith Benting	Email	Asked about crashwalls for MSE walls and verification that tracks should be referred to as "ICRR" instead of "CN/IC RR". See 5/23/12 email.
Canadian National Railway	Patrick Jones	7/12/2012	Keith Benting	Email	Asked about status of review of material presented at 5/23/12 meeting.
Canadian National Railway	Patrick Jones	8/2/2012	Keith Benting	Email	Asked about status of review of material presented at 5/23/12 meeting. Also inquired about contractor occupying track.
Canadian National Railway	Patrick Jones	8/14/2012	Keith Benting	Call	Left voice mail asking about status of review of material presented at 5/23/12 meeting. Pat returned call on 8/15/12. See ROC
Canadian National Railway	Patrick Jones	8/15/2012	Keith Benting	Email	As requested, emailed summary of questions to Patrick Jones. Pat called with response on 8/22/12; See ROC
Canadian National Railway	Patrick Jones Jon Griffith	8/23/2012	Keith Benting	Email	Sent sections and explained why existing 36" sewer will be removed. See 8/28/12 email from Jon Griffith
Canadian National Railway	Jon Griffith Patrick Jones	10/11/2012	Keith Benting	Email	Asked Jon if inlets were found when drainage improvements were made in late 2010. See email response dated 10/15/12
Canadian National Railway	Patrick Jones Jon Griffith	3/12/2013	Keith Benting	Email	Explained CN drainage issues and proposed 18" CMP to replace existing 12" CMP.

* See project file for emails and records of conversation (ROC)

Subject: Brush College Road at Norfolk Southern Crossing Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 5/23/2012 10:00 am

Location: City of Decatur

Prepared By/Date: Keith Benting/5-24-12

Attendees: Patrick Jones /Manager Public Works – CN Railway
Mary Cave/Project Manager - City of Decatur
Keith Benting/Project Manager - URS
Dan Skelley/Project Engineer - URS

Copies: Attendees, Project File

Purpose: Initial meeting with CN to discuss the Brush College Road Improvement Study and potential impacts to the IC Staley Lead Track – see agenda

Meeting Summary:

K. Benting presented the following material for reference:

- 1) Aerial showing plan of proposed improvements from William Street to north of Faries Parkway
- 2) Summary of potential impacts to IC Staley Lead Track – emailed to Patrick Jones on 4/19/12
- 3) Renderings of proposed overpass carrying Brush College Road over NS yard
- 4) Aerial showing plan of proposed overpass and intersection at Faries Parkway
- 5) Aerial plan showing existing storm sewer and proposed 18” storm sewer at IC track
- 6) Cross sections showing proposed retaining walls adjacent to IC Staley Lead track

K. Benting presented an overview of the study, highlighting the proposed overpass at the NS yard and the overpass at Faries Parkway. He said that the current plan is to fill in the existing underpass and the approaches to the underpass. Outside of the existing underpass, MSE walls would be constructed adjacent to the IC track to retain the fill. Within the existing underpasses, a cast-in-place wall would be constructed to retain the fill in the bay carrying the roadway. The bay carrying the CN track will remain open and no improvements are planned to the existing structure.

K. Benting said that the plan to construct an overpass and leave the span over the IC Staley Lead track was discussed with Norfolk Southern at a meeting in November 2010. URS will be making another submittal to Norfolk Southern in the near future that will show the plan to fill the roadway bay and leave the span over the IC track as it is with no proposed improvements.

Drainage at the Staley Lead track was discussed. K. Benting said that a 12" perforated steel pipe currently runs adjacent to the track and drains into a 36" storm sewer under Brush College Road. Since the 36" storm sewer will be deep when the area is filled for the overpass, URS is proposing that a new 18" pipe be placed adjacent to or under the IC track and connect to the existing 36" storm sewer further to the south. The pipe would need to remain on the west side of the proposed retaining wall.

P. Jones said that there have been a lot of problems with drainage in the area and CN had just worked on the problem recently. M. Cave said that the City had also discovered that the 36" storm sewer was blocked and it has been cleaned out. K. Benting said that he was aware of the work that the CN had done since it was going on when the URS survey crew was in the area in late 2010.

K. Benting referred to the cross sections and noted the existing retaining wall shown west of the proposed MSE wall. He said that URS had originally planned to leave the existing retaining walls in place to serve as a crashwall, but if the existing walls could be removed it would provide space for the drainage pipe. He pointed out that the pier footing cannot be removed from the existing underpass so in that area the pipe may have to be placed under the track or a special drain may need to be used. He referred to information on a flat drain made by ADS Pipe called AdvanEdge. He said that URS had not used this drain before but from the description it could be considered as an option where there is very little space between the edge of tie and the existing pier footing. P. Jones said that he had never seen that type of drain before.

K. Benting also said that URS had not performed a hydraulic analysis but thought that an 18" pipe should be large enough. P. Jones said that an 18" pipe would be preferred over a 12" pipe since it does a better job of self-cleaning. He also said that a lot of water comes from the southwest and that there is an inlet to the south, but this flow should be considered when making improvements. He also noted that some of the pipe supports for the ADM steam line appear to be connected to the existing retaining walls that would be removed.

P. Jones asked what the distance would be from the centerline of track to the face of the MSE wall. He also wanted to know the location of the existing pipe and the depth of the proposed pipe below the tie. D. Skelley made copies of sheets from the original underpass drawings showing the existing drain pipe. He also determined that the distance from the centerline of the Staley Lead track to the face of the proposed MSE wall would be 14'-3" at the closest point. It was estimated that the existing drain pipe might be about 2' below the tie. P. Jones said that the pipe can't be too shallow or it will be hit when performing track maintenance. URS will need to determine the pipe elevation relative to the bottom of tie considering that a larger pipe is being proposed and the pipe must tie-in to an existing manhole where it will connect to the 36" storm sewer. (It may not be possible to alter the slope of the pipe)

P. Jones said that he would take the information and discuss with Jon Griffith. He thought that something could be worked out with the drainage as well as taking the track out of service for a short time to install the drain pipe.

K. Benting pointed out that an ADM steam line currently runs through the bay carrying the Staley Lead track. ADM plans to keep the line in that bay rather than construct a new pipe bridge over the NS yard.

Access Issues North of Faries Parkway

K. Benting described the proposed overpass at Faries Parkway. The overpass will present some access issues at a cemetery and property owned by ADM at the NW quadrant of the Brush College Road/Faries Parkway intersection. Although an earlier scheme that was emailed to P. Jones showed E. Harrison Ave. going under the proposed

overpass just north of Faries Parkway, that scheme has been replaced with a new access road that would run along the west side of ADM's bio-products facility and connect to Brush College Road just north of the facility. With this scheme, the at-grade crossing at the west leg of E. Harrison Ave. and at the ADM Bio-products building would be eliminated. K. Benting asked if the IC track could be shifted to the west at the new access road to place it farther away from Brush College Road. This would also provide more clearance between the track and Brush College Road if the ICC ever decides that crossing gates need to be installed.

P. Jones said that he did not think that shifting the tracks in this area would be a problem. He asked if any ROW would be needed from the CN. K. Benting said that as the details are refined, URS will determine if ROW will be needed, but at this point, it appears that the proposed roadway and overpass structure will be located east of the IC property line.

K. Benting said that when only the overpass at the NS yard was being considered, the plan was to construct the overpass in stages so that Brush College Road could remain open. For that scenario, a crane might have had to occupy the area of the IC tracks in order to set the stage two (west side) girders. With the addition of an overpass at Faries Parkway, it does not appear that stage construction will be a viable option and a portion of Brush College Road may need to be closed for construction.

P. Jones noted that on all of the exhibits, the Staley Lead track was labeled as "CN/IC R.R.". He said that the track is owned by Illinois Central Railroad and should be referred to as "ICRR".

Action Items

P. Jones will take the information provided and discuss with Jon Griffith and others. He will then get back to URS.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith.benting@urs.com

**City of Decatur
Brush College Road Improvement Study
Potential Impacts to IC Staley Lead Track**

Reference 4/19/12 email submittal of potential impacts and 5/23/12 meeting minutes.

Questions to CN Railway

- 1) ***Are there any objections to removing the existing 36” diameter storm sewer, located within the lower section of the existing Brush College Road underpass, and replacing with a drainage pipe that would run adjacent to, or under, the CN track as shown on Exhibit B and C of the summary of potential impacts emailed on 4/19/12?*** The existing drain pipe will have significant cover after the existing underpass is filled in and would be difficult to maintain at such a depth. The new drain pipe needs to be located on the west side of the proposed MSE wall to be located between the CN track and Brush College Road.

Since a portion of the proposed drain pipe may need to be placed under the CN track, portions of the track may need to be removed during installation of the drainage pipe. Either the work must be completed during periods of no train traffic, or arrangements made with Tate & Lyle for other methods of delivery while the work is done. The time frame for the work will be better estimated during the final design phase.

- 2) ***Are there any objections to removing the existing retaining walls that will be located between the CN track and the proposed MSE walls as shown in the cross sections provided as Exhibit C in the summary of potential impacts to the CN Staley Lead Track emailed on 4/19/12?*** initial thought was that if the existing retaining walls are left in place, they may serve as a crashwall in front of the proposed MSE retaining wall. Information obtained from the Reinforced Earth Company provides the option of using “internal MSE crashwalls”. (See attached) If internal MSE crashwalls can be used, the existing retaining walls can be removed. This would provide additional space to place the drain pipe described in Item 1.

Are there any objections to using internal MSE crashwalls and removing the existing retaining walls that will be located between the CN track and the proposed MSE wall?

- 3) A new access road is being proposed to connect the area at the NW quadrant of the Faries Parkway/Brush College Road intersection to Brush College Road. The access road will connect to Brush College Road north of the ADM bio-products facility (on west side of Brush College Road). ***Would it be acceptable to shift the CN track in this area to***

provide greater separation between the track and Brush College Road? (See attached)
With the addition of the new access road, the at-grade rail crossings at the west leg of E. Harrison Street and the at-grade crossing at the parking lot for the ADM bio-products facility would be eliminated.

- 4) Public comments strongly support using stage construction techniques in order to keep Brush College Road open during construction. If the east-half of the proposed overpass at the NS rail yard is constructed first, the Contractor may need to occupy the CN track area in order to set girders for the west half of the overpass. ***Would this be acceptable if reasonable windows could be scheduled for the work?*** It is understood that without some type of protection, a crane could not occupy the CN track. ***Would removing and re-installing track panels be feasible in order for a crane to occupy the track area?***

See attached – Aerial_Plan_Const.pdf.

Date: August 22, 2012 **Time:** 4:35 pm
Project: Brush College Road Improvement Study/ 36432772
Client: City of Decatur
Recorded By: Keith W. Benting
Talked With: Patrick Jones & Jon Griffith of CN Railway
Subject: Proposed impacts to Staley Lead track

Patrick Jones called to respond to the questions that were asked at our 5/23/12 meeting. He had Jonathan Griffith on the speaker phone with him.

He said that he was having a hard time locating all of the information that I had sent to him, and wanted to go over the questions that we had.

Drainage at Staley Lead Track

Patrick said that they didn't like the idea of having a drain pipe under their track. They didn't understand why things could not remain as they are with the area draining into the existing 36" storm sewer. I explained that the storm sewer would be too deep to maintain when the fill is placed. Since I didn't know that they would be calling me, I did not have the exhibits in front of me for reference.

I told them that we would look at other options.

On 8/23/12 I sent an email with exhibits to Patrick Jones and Jonathan Griffith explaining why the existing storm sewer will need to be removed.

Removing Existing Retaining Walls

Patrick said that they did not have any issues if we wanted to remove the existing retaining walls located between the Staley Lead track and the proposed MSE wall. I reminded him that the only reason we were considering leaving the walls in place was so that they might serve as a crashwall. Reinforced Earth Company provided details of an 'Internal MSE Crashwall' with thicker panels at the bottom. I told Patrick that we would use those and eliminate the need for a separate crashwall. There was no comment from Patrick or Jon Griffith.

Track Shift North of Faries Parkway at Proposed Access Road

Patrick said that they were okay with the proposed track shift but that there might be some drainage issues if we do that. He said it looks like there might be culverts or catch basins in the area of the parking lot. He also said that CN requires a 2:1 slope off the end of their ties and there may not be room. I told Patrick that we would take a closer look at the feasibility of shifting the track at the proposed access road.

Occupying Track Area with Construction Equipment for Stage Construction

I told Patrick that using stage construction to keep Brush College Road open during construction is being considered. If the proposed overpass at the NS rail yard is built in stages, it will be difficult to set the girders for the west portion of the overpass. I asked if cranes would be able to occupy the track area. I said that I realized that the tracks would need to be removed and other temporary arrangements made to service Tate & Lyle.

Patrick said that he did not think that there was enough room for a crane to occupy the track area and said that they would not allow any windows longer than 6 hours. He said that Tate & Lyle were a major customer and they do not want to lose access to them.

I said that we had information on the frequency of trains on the Staley Lead but couldn't remember the details. I thought that the movements were typically late at night. Patrick said that he did not have that information.

Benting, Keith

From: jonathan.griffith@cn.ca
Sent: Tuesday, August 28, 2012 12:47 PM
To: Benting, Keith
Cc: Skelley, Daniel; MCave@decaturil.gov; Patrick Jones (patrick.jones)
Subject: Re: City of Decatur - Brush College Road Improvement Study - Staley Lead Track

Mr. Benting

The 12" iron pipe was replaced with perforated cmp when CN performed improvements in this area two years ago. It was moved as far away from the edge of tie as possible to avoid loading, as the previous pipe could not withstand the loading. Moving this further from the edge of tie in the area currently under the bridge is definitely a good suggestion that should be explored. In addition, the feeder from this pipe (both the new CMP and old iron pipe) into the storm system did not have favorable slope and entered the city's system at/near the normal flow line. A pump is also a good idea. A backflow preventer should be designed into the new system if determined a pump is not needed.

Collecting any water that is not currently entering the track area currently is important. The drainage in the railroad right of way should not be utilized for anything other than railroad drainage.

Thanks -- And Have a Safe Day!!!



Jon Griffith, Technical Service Engineer

1920 Marion Avenue; Mattoon, IL 61938

Off: (217) 238-2443; Fax: (217) 238-2444

From: "Benting, Keith" <keith.benting@urs.com>
To: "Patrick Jones (patrick.jones@cn.ca)" <patrick.jones@cn.ca>
Cc: "jonathan.griffith@cn.ca" <jonathan.griffith@cn.ca>, "Mary E Cave \\"Cave, Mary E\\" \\"Cave, Mary E\\" <MCave@decaturil.gov> (MCave@decaturil.gov)" <MCave@decaturil.gov>, "Skelley, Daniel" <daniel.skelley@urs.com>
Date: 08/23/2012 10:30 AM
Subject: City of Decatur - Brush College Road Improvement Study - Staley Lead Track

Pat,

Thanks for calling yesterday afternoon. I think I need to better explain why the existing 36" city storm sewer will not be available to drain the area of the Staley Lead track.

The first attachment includes a few cross sections that show why the existing 36" city storm sewer will be eliminated.

Benting, Keith

From: Benting, Keith
Sent: Tuesday, March 12, 2013 4:59 PM
To: Patrick Jones (patrick.jones@cn.ca); jonathan.griffith@cn.ca
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decatutil.gov> (MCave@decatutil.gov); Skelley, Daniel
Subject: Decatur, IL - Brush College Road Improvement Study - Drainage at CN track area (Staley Hole) - Tate & Lyle
Attachments: 120210 012.jpg; Section at Existing Underpass.pdf; CNRR Drainage plnprf 030613.pdf; CNRR XSEC 031213.pdf

Pat/Jon,

We are trying to wrap up the Brush College Road Improvement Study in Decatur. You may recall that an overpass is being proposed over the NS rail yard. The CN track will remain at its current location but will be adjacent to retaining walls supporting the fill under the new overpass. One of the biggest challenges has been finding a way to drain the CN track area. The existing 12" CMP that runs along the east edge of the track drains into a 30" sanitary sewer located under Brush College Road. The 30" sewer will need to be removed since it will interfere with the piers for the new overpass and will be too deep to maintain relative to the proposed ground line. Although URS considered a pump option, there is no room to place a pump for the size that would be required. The only solution is to replace the existing 12" CMP with an 18" CMP.

Attached for your reference are the following:

- 1) Photo from December 2010 showing work to improve drainage along CN track – looking north from NS yard.
- 2) Proposed section at existing underpass
- 3) Plan and profile sheet showing proposed 18" drain pipe
- 4) Proposed Cross sections showing overpass and MSE walls adjacent to CN track

The 18" CMP has ample strength to withstand railroad loading conditions with a minimum cover of one foot. Rather than collect the drainage at a low point between the existing underpasses, the pipe will be sloped to drain to the south, where it will eventually connect to the 30" storm sewer as shown on the Plan & Profile sheet. The new drain pipe will only drain the flow within the CN track area and other flow from the north will be diverted to a new storm sewer.

I have contacted Chad Harwig at Tate & Lyle regarding the need to remove the tracks in order to install the new drain pipe. We understand that the preference is to limit the track outage to a day or two and not a week. I believe that you were able to maintain service when you installed the new 12" CMP in late 2010.

As an update, currently there is no money identified for the construction phase. We hope to hold a final public hearing sometime this spring. After the study is completed and approved, the final plans have to be developed. This may take a couple of years, so actual construction might be beyond 2015 if funding can be obtained.

Keith W. Benting, P.E., S.E.
Group Manager – Structures
URS Corporation
345 East Ash Ave.
Decatur, IL 62526

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John Creekmur
Creekmur Car Care Center
3690 E. William Street Road

(This page intentionally left blank)

John A. Creekmur
3690 E. William Street Road
Decatur, IL 62521

RECEIVED
AUG 16 2012
PUBLIC WORKS

Site Address: 3690 E. William Street Road
PIN Number: 13-07-477-026

Check the appropriate response:

I have no comments at this time

I have noted by comments on the back of this page *see attached...*

I would like to discuss this further in a telephone conversation

I will call you

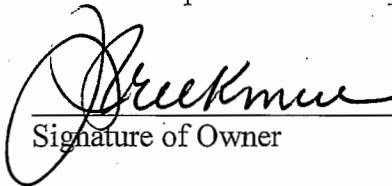
Please call me. (Include telephone number and preferred day and time)

428-3345 - Anytime

I would like to have a personal meeting to discuss this project. Please call to arrange a date, time and location. (Include contact person and telephone number)

Contact Person: _____

Telephone Number: _____



Signature of Owner

Aug 15, 2012
Date

****Please Return in the Enclosed Addressed Envelope****

~Thank you~

Date: August 15, 2012

To: **Mary E. Cave, P.E.**
Civil Engineer II

From: **John A. Creekmur**

Re: Site address: 3690 E. William Street Road
PIN Number: 13-07-477-026

Mary E Cave, P.E.: My family bought this property in 1959. At that time East William Street Road was a two lane State Highway Route 105.

Several years later East William Street Road was expanded into a four lane road extending past the East William Street Bridge. Construction ensued for over four years. Various roadway contractors went bankrupt causing the project to be delayed. Sales for local William Street merchants plummeted during the construction period. Our business survived. Most closed.

The next improvement to East William Street Road went smoother and was finished ahead of schedule. When IDOT and the City asked the local East William Street Road businesses for their input like you are doing today, no one cared about giving up additional right-of-way. Each business at that time asked that NO FIXED CENTER MEDIUM be constructed. A Fixed Center Medium makes it difficult for customers approaching each business property to enter.

The only concern I have today is: *DO NOT construct a Fixed Center Medium on East William Street Road.* (I could not tell from your Exhibits if one is planned or not.) The majority of our customers approach our property from the West. Sales volume is a function of easy entry into a business property. Consumers today take the easy way.

In addition, we have two semi-trucks which deliver product each week. These trucks currently approach our lot from the West, crossover to the opposing lane and then back into our property to unload. By using this method the common carriers are able see and not blindly spot their trailers.

I have noticed that during the last year traffic patterns have changed. I get to work between 6:15 and 7:15 am each morning. Three years ago, daily morning traffic was backed up to Huck's (William Street Road & Lake Shore Drive). Today, daily morning traffic back up may be six to eight vehicles. I think closing Lake Shore Drive through Nelson Park has decreased the back up of vehicles at East William Street Road and North Brush College Road intersection.

What impact has: 1) ADM relocating more employees from its Corporate Offices to other locations within Decatur, 2) ADM staggering employee hours, 3) ADM contractor employee roles being reduced, 4) Richland Community College enrollment had on traffic patterns?

I will be out of town until August 24, 2012

A handwritten signature in black ink, appearing to read "Huckman". The signature is written in a cursive style with a large, looping initial "H".

Date: 9/5/12 **Time:**

Project: Brush College Improvement Study/ 36432772

Client: City of Decatur

Recorded By: Keith Benting

Talked With: John Creekmur – Owner – Creekmur Car Care Center – 3690 E. William St Rd

Subject: Raised Median and Traffic along William Street Road

John received the letter from the City notifying him that his property could potentially have some right-of-way acquisition. He submitted the questionnaire with comments and it was received by City of Decatur Public Works on August 16, 2012. John's letter stated that he would be out of town until August 24, 2012.

I called John to let him know that the current plan does include a raised median.

John reiterated the following comments provided with his questionnaire:

- 1) Traffic patterns have changed since the Park District closed Lake Shore Drive in Nelson Park. John said that there does not seem to be as much traffic as there was three years ago. He said that even if there is some traffic in the morning, it clears out quickly. I was speaking with him at 11:00 am and he said it was "dead".
- 2) John does not want a raised median in front of his business. Although he did not know what impact it might have on his business, he said that customers do not tend to go out of their way these days. He is also concerned about how semi-trucks will deliver to his business with a raised median. Currently, the trucks approach from the West, cross over the opposing lane and then back into his property to unload. John said that this is not done during peak travel periods.

I told John that IDOT has approved an intersection design study that includes a raised median. The median is necessary because dual turn lanes will be required and IDOT requires a raised median adjacent to dual turn lanes for safety.

I told John that we were looking at another option, but at this point I wasn't sure if we would be moving forward with that option or if it would change the impacts to his business. John asked what the other option was. I told him that a roundabout was being evaluated per IDOT's request. John said that he is familiar with roundabouts from his travels to Arizona and he didn't think that would solve the problem. His perception is that there are more accidents on roundabouts, although they may be minor.

John said that he does observe backups for traffic coming from the east and turning north onto Brush College Road, but he stated again that the traffic from the west does not seem to be that bad. He asked when our traffic counts were taken. When I told him that they were taken in November of 2010 he said

that was prior to the closure of Lake Shore Drive in Nelson Park. I told him that we were aware of this and that I intend to check the eastbound, left turn counts sometime next week.

John said that he would be interested to know how the numbers compare to our original counts.

I thanked John for his input and told him that I would keep him posted on the developments. He thanked me for calling and took my contact information.

I will follow up with John after we check the EB left turn counts and when we complete our evaluation of the roundabout option.



February 27, 2013

Mr. John A. Creekmur
3690 E. William Street Road
Decatur, Illinois 62521

Re: **Brush College Road Improvement Study
William Street Road Intersection Improvements**

Dear Mr. Creekmur:

Thank you for providing comments regarding the proposed improvements to the intersection of Brush College Road and William Street Road. You questioned the need for additional turn lanes at the intersection because you have observed that the traffic patterns have changed within the last few years. You noted that the closing of Lake Shore Drive in Nelson Park may have contributed to a decrease in the traffic backup at the west approach to the intersection.

Since our original turning movement counts were taken before the closing of Lake Shore Drive in Nelson Park, the eastbound, north turning movements at the William Street Road/Brush College Road intersection were counted again on September 11, 2012. There was not a significant difference in the turning counts to eliminate the need for dual left-turn lanes. Therefore, the raised median at the eastbound approach to the intersection is required per Illinois Department of Transportation (IDOT) policy.

We have had discussions with IDOT regarding the impact of the raised medians to local businesses. For safety reasons, openings in the raised median cannot be provided. The intersection design study for the William Street Road/Brush College Road intersection has been approved by IDOT.

A final public hearing for the project will be scheduled after approval of the Environmental Assessment document. You will be notified when the hearing is scheduled.

Please feel free to contact me (875-4800) or Mary Cave/City of Decatur at 424-2747 if you have any questions.

Sincerely,

URS Corporation

Keith W. Benting, P.E., S.E.
Project Manager

URS Corporation
345 E. Ash Avenue
Suite B
Decatur, IL 62526
Tel: 217.875.4800
Fax: 217.875.3577



KWB/kwb 36432772

S:\36432772\Communications\letters\Creekmur 2.27.13

cc: Mary Cave – City of Decatur

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Decatur Fire Department

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Chrissy Fitzpatrick /Decatur/URSCorp

01/11/2011 10:28 AM

To Keith Benting/Decatur/URSCorp@URSCORP

cc

bcc

Subject Fw: Information Request for Brush College Road Design Study

Keith,

I am forwarding you the response I received from Lyle Meador, Fire Marshall - Decatur Fire Department regarding the potential closure of Brush College Underpass during construction.

Christine Fitzpatrick

URS Corporation
345 E. Ash Avenue, Suite B
Decatur, IL 62526
(217)875-4800 (phone)
(217)875-3577 (fax)
chrissy_fitzpatrick@urscorp.com

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----- Forwarded by Chrissy Fitzpatrick/Decatur/URSCorp on 01/11/2011 10:27 AM -----



"Meador, Lyle A"
<LMeador@decaturil.gov>

01/11/2011 10:17 AM

To "chrissy_fitzpatrick@urscorp.com"
<chrissy_fitzpatrick@urscorp.com>

cc

Subject FW: Information Request for Brush College Road Design Study

Ms. Fitzpatrick:

Chief Sekosky asked me to respond to your inquiry. I answered each of your questions, in red, below.

A. Lyle Meador
Fire Marshal
Decatur Fire Department
(217) 424-2811
Lmeador@decaturil.gov

From: Chrissy_Fitzpatrick@URSCorp.com [mailto:Chrissy_Fitzpatrick@URSCorp.com]
Sent: Wednesday, January 05, 2011 2:26 PM
To: Sekosky, Matthew J
Subject: Information Request for Brush College Road Design Study

Dear Fire Chief Sekosky,

URS is currently working on the Phase I Design Study for the Brush College Roadway Project, on behalf of the City of Decatur. One of the options being studied is the temporary closure of the Brush College Underpass during the construction phase of this project and the impacts it would have on the various emergency departments in the vicinity of the project.

I have attached a map of the project location and circled the potential temporary underpass closure. I have also attached a map of the ambulance locations.

Could you please provide the following information for our use:

1) Which of your firehouses currently provide service to the locations impacted by the temporary closure of the Brush College Underpass

Firehouse # 2 (2707 E. William St.), Firehouse # 4 (2760 N. 22nd St), & Firehouse # 7 (1250 Airport Road) are the main 3.

2) Which of your firehouses will provide service to the locations impacted by the temporary closure of the Brush College Underpass during construction if the underpass is closed

Firehouse # 2 & Firehouse # 4

3) Your emergency run routes affected by the temporary closure of the Brush College Underpass (as marked on the map)

We will have to separate the response to "North" of the closure or "South" of the closure

4) Added distance and/or response time it would take for an alternate route to respond in emergency situations

For a single company response, it would add a couple of minutes. For a multiple company response, it could add anywhere from 5 to 7 minutes. A multiple company response could be if there are more than one emergency calls at the same time in a particular response area or an emergency response that requires more than one fire apparatus. (A structure fire, for example, requires 6 pieces of equipment coming from multiple fire stations)

Your department also provides medical treatment in non-fire emergency situations as well. Do you also provide the ambulance service as well? If not, do you have any information as to who provides that service so we can incorporate their responses into the study as well?

We do not provide ambulance service. That is provided by Decatur Ambulance Service. Their Operations Officer is Mr. Ed Kemnitz and his e-mail address is: dasport5@hotmail.com

Your assistance and response with this study is very important so that we can work together to provide the

best alternative to the community.

If you have any questions, please feel free to call me at 217-875-4800. Please email your response back to me.

Thanks,

Christine Fitzpatrick

URS Corporation
345 E. Ash Avenue, Suite B
Decatur, IL 62526
(217)875-4800 (phone)
(217)875-3577 (fax)
chrissy_fitzpatrick@urscorp.com

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us immediately by email reply. [fire location map.pdf](#) [ambulance location map.pdf](#)

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Decatur Park District

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Record of Conversation

Date: 11-22-10 **Time:**

Project: Brush College Road at NS Crossing Study/ 36432772

Client: City of Decatur

Recorded By: Keith Benting

Talked With: Jim Kiefer

Subject: Decatur Park District – Plans for Future Path near Brush College Road

I called Jim Kiefer, Director of Operations, Decatur Park District (217-433-5911) to ask if there were any plans for a future bike path in the area of Brush College Road between William Street and Faries Parkway. I had downloaded a map showing existing, in progress, and future bikeways from the Park District web site before calling Jim. The map does not extend far enough to the east to include Brush College Road.

Jim confirmed that there are no long term plans to construct a bike path in the area of the study. He suggested that I talk with Mark Smith. He said that Mark is the one that is in charge of planning for non-motorized transportation.

Subject: Brush College Road Improvement Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 10/2/2012 9:00 am

Location: Decatur Park District Office

Prepared By/Date: Keith W. Benting/10-3-12

Attendees: Keith Benting URS - Project Manager
Mary Cave City of Decatur – Project Manager
Bill Clevenger Decatur Park District – Executive Director
Jim Kiefer Decatur Park District – Director of Operations

Copies To: Attendees, Project File

Purpose: The meeting was held to discuss the 4(f) impacts at the parking lot for Brush College Elementary School. The parking lot is owned by the Decatur Park District.

Meeting Summary:

K. Benting provided an aerial plan of the proposed project along with a second aerial showing the proposed changes at the Brush College Elementary School Parking lot. He gave a brief overview of the proposed improvements.

B. Clevenger wanted to make sure that everyone was on the same page. He asked if we were aware of the future of Brush College Elementary School. M. Cave and K. Benting acknowledged that they were aware that the school is to be closed based on information received from Mike Sotiroff of District 61. The proposed improvements are being shown in the area of the school since the information regarding the closing has not been released to the public.

B. Clevenger said that he understood that the notice of the closing would be given this fall in accordance with required policy. He also said that ADM would most likely acquire the school and it doesn't make a lot of sense for the Decatur Park District to own the strip of land that includes the parking lot. He said that the park in the neighborhood to the west of the school does not see a lot of activity and can probably be downsized.

Although ownership of the parking lot may change by the time that the project is constructed, K. Benting said that 4(f) coordination is required as part of the study phase since the parking lot may service some of the adjacent recreational areas. K. Benting had sent a sample letter to J. Kiefer that should satisfy the 4(f) coordination requirements. B. Clevenger said that he would review the letter and get it submitted to IDOT.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith.benting@urs.com

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Decatur Police Department

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Chrissy Fitzpatrick /Decatur/URSCorp
01/11/2011 10:08 AM

To Keith Benting/Decatur/URSCorp@URSCORP
cc
bcc
Subject Fw: Information Request for Brush College Road Design Study

Keith,

I am forwarding you the response I received from James Chervinko, Deputy Chief of police - Decatur Police Department regarding the potential closure of Brush College Underpass during construction .

Thanks,

Christine Fitzpatrick

URS Corporation
345 E. Ash Avenue, Suite B
Decatur, IL 62526
(217)875-4800 (phone)
(217)875-3577 (fax)
chrissy_fitzpatrick@urscorp.com

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----- Forwarded by Chrissy Fitzpatrick/Decatur/URSCorp on 01/11/2011 10:05 AM -----



"Chervinko, James R"
<JChervinko@decaturil.gov>
01/11/2011 09:57 AM

To "Chrissy_Fitzpatrick@URSCorp.com"
<Chrissy_Fitzpatrick@URSCorp.com>
cc
Subject RE: FW: Information Request for Brush College Road Design Study

Christine,

The closure of this street will certainly affect our response times in the area. This is one of the more isolated areas in Decatur for the rerouting of traffic. Our emergency routes will be affected by the temporary closure of the Brush College Street Underpass. It is difficult for the Police Department to determine or estimate the added distance and added response times to take alternate routes to respond in emergency situations. Unlike the Fire Department, which is leaving a static location, the police officers are constantly patrolling their districts and may have to respond from a variety of locations. Needless to say, response times to emergency situations will be delayed.

The Police Department realizes that the construction project is necessary to make the underpass safer for all motorists, but encourages the project to be completed in a timely manner.

Thank you,

James Chervinko
Deputy Chief of Police
Patrol Division
Decatur Police Department
office 217-424-2768
fax 217 424-2766
jchervinko@decaturil.gov

From: Chrissy_Fitzpatrick@URSCorp.com [mailto:Chrissy_Fitzpatrick@URSCorp.com]
Sent: Monday, January 10, 2011 8:37 AM
To: Chervinko, James R
Subject: Re: FW: Information Request for Brush College Road Design Study

Mr. Chervinko,

I have attached a map of the project location and circled the potential temporary underpass closure.

Your assistance and response with this study is very important so that we can work together to provide the best alternative to the community.

If you have any questions, please feel free to call me at 217-875-4800. Please email your response back to me.

Thanks,

Christine Fitzpatrick

URS Corporation
345 E. Ash Avenue, Suite B
Decatur, IL 62526
(217)875-4800 (phone)
(217)875-3577 (fax)
chrissy_fitzpatrick@urscorp.com

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"Chervinko, James R"
<JChervinko@decaturil.gov>

01/07/2011 10:51 AM

To"chrissy_fitzpatrick@urscorp.com"
<chrissy_fitzpatrick@urscorp.com>
cc
SubjectFW: Information Request for Brush College Road Design Study

Christine,

We did not receive a map?

Thank you,

James Chervinko
Deputy Chief of Police
Patrol Division
Decatur Police Department
office 217-424-2768
fax 217 424-2766
jchervinko@decaturil.gov

From: Anderson, James A
Sent: Thursday, January 06, 2011 9:11 AM
To: Chervinko, James R
Subject: FW: Information Request for Brush College Road Design Study

From: Chrissy_Fitzpatrick@URSCorp.com [mailto:Chrissy_Fitzpatrick@URSCorp.com]

Sent: Wednesday, January 05, 2011 2:26 PM

To: Anderson, James A

Subject: Information Request for Brush College Road Design Study

Dear Police Chief Anderson,

URS is currently working on the Phase I Design Study for the Brush College Roadway Project, on behalf of the City of Decatur. One of the options being studied is the temporary closure of the Brush College Underpass during the construction phase of this project and the impacts it would have on the various emergency departments in the vicinity of the project.

I have attached a map of the project location and circled the potential temporary underpass closure.

Could you please provide the following information for our use:

- 1) Your emergency run routes affected by the temporary closure of the Brush College Underpass (as marked on the map)
- 2) Added distance and/or response time it would take for an alternate route to respond in emergency situations

Your assistance and response with this study is very important so that we can work together to provide the best alternative to the community.

If you have any questions, please feel free to call me at 217-875-4800. Please email your response back to me.

Thanks,

Christine Fitzpatrick

URS Corporation
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(217)875-3577 (fax)
chrissy_fitzpatrick@urscorp.com

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Decatur Public School Dist. 61

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**Brush College Road at NS Crossing Study
Stakeholder Contact Log**

Stakeholder	Contact Name(s)	Date	URS Staff Involved	Method	Comments *
Brush College School	J.O. Smith	11/4/2010	Keith Benting	Email	Inquired about traffic related issues at
	Principal				Brush College School. Requested meeting.
Decatur Public School District 61	Randy Dobson	1/25/2011	Keith Benting	Letter	Inquired about bus routes impacted by closure of underpass during construction.
	Purchasing & Transportation				
Brush College Elementary School	Joseph Smith	3/16/2012	Keith Benting	Email	Sent email requesting information needed by FHWA to determine if 4(f) applies.
	Randy Dotson				See ROC dated 4-19-12
Brush College Elementary School	Joseph Smith	4/4/2012	Keith Benting	Email	Sent second email requesting information needed by FHWA to determine if 4(f) applies.
	Randy Dotson				See ROC dated 4-19-12
Brush College Elementary School	Joseph Smith	4/18/2012	Keith Benting	Email	Sent third email requesting information needed by FHWA to determine if 4(f) applies after receiving inquiry from Nita Miller.
	Randy Dotson				See ROC dated 4-19-12
Brush College Elementary School	Joseph Smith	4/19/2012	Keith Benting	Phone Call	Spoke with Principal Smith about after hours use of playground by public. See ROC
					See ROC dated 4-19-12
School District 61 (Re: BC School)	Mike Sotiroff	6/19/2012	Keith Benting	Email	Sent plan showing impacts to BC School.
	J. Smith				Asked about parking lot on east side.
	R. Dotson				
					Site meeting scheduled for 6/21/12
School District 61 (Re: BC School)	Mike Sotiroff	6/21/2012	Keith Benting	Meeting	Met at Brush College School to discuss potential impacts.
	Craig Brown		Dan Skelley		
					See meeting minutes - 6/21/12

Stakeholder	Contact Name(s)	Date	URS Staff Involved	Method	Comments
School District 61 (Re: BC School)	Mike Sotiroff	6/29/2012	Keith Benting Dan Skelley	Email	Sent scheme to access loading dock area with cross sections. See 6/29/12 email. Mike said layout looks fine but need to provide handicapped accessible parking with path to gym ramp.
Public School Dist. 61	Randy Dotson	10/11/2012	Keith Benting	Email	Follow-up to 1/25/11 letter asking about school bus travel along corridor Randy emailed to say that he did respond to letter by email. Cannot find email from Randy. See 10/11/12 and 10/12/12 email exchanges.
Public School Dist. 61	Mike Sotiroff	12/19/2012	Keith Benting	Email	Sent email to Mike asking about next steps in process to close BC school. Offered to attend meeting to clarify impacts of project. See ROC dated 12-20-12

* See project file for emails, meeting minutes, and records of conversation (ROCs)

Subject: Brush College Road at NS Crossing Study: Preliminary Engineering

Project No: 36432772

Meeting Date & Time: 12/3/2010

Location: Brush College School

Prepared By/Date: Keith W. Benting/12-3-10

Attendees: Keith Benting URS - Project Manager
Joseph Smith Principal – Brush College Elementary School

Copies: Jim Meyer/URS, Steve Kehoe/URS, Mary Cave/City of Decatur, Project File

Purpose: Met with principal of Brush College Elementary School. Discussed operations at school and issues related to traffic on Brush College Road.

Meeting Summary:

- 1) School Schedule – Morning bell rings at 8:50 am; School departures from 3:05 to 3:15 pm
- 2) There are currently 183 students. There were 220 students reported in 2005 BWC interview. Mr. Smith said that the reduction in students is because they lost Garfield Estates Trailer Park, just north of Faries Parkway, which was purchased by ADM.
 - a. 5 buses
 - b. 6 to 7 walkers
 - c. 3 students arrive by bicycle, but they come from the west (not Brush College Road)
 - d. Many students are dropped off
 - e. School traffic peaks between 8 and 9 am and again between 3 and 4 pm.
- 3) Problems entering and exiting school parking lot
 - a. Poor sight distance to the south
 - b. Before Mr. Smith arrived, buses dropped off/and picked up at area in front of school further to the south. Mr. Smith added bus lanes to the main parking lot and changed the drop off/pick up to that location.
 - c. There are two lanes to enter the school parking lot and two lanes two exit.
 - d. Often the only way that buses and cars get out of the lot is because traffic leaves a gap and lets them exit or enter.
 - e. Some students are picked-up at the street to the west of the school. (35th Street)
 - f. Secretary leaves around 4 pm. She said that traffic on Brush College Road is not bad at that time, but if she leaves any later it can be a problem.

- 4) According to Mr. Smith, the traffic guard is on duty from 8 am to 9 am and from 2:30 pm to 3:30 pm. He said that the guard turns on the flashing lights.
- 5) Most walkers are going across Brush College Road in front of the school and going to the sidewalk on the east side of Brush College Road. They then walk up Cerro Gordo Street. Mr. Smith said that cars need to stop to allow walkers to get across the street. There is no sidewalk on the west side of Brush College Road in front of the school. He said that there are problems in the winter because the sidewalk on the east side of Brush College Road is not cleared and the students have to walk in the street to get to Cerro Gordo Street.
- 6) Specific Issues along Brush College Road
 - a. According to Mr. Smith, there are many rear-end accidents just south of the school. He said that drivers traveling south come over the hill and do not stop in time for traffic that is stopped at William Street.
 - b. Most drivers dropping off students come from the north. Drop off time is between 8:25 am and 8:30 am. Parents sometimes call to say that they are blocked by a train at Faries Parkway between 8:30 and 8:45 am. As many as 10 cars delivering students may get blocked.
 - c. Narrow underpass for bus drivers
 - d. During the recent closure of Brush College Road, the work in front of Brush College School was staged, so only a single lane was closed at any time.
- 7) Mr. Smith said that the school parking lot and area behind the school is owned by the Decatur Park District.



Record of Conversation

Date: 4/19/12 **Time:**
Project: Brush College Road at Norfolk Southern Crossing Study/ 36432772
Client: City of Decatur
Recorded By: Keith Benting
Talked With: Joseph Smith – Principal – Brush College Elementary School
Subject: Potential 4(f) impacts

I called Principal Smith to find out if there is organized or substantial walk-on use of the playground area that would be taken by the proposed Brush College Road improvement in the area of Brush College Elementary School. Mr. Smith was referring to the drawing that I had emailed to him while he was speaking with me.

He said that the after-school use of the playground equipment in the area that will be impacted is not significant. Most after school use involves the paved playground area near the basketball courts, or the playground area behind the school. These areas would not be impacted by the proposed improvement.

It appears that the playground equipment in the area that will be disturbed can be relocated.

Subject: Brush College Road at NS Crossing Study: Preliminary Engineering

Project No: 36432772

Meeting Date & Time: June 21, 2012 – 9:00 am

Location: Brush College Elementary School

Prepared By/Date: Keith Benting/6-21-12

Attendees: Mike Sotiroff – DPS 61 – Director of Buildings & Grounds
Craig Brown - DPS 61 – Maintenance Foreman
Keith Benting - URS Corporation – Project Manager
Dan Skelley - URS Corporation – Project Engineer

Copies: Mary Cave, Jim Meyer, Jim LeVan, Project File

Purpose: Meet with Mike Sotiroff at Brush College Elementary School to discuss the potential impacts to the school as a result of the proposed improvements to Brush College Road, especially in the area of the east parking lot near the cafeteria and gymnasium entrance.

Meeting Summary:

K. Benting and D. Skelley met Craig Brown and Mike Sotiroff in the north parking lot of Brush College Elementary School. K. Benting gave an overview of the Brush College Road improvement study and presented a plan view with aerial photo showing the proposed improvements in the area of Brush College School. (Attached)

K. Benting pointed out the proposed changes to the entrance of the north parking lot as well as the impacts to the playground on the east side of the school. There was some discussion about where the playground could be relocated. Even though a portion of the playground will not be affected by the roadway improvements, Craig and Mike thought that it would be better if located away from Brush College Road and would prefer a new playground. Craig thought that moving the playground to the west side of the school, where other playground equipment is currently located, might be the best location.

Mike said that the school may be closed within a couple of years. **He said that the information is not for public knowledge.** There has been a decline in the enrollment at Brush College School. The elimination of the trailer park north of Faries Parkway had an impact on the number of students. Mike said that there are very few walkers, and that most of the students are bussed in.

All attendees then walked over to the east parking lot, located near the kitchen entrance and gymnasium. Cafeteria workers and the custodian park in this area. Garbage trucks empty the dumpsters in this area, and a panel truck, smaller than the garbage truck, backs into a loading dock to deliver food. (See attached photo).

The proposed improvements will come very close to this area and it appears that there will not be enough space for a garbage truck or delivery truck to maneuver unless an apron is added that would allow them to turn around. The dumpsters may need to be relocated so that the garbage truck can get to them.

Additional survey will be required in this area in order to develop a layout that will accommodate the vehicles using this area. Design level plans are not required for the study, but a scheme needs to be developed that will allow this area to be functional with the proposed roadway improvements.

With the potential closing of the school within the next couple of years, there may not be a need to develop a solution for the east parking lot area. However, in order to continue with Phase I work without revealing the potential for school closure, a solution may need to be developed.

Benting, Keith

From: Randy Dotson <RDotson@dps61.org>
Sent: Friday, October 12, 2012 8:36 AM
To: Benting, Keith
Cc: South, Edith; Mike Sotiroff; Karla Johnson; Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov)
Subject: RE: City of Decatur - Brush College Road Improvement Study - School Bus Routes

We run about 101 buses on a 3 tier system so anytime a major road closes we have issues. In that area the reroute usually takes us way off route.

From: Benting, Keith [mailto:keith.benting@urs.com]
Sent: Thursday, October 11, 2012 5:16 PM
To: Randy Dotson
Cc: South, Edith; Mike Sotiroff; Karla Johnson; Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov)
Subject: RE: City of Decatur - Brush College Road Improvement Study - School Bus Routes

Thanks Randy.

So that would be quite a few buses to re-route if Brush College Road is closed for an extended period of time.

If the road is closed south of Faries Parkway, the next available crossing is 22nd Street. If the roadway is only closed on the north side of Faries Parkway, 27th Street could be used.

Keith W. Benting, P.E., S.E.
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Phone: (217) 875-4800
FAX: (217) 875-3577
Email: keith.benting@urs.com

From: Randy Dotson [mailto:RDotson@dps61.org]
Sent: Thursday, October 11, 2012 5:11 PM
To: Benting, Keith
Cc: South, Edith; Mike Sotiroff; Karla Johnson
Subject: RE: City of Decatur - Brush College Road Improvement Study - School Bus Routes

I just talked to Edith south who manages First Student and has a younger brighter memory than I. She remembered we had 23-25 buses using this street twice a day to get students to and from school. We also had 6 pre-k buses using this street during the day. We did have the HS buses to Richland (4)using the street as well but have since rerouted the drivers to use Hubbard, longer route but moves much better. Hope this helps.

From: Benting, Keith [mailto:keith.benting@urs.com]
Sent: Thursday, October 11, 2012 4:52 PM

To: Randy Dotson

Subject: RE: City of Decatur - Brush College Road Improvement Study - School Bus Routes

I found the letter to you dated 1/25/11, but Chrissy Fitzpatrick was assisting with some of the correspondence at the time. She may have sent an email to you. She no longer works here. Maybe she didn't forward your response to me.

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Email: keith.benting@urs.com

From: Randy Dotson [<mailto:RDotson@dps61.org>]

Sent: Thursday, October 11, 2012 4:47 PM

To: Benting, Keith

Subject: RE: City of Decatur - Brush College Road Improvement Study - School Bus Routes

More than likely just a reply to whoever sent it or a reply all. I will try to search for it tomorrow. If we can't find it I will try to pull together again.

From: Benting, Keith [<mailto:keith.benting@urs.com>]

Sent: Thursday, October 11, 2012 4:44 PM

To: Randy Dotson

Subject: RE: City of Decatur - Brush College Road Improvement Study - School Bus Routes

Randy,

I have searched my general email folder, my Brush College Road email folder, and my deleted email folder and I cannot find an email from you. I also searched the physical file and did not find it there.

Do you recall if you sent the email to me or to someone else?

Keith W. Benting, P.E., S.E.
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Email: keith.benting@urs.com

From: Randy Dotson [<mailto:RDotson@dps61.org>]

Sent: Thursday, October 11, 2012 4:02 PM

To: Benting, Keith

Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov); South, Edith; Karla Johnson; Mike Sotiroff

Subject: RE: City of Decatur - Brush College Road Improvement Study - School Bus Routes

email

From: Benting, Keith [<mailto:keith.benting@urs.com>]

Sent: Thursday, October 11, 2012 4:01 PM

To: Randy Dotson

Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov); South, Edith; Karla Johnson; Mike Sotiroff

Subject: RE: City of Decatur - Brush College Road Improvement Study - School Bus Routes

Sorry Randy.

Did you send the response by letter or email?

Keith W. Benting, P.E., S.E.
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FAX: (217) 875-3577
Email: keith.benting@urs.com

From: Randy Dotson [<mailto:RDotson@dps61.org>]

Sent: Thursday, October 11, 2012 3:59 PM

To: Benting, Keith

Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov); South, Edith; Karla Johnson; Mike Sotiroff

Subject: RE: City of Decatur - Brush College Road Improvement Study - School Bus Routes

I did respond to the original request. I will see if I still have it and resend.

I know Brush College had four buses using this route twice a day, we had several magnet schools picking up in the area and had several TJMS buses affected. It took some time to pull together so I hope I can find it.

Recommendations to close any school would be coming to the B of Ed in November and voted on the following Feb I believe.

From: Benting, Keith [<mailto:keith.benting@urs.com>]

Sent: Thursday, October 11, 2012 3:44 PM

To: Randy Dotson

Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov)

Subject: City of Decatur - Brush College Road Improvement Study - School Bus Routes

Mr. Dotson,

In a letter dated 1/25/11, we requested information regarding the travel of school buses along the section of Brush College Road between Faries Parkway and William Street. No response was received from you at that time.

The improvement study has progressed since we sent the 1/25/11 letter. In addition to an overpass at the Norfolk Southern Rail yard, an overpass is now being proposed at Faries Parkway. URS is still studying the feasibility of keeping Brush College Road open south of Faries Parkway during construction, but we believe that Brush College Road will need to be closed north of Faries Parkway in order to construct the overpass at that location.

We also understand that Brush College Elementary School may be closed by the time the project is constructed.

Your assistance with this study is very important.

Please provide the following information:

- 1) Which of your schools will be impacted by
 - a. closure of the Brush College underpass at the NS Rail yard south of Faries Parkway?
 - b. closure of Brush College Road north of Faries Parkway (to the east leg of E. Harrison St.)
- 2) Number of times per day and direction school buses travel through the underpass. (for each school)
- 3) Alternative route school buses would use if
 - a. underpass at NS rail yard is closed.
 - b. Brush College Road is closed north of Faries Parkway.

Please contact me if you have any questions regarding this matter.

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Benting, Keith

From: Benting, Keith
Sent: Wednesday, December 19, 2012 10:57 AM
To: sotiroff@dps61.org
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov>
(MCave@decaturil.gov)
Subject: Brush College Road Improvement Study

Mike,

URS is in the process of preparing the Environmental Assessment (EA) document for the Brush College Road project. As part of the documentation, we need to include any correspondence with stakeholders, including Brush College School and the School District.

Recent articles in the press have listed the Brush College Road improvement project as one of the leading reasons to close the school. I'm not sure if approval of the EA will be delayed if there is a perception that Brush College School is being closed because of the proposed improvements to Brush College Road. It was our understanding that there were already reasons to close the school before the proposed improvements to Brush College Road were made public. Although a portion of the playground will be impacted, we believe that accommodations can be provided to maintain a handicapped parking area and the delivery area on the east side of the building if the school were to remain open.

We would be happy to attend any future meetings regarding the closing of Brush College School and describe the impacts of the Brush College Road project if you would like us to do so.

Can you tell me what the next step is in the process and when that will occur? Has the news media been given any clarification regarding the impacts of the Brush College Road project?

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Record of Conversation

Date: 12/20/12 **Time:**

Project: Brush College Road at Norfolk Southern Crossing Study/ 36432772

Client: City of Decatur

Recorded By: Keith Benting

Talked With: Mike Sotiroff – Director of Buildings & Grounds – DPS 61

Subject: Closing of Brush College School

Mike called to discuss the email that I sent to him yesterday (12/19/12).

Mike said that Brush College School is being closed because of decreasing enrollment. He said that the Brush College Road project is not a factor, although the press has listed it as a reason for the closing.

Mike said that closing schools is a difficult process and all circumstances are considered, so the Brush College Road improvements have been mentioned, but the press has listed it as one of the main reasons for the closing.

The final decision regarding the closing will be made on February 26, 2013. Mike said that he was pretty certain that the school will be closed. He said that public meetings regarding the closing have not been well attended.

Mike said that ADM is interested in the building and he will be showing it to them soon.

School board votes to close Brush College School

8 HOURS AGO • BY VALERIE WELLS - H&R STAFF WRITER

DECATUR — The Decatur school board voted Tuesday to close Brush College School at the end of this school year.

“Fully understanding that this is a difficult decision, but we continue to strive to what is in the best interests of the entire district and that includes students and staff at Brush College, as well as their families and young people throughout the district,” Superintendent Gloria Davis said. “This is something that has not come easy, but at the same time, it is in the best interest as we move forward as a district.”

The city plans to widen Brush College Road, which runs in front of the school property, and the work will bring the street almost to the school’s door, which would make it difficult to keep the school open. Tentative plans are to reassign students to Harris School and Hope Academy, but the board has not yet made a firm decision.

The board also heard recommendations from the district leadership team on budget cuts for next year. The goal had been to make \$8 million in cuts to offset state funding shortfalls, and while the recommendations add up to only \$7.3 million, Davis said she believes those cuts will help the district go into next year on firm ground.

Paula Busboom, president of the Decatur Area Federation of Teaching Assistants, spoke to the board during public participation to ask them to consider cuts at the administrative level and avoid cuts at the classroom level. One of the proposed cuts is a central office administrator, but the position has not been named because it’s part of an overall reorganization of the administrative team.

“How can you not make central office cuts and cut at the classroom level?” she asked. “How can you face the taxpayers without administration cuts?”

Suzanne Kreps, president of the Decatur Education Association, asked the same question.

“The DEA continues to be concerned that 0.05 percent of the cuts are administration, and that’s not even 1 percent,” she said. “We all know the board and Superintendent Davis have stated the classroom is sacred and the last place cuts should be made, yet many of these proposed cuts will affect the classroom.

“We hope you will take the time to look at other things to eliminate.”

Winter said the board will take comments and suggestions from the public between now and the next board meeting on March 12. The district email is WeListen@dps61.org.

Decatur Public Transit System

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Meeting Date: 11/18/2010
Meeting Location: via Phone
Project Name/Number: City of Decatur – Brush College Road /NS Railroad Crossing Study
Prepared By: Jim Meyer
Purpose: Discussion of Transit Issues along Brush College Road
Attendees: Paul McChancy – Decatur Public Transit System (DPTS)

Contact Information:
Phone: 217-424-2820
Email: pmcchancy@decaturil.gov

I spoke with Paul McChancy regarding transit operations (Routes 41 and 12) within the Brush College Road study corridor. I had previously emailed Paul the following questions on Wednesday, November 10th. A summary of our discussion follows:

1. Would you be able to email me current ridership data for Routes 41 and 12?

- Paul indicated that the DPTS has 16 routes for the entire transit system. As of October 2010, the DPTS had provided 1,046,175 trips. Of this total, 54,854 (5.2%) trips were made on Route 41 (E. Grand - Richland Community College). 49,438 (4.7%) trips were made on Route 12 (Airport - WalMart East).

2. Are there currently any bus stops that fall within the study corridor? Do you happen to have stop level data?

- There are no bus stops currently within the study corridor. Paul indicated the closest stop is on William Street. The Grand/James supplementary service operates along a portion of the study corridor but there are no designated stops along the supplementary service routes. If individuals see a bus along the Grand/James supplementary service loop they can “flag” the bus down and it will stop.

3. How does the supplementary service work on Route 41 (to ADM) and Route 12 (Grand and James)? Is the Route 12 service providing access to the Brush College Elementary School? Do you have ridership figures for the supplementary service?

- Both Routes 12 and 41 have supplementary service that operates within, or near, the corridor. Route 12 (Grand/James) is loop service that uses a

portion of Brush College Road between Grand Avenue and William Street. This is a “will call” only service meaning that the bus will not make this loop unless an individual calls DPTS and requests a stop. Paul indicated that there are not enough riders to warrant regular operation of the Route 12 supplementary service. As of October 2010, Paul indicated that 610 trips were provided for the Route 12 supplementary service. Paul believes some of the trips may include workers from the Brush College Elementary school. He believes few, if any, riders are elementary students.

Route 41 operates supplementary service east along Faries Parkway near the study corridor. This supplementary service runs approximately one-mile east of Brush College Road with a turn around at the ADM parking lot. DPTS would prefer for a turn around at front gate but ADM will not allow it. The Route 41 supplementary service has made approximately 1,750 trips to ADM as of October 2010. Service operates as a “will call” similar to Route 12 but since there are regular riders that use the supplementary service the DPTS now operates this route on a regular basis two times in the morning and two times in the afternoon. For these times of the day, individuals do not need to call the DPTS office for the supplementary service. Paul indicated they have seen approximately four individuals ride to ADM in the morning but in some cases only see one person ride back in the afternoon.

4. In developing the DUATS LRTP several years ago, I recall that the DPTS identified at-grade rail crossing delays as a concern as it related to safety and on-time service. Our study area includes the intersection of Faries Parkway and Brush College which includes several at-grade rail crossings. Do these rail crossings ever impact/delay service on Route 41? If so, have you noticed these problems/delays getting worse over the years? Do riders complain about the delays?

- The DPTS has not collected data over the years that would indicate if the delays have increased in number and duration. Currently, if there is a delay related to an at-grade crossing the bus drivers will radio dispatch to inform them of the delay. However, Paul indicated that in discussions with the bus drivers and dispatch that the perception is that the rail crossing delays at the intersection of Faries Parkway and Brush College Road have both increased in number and duration over the years.

As far as complaints from riders, Paul said any time there is a delay riders will complain. Can't say they have received more complaints regarding this particular intersection.

The biggest concern about the rail crossing delays is that they can impact transfers to other buses at the downtown transit center. This occurs on the inbound trips. If there is a delay on an outbound trip, it is possible that

some Richland Community College students could be late for class as a result of at-grade rail crossings.

5. **Does the DPTS have any safety precautions that drivers must follow when traveling over the at-grade rail crossings? Any safety concerns related specifically to the Faries Parkway and Brush College intersection?**
 - No special safety precautions beyond what is required by law (stop at rail crossings).
6. **Currently the DPTS service, for the most part, does not run along Brush College Road between William Street and Faries Parkway. Is this at all related to the narrow underpass along Brush College and potential safety concerns traveling through the underpass?**
 - Paul indicated that it is not related to the underpass and that years ago the bus service did extend north along Brush College Road (north of the underpass).
7. **One of the possible alternatives that will be explored is the widening of Brush College at the underpass (possibly four travel lanes constructed to current design standards). If the underpass is improved, do you think that you might consider extending DPTS service along Brush College Road between William Street and Faries Parkway? Is there any demand to extend service to the ADM Research Center located just south of the underpass?**
 - The reason no routes operate along Brush College Road, within the study corridor, is that there is currently no demand for service (the underpass does not factor in the decision). Paul indicated that the DPTS will typically receive calls if there is a specific trip generator that is not currently being served and they have not received any requests for service to the ADM Research Center. He indicated that it would not be difficult to extend service to the Research Center if there was demand for it.
8. **Some of the potential roadway/underpass improvements could require closing portions of Brush College Road during construction. Does the DPTS have any concerns that we should be aware of if Brush College would be closed to traffic?**
 - Nothing serious. These are two of the lower ridership routes and since they don't operate completely along Brush College Road there isn't a major impact.

If construction impacted Route 12 the DPTS would simply suspend the Grand/James supplementary service. Paul indicated that the residents living along the supplementary loop are within ¾-mile of William Street.

According to FTA guidelines these residents are already within the service area as the bus operates along William Street. Currently the supplementary service is mostly a convenience to riders in the Grand/James loop area.

If construction closed the Faries Parkway/Brush College Road intersection, Route 41 could be rerouted up 27th Street to Hubbard. Paul didn't see this as a major concern although he did indicate that they might miss some riders along Faries Parkway and Division Street (between 27th and Brush College).

Additional Notes:

- The Route 12 supplementary service (Grand/James loop) operates pretty well and Paul is not aware of any major traffic operational concerns (i.e., no long travel delays, no major traffic congestion). However, Paul did indicate that there are times when traffic stakes up at William Street and this can have some impact on transit operations.
- Paul was going to check to see if the Grand/James supplementary service loop is bi-directional. Paul will get back to us with the answer.
- In discussing question #4, regarding the number and duration of at-grade rail crossing delays at the Faries Parkway and Brush College Road intersection, Paul offered to have the DPTS collect 30 days worth of data that would document the rail delay impacts. For each train related delay, drivers will record:
 - a) The time of day the delay occurs.
 - b) How many passengers are on the bus at the time of the delay.
 - c) How many passengers miss a transfer as a result of the delay.

Further discussion of this topic suggested that this data would be useful for the DATES project. As such, Paul indicated that he would plan on collecting this data for the entire DPTS.

Decatur Township

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Subject: Brush College Road Improvement Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 8/24/2012 9:00 am

Location: City of Decatur – Public Works Conference Room

Prepared By/Date: Keith W. Benting/8-24-12

Attendees: Keith Benting URS - Project Manager
Mary Cave City of Decatur – Project Manager
Rick Marley City of Decatur - Public Works Director
Gordon Brenner Decatur Township – Road Commissioner

Copies To: Attendees, Project File
Bruce Bird/Macon County

Purpose: The meeting was held to present an overview of the Brush College Road Improvement Study and to determine the appropriate jurisdiction for Logan and Olive Street after the improvements are made.

Meeting Summary:

K. Benting provided an aerial plan of the proposed ramp and signalized intersection at Faries Parkway and Brush College Road for reference. He also provided an exhibit showing the township and city limits in the area of the proposed intersection.

R. Marley provided an overview of the study and explained the various decisions that led to the extension of the study to include an overpass at Faries Parkway.

K. Benting described the proposed intersection. He explained that an extension of James Street to Faries Parkway is planned since Logan Street and Olive Street will no longer have access to Brush College Road as a result of the overpass. The only way to access the area will be from the James Street extension or from the proposed connector to Logan Street from the ramp. The Logan Street connector at the ramp will only accommodate right turns from Logan.

K. Benting said that Walston Auto Wrecking would like to have an entrance off of Faries Parkway for their facility on the south side of Faries Parkway. URS has determined that an entrance should not be provided at that location since it would be located within the taper of the free-flow right turn lane coming from Brush College Road. Although Walston is opposed to the idea, K. Benting said that an entrance can be provided off of E. Logan Street. Improvements will need to be made to Logan Street to handle heavy truck traffic and the radius from the James Street extension will need to accommodate large trucks. He said that with the proposed improvements, traffic can easily get from Brush College Road to an entrance on Logan Street. Signage could help direct traffic on Brush College Road to Walston Auto Wrecking.

With the proposed improvements to E. Logan Street and possibly E. Olive Street, the question was raised about jurisdiction of those streets after the improvements.

G. Brenner said that Decatur Township maintains less than nine miles of roadway. He said that they are below the limit and do not receive Motor Fuel Tax (MFT) funds based on number of road miles like other townships.

This means that Decatur Township will not lose funding if jurisdiction of E. Logan Street and E. Olive Street are turned over to the City of Decatur. G. Brenner had no objections to giving the city jurisdiction of these streets. He does not have adequate funds to maintain the streets now.

K. Benting asked if taking over jurisdiction of the streets meant that the properties would be annexed or if those were two different issues. R. Marley said that the city can only annex if surrounding properties are within city limits. However, he said that if a property is getting water from the city, the city can annex. He asked M. Cave to find out if Walston is getting water from the city or if they have a well. Lynn Walston has told us that he does not want to be annexed by the city.

G. Brenner said that Walston has to get permission from Decatur Township every year to maintain a salvage yard. He said that recently Walston had cars and tires outside their fence line and he threatened not to renew the agreement unless they moved the items.

M. Cave asked G. Brenner about Spangler Cemetery, near the corner of William Street and Brush College Road. He said that Spangler is one of three cemeteries maintained by the township and that Greenwood Cemetery takes care of Spangler. He didn't think there were many burials at Spangler Cemetery anymore.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Economic Development Corporation
of Decatur and Macon County (EDC)

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Subject: Brush College Road at Norfolk Southern Crossing Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: January 5, 2011 10:00 am

Location: Economic Development Corporation of Decatur and Macon County (EDC)

Prepared By/Date: Keith Benting/January 5, 2011

Attendees: Keith Benting URS/Project Manager
Mary Cave City of Decatur/Project Manager
Craig Coil President/EDC
Patrick Hoban Director – Information & Technology/EDC

Copies: Attendees, J. Meyer, J. Schwalbach, Project File

Purpose: Meet with Economic Development Corporation of Decatur and Macon County to discuss project and any impacts and/or concerns regarding economic development in the area.

Meeting Summary:

An aerial photograph of the project area was displayed on the conference room table for reference.

Keith Benting described the project including the underpass and overpass options that are being considered as well as some of the challenges that have been identified.

Craig Coil provided the following information/opinions:

- (1) Craig recalled that some time ago, another traffic/transportation study considered an alternate route through the residential area. He said that the study was done by Steve Ponder, formerly of IDOT. Craig said that he would try to find the study.
- (2) Keep ADM, Tate & Lyle, and the Railroads happy.
- (3) Expressed some concern that money is not wasted looking at options in this study when Decatur Area Transportation Efficiency Study (DATES) may find way to re-route tracks. K. Benting said that J. Meyer of URS is involved with both projects and there will be coordination with the URS staff working on the DATES.
- (4) Expressed some concern that the Brush College Road construction project and the Decatur bypass construction project will be competing for funds in the future.

- (5) Other potential industries looking to locate in this area of the City have expressed concern about the lack of a good north-south route.
- (6) Craig was told by ADM that their new rail yard would allow them to get trains to any of the plant locations.

Mary Cave stated that ADM has approached the City about putting a conveyor over Faries Parkway west of Brush College Road.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Illinois Commerce Commission

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Record of Conversation

Date: 2/25/2011 **Time:**

Project: Brush College Road at Norfolk Southern Crossing Study/ 36432772

Client: City of Decatur

Recorded By: Keith Benting

Talked With: Mike Stead – ICC – Rail Safety Program Administrator

Subject: Process for Illinois Interstate Commerce Commission Involvement

I called Mike Stead at ICC (217-557-1285) regarding the Brush College Road at NS Crossing Study. I told Mike that a study was in progress to look at both an overpass and an underpass option at the NS yard at Brush College Road in Decatur. I asked Mike at what point we need to get the ICC involved.

Mike asked when the study would be completed. I told him that the study should be completed this fall.

Mike said that the selections for the 5-year plan have already been made this year, and the next selections will be made after July 2011. He suggested that the City complete the Grade Crossing Protection Fund Project Application and submit with the completed study report. The application is available at the ICC web site.

Subject: Brush College Road at NS Crossing Study: Preliminary Engineering

Project No: 36432772

Meeting Date & Time: 7/25/2012

Location: ICC – Springfield, IL

Prepared By/Date: Keith W. Benting/7-25-12

Attendees:

Keith Benting	URS - Project Manager
Dan Skelley	URS – Project Engineer
Mary Cave	City of Decatur – Project Manager
Matt Newell	City of Decatur – City Engineer
Michael Stead	ICC – Rail Safety Program Administrator
Joe Von De Bur	ICC – Rail Safety Specialist
Aaron Toliver	ICC – Rail Safety Specialist
John Blair	ICC – Rail Safety Specialist

Copies: Attendees, Project File

Purpose: Initial stakeholder meeting with Illinois Commerce Commission. Present proposed improvements to Brush College Road between William Street and Faries Parkway including a proposed overpass carrying Brush College Road over the Norfolk Southern (NS) rail yard and an overpass carrying Brush College Road over Faries Parkway and the NS track.

Meeting Summary:

K. Benting presented a packet of material with various exhibits for a proposed overpass carrying Brush College Road over the Norfolk Southern rail yard and an overpass carrying Brush College Road over Faries Parkway and the NS single track. He also provided photos of the existing intersection at Brush College Road and Faries Parkway.

Reference was made to Exhibit A which showed a plan view of the proposed substructure layout at the NS rail yard. Mike Stead asked if Norfolk Southern would allow the pier in the center of the yard. The railroad usually objects to such placement since the pier may interfere with future expansion. K. Benting said that the layout was included with material submitted to NS. The only review comment regarding the pier was that since it was located between the tracks, a temporary crossing may be required. There was no objection to the pier location. Mike noticed that there is a building and parking in the area so that expansion may be unlikely anyway.

K. Benting referred to Exhibit E and H of the handout and noted that a utility corridor is proposed along the east side of the overpass and some utilities will need to be bored under the yard tracks. ADM also has a steam line in the west bay of the existing underpass occupied by the CN track. ADM plans to keep the steam line in that bay.

K. Benting said that with the overpass option, the east bay of the existing underpass will be filled in. He referred to Exhibit C3. He noted that a similar method was being used to fill the existing subway on the City of Danville Fairchild Subway replacement project. K. Benting said that the current plan is to keep the CN/IC track in the west bay of the existing underpass with no improvements to that bay. URS had looked into the feasibility of eliminating the track, but the track services Tate & Lyle and must remain at its current location. The plan to maintain the bay carrying the CN track, with no plan for upgrading, has been submitted to NS and CN. NS did not object to this approach in the comments that were received from them.

K. Benting described the retaining wall that would be constructed adjacent to the CN/IC track. The area occupied by the CN track, referred to as the "Staley Lead Track", drains into a 36" diameter city sewer. Since a portion of the 36" storm sewer will be fairly deep after fill is placed at the existing underpass, a new drain pipe will need to be installed for the Staley Lead Track. The pipe will need to be located on the west side of the proposed retaining wall and may require that portions of the track be removed in order to install the drain pipe. This information has been given to Canadian National Railway and URS is waiting for a response. CN did say that a crash wall will be required for the MSE wall. If the existing retaining wall in front of the proposed MSE wall is kept in place, it might serve as a crash wall, but removing that wall may provide room to place the drainage pipe without removing the track in some areas. K. Benting said that information from an MSE wall vendor shows that thicker sections are available for the base and may serve as a crash wall. The information was sent to CN and URS is waiting for a response.

If the overpass is constructed in stages, the contractor may need to occupy the CN tracks in order to set the girders along the west portion of the proposed overpass.

Discussions then focused on the proposed overpass at Faries Parkway. K. Benting referred to the photos of the existing intersection, showing the NS/CN diamond, and the gate across the CN track. He said that the intersection is controlled by signals when there is a train. There are currently no gates.

Mike Stead said that gates/signals will be required at the CN track for the overpass option. John Blair said that the center of the foundation for the gates/signals should be 12' from the centerline of the track. K. Benting said that URS had not yet considered the signal/gate location and will have to lay it out to see if there is enough room adjacent to the proposed pier at the centerline of Faries Parkway. Dual gates may need to be considered, with one on each side of the road and at the median.

K. Benting pointed out that with the proposed overpass, the west leg of E. Harrison Street and the parking lot of the ADM bio-products building will no longer have access to Brush College Road. The CN at-grade crossing at these two locations would be eliminated and a single new crossing added at the new access road connection to Brush College Road, north of the ADM bio-products facility. K. Benting said that a proposal to shift the CN track farther away from Brush College Road, where the track will cross the new access road, was presented to CN. CN indicated that they would not have a problem with shifting the track.

K. Benting referred to Exhibit M, a contact log for railroad stakeholders, including Tate & Lyle and ADM. He provided a copy of correspondence to date with Norfolk Southern Corporation and Canadian National regarding the Brush College Road Improvement Project.

Mike Stead asked about the estimated cost of the project. K. Benting said that a “ballpark” estimate of \$60 million was developed earlier this year. That estimate will be refined as the study is finalized. The study is expected to be completed by the end of the year.

Mike Stead that for a project of this magnitude, the ICC contribution may be \$10 to \$12 million. He said that the City of Decatur should line up financing and then apply for ICC funding. Mary Cave asked if the ICC could prepare a letter indicating the amount that may be available. Mike Stead said that the ICC could provide such a letter. He also said that the combined railroad contribution for the Faries Parkway overpass might be 5%, but the overpass at the NS yard could be a different story. The railroad may not be willing to contribute to the replacement of the underpass if the project provides no advantage to them.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Macon County

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Subject: Brush College Road Improvement Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 8/27/2012 10:00 am

Location: City of Decatur – Public Works Conference Room

Prepared By/Date: Keith W. Benting/8-27-12

Attendees: Keith Benting URS - Project Manager
Mary Cave City of Decatur – Project Manager
Bruce Bird Macon County Engineer

Copies To: Attendees, Project File
Rick Marley

Purpose: The meeting was held to present the proposed intersection at Faries Parkway and Brush College Road and to determine the appropriate jurisdiction north of Faries Parkway after the improvements are made.

Meeting Summary:

K. Benting provided an aerial plan of the proposed ramp and signalized intersection at Faries Parkway and Brush College Road for reference. He also provided an exhibit showing the township and city limits in the area of the proposed intersection and a rendering of the ramp with traffic signals.

B. Bird said that currently Decatur Township has jurisdiction of the east leg of Faries Parkway from the east curb line at the intersection and Macon County has jurisdiction of Brush College Road north of Faries Parkway from the north curb line of the intersection.

K. Benting explained that the proposed free-flow right turn lane will not allow an entrance for Walston Auto Wrecking from Faries Parkway because the entrance would be located within the lane taper. He said that the entrance for Walston will need to be located off of Logan Street. With the proposed extension of James Street and the connector to Logan Street from the ramp, E. Logan Street will see more traffic and improvements will need to be made. The City will have to decide if improvements should also be made to E. Olive Street as part of the project.

B. Bird said that the County maintains these roads for Decatur Township, but there's not much that can be done with the limited MFT funds. K. Benting asked B. Bird if he could confirm that Decatur Township does not receive MFT funds based on miles of roadway because they are below the threshold with less than nine miles of roadway within their jurisdiction. B. Bird said that their share of MFT funds is based in miles of roadway, but if the City took over these roads, the loss of funds to the township may only be around \$25 per year. He said that the County receives the MFT funds and distributes the funds to the townships.

There was some discussion about where the appropriate jurisdiction should be along Brush College Road, north of Faries Parkway, after the proposed improvements are in place. B. Bird and M. Cave agreed that a point that would allow turn-around for snow plows would be best, therefore the east leg of E. Harrison Street seems like a logical place. Macon County would maintain Brush College Road from the north curb of the east leg of E. Harrison Street and the City will maintain Brush College Road south of that point.

There was also discussion about the proposed access roads. Since there are still residential properties in the NW quadrant of the intersection, K. Benting asked if the new access road would be a city street or private (ADM)? M. Cave said that by the time the project is constructed, ADM will most likely have acquired the residential properties, so the road may be private. B. Bird said that \$65,000 can be obtained for RR crossing removals. (\$50,000 from ICC and \$15,000 from CN Railway/FHWA)

M. Cave said that the proposed access road to St. John's Lutheran Cemetery will also be a city street. K. Benting asked about the connecting road that will extend under the proposed overpass to allow circulation within the cemetery. B. Bird suggested that a permanent easement be considered with responsibility for maintenance covered by an agreement.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Mobil – Super Pantry Station

Tri-Star Marketing

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COMMENT SHEET
BRUSH COLLEGE ROAD IMPROVEMENT STUDY
PUBLIC INFORMATION MEETING
JULY 24, 2012

WE WOULD LIKE YOUR COMMENTS ON THE PROPOSED IMPROVEMENT

We encourage you to make your views a part of the record. This page is for you to send us your comments. You may also email comments to brushcollegestudy@decaturil.gov. Written comments received by August 8, 2012 will be included in the record and will receive equal consideration along with the statements received at this meeting. Space is provided on this page for you to provide comments. Please be sure to include your NAME, ADDRESS AND PHONE NUMBER in order that we may include your comments in the official report.

Name: CURTIS CHANEY Phone #: 217-902-6137
 eMail: cchaney@trism.net
 Address: 224 W. BEADLEY AVE.
CHAMPAIGN, IL 61821

Considering the intersection of Faries Parkway & Brush College Road, which option do you prefer?

- Option 1 - Ramp with Traffic Signals Option 2 - Ramp with Roundabouts

Why? _____

The feasibility of keeping Brush College Road open during construction is still being evaluated. Staging the construction so that the road remains open may double the overall time for construction compared to the time required for construction if the roadway is closed. What is your preference?

- Keep Brush College Road Open even if overall construction time is increased
 Close Brush College Road during construction
 Close Brush College Road north of Faries Parkway but keep open south of Faries Parkway

General Comments: I REPRESENT TriStar Marketing, INC AND BELIEVE THE DESIGN OF THE BRUSH COLLEGE/WILLIAMS INTERCHANGE WILL SIGNIFICANTLY IMPACT OUR BUSINESS. TO REMAIN VIABLE WE NEED ACCESS FOR WEST BOUND WILLIAMS AND MORE IMPORTANTLY SOUTH BOUND BRUSH COLLEGE. OPTIMAL IS FOR OUR CUSTOMER TO BE ABLE TO NOT ONLY BE ABLE TO TURN LEFT ON TO THE SITE BUT ALSO LEFT FROM THE SITE AS THEY ARE CURRENTLY ABLE TO DO. FOR THIS SITE TO REMAIN VIABLE WE NEED A SERVICE ROAD THAT WOULD CONNECT WITH THE ENTRANCE ON THE ELLIOTT PROPERTY (NORTHERN MOST ENTRANCE).

Benting, Keith

From: Russ Stewart <rstewart@trism.net>
Sent: Monday, August 06, 2012 8:36 AM
To: brushcollegestudy@decaturil.gov; Benting, Keith
Subject: Brush College Public Information Meeting July 24, 2012

As requested I am providing comments on the proposed improvements:

Name: Russ Stewart-Tri Star Marketing, Inc.
Phone: 217-367-8386 Ext. #127
Email: rstewart@trism.net
Address: 2211 W. Bradley Ave., Champaign, IL 61821

Tri Star Marketing, Inc. owns and operates the Super Pantry located at 3810 E. William St. Rd., Decatur, IL 62521-1759. (NE corner of W. William St. Rd. & Brush College Rd) Our company is vehemently opposed to the road improvements proposed at our corner. The magnitude of the improvements and barrier medians would effectively put us out of business. We requested a personal meeting with URS Corporation, City of Decatur, and IDOT. We are in the process of hiring legal counsel to represent us in these proceedings.

Subject: Brush College Road Improvement Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 1/9/2013 10:00 am

Location: City of Decatur – Public Works Conference Room

Prepared By/Date: Keith W. Benting/1-11-13

Attendees:	Keith Benting	URS - Project Manager
	Dan Skelley	URS – Project Engineer
	Mary Cave	City of Decatur – Project Manager
	Matt Newell	City of Decatur – City Engineer
	Rob Macklin	IDOT District 7 – Geometrics Engineer
	Maureen Kastl	IDOT District 7 – Local Roads & Streets Engineer
	Neil Sandschafer	IDOT District 7 – CE II
	Russ Stewart	Tri Star Marketing – VP Corporate Development
	Chuck Cline	Tri Star Marketing – Director of Facilities
	Paul Scharnett	Tri Star Marketing – Mgr. of Design & Construction
	Phil Cochran	PWC – Consulting Engineer

Copies To: Attendees, Project File

Purpose: The meeting was held to review the proposed improvements to the intersection of Brush College Road and William Street and the impacts of the improvement to the Mobil Super Pantry located at the northeast corner of the intersection.

Meeting Summary:

K. Benting provided an aerial plan of the proposed intersection along with the approved Intersection Design Study (IDS).

Phil Cochran provided a handout with questions pertaining to the proposed improvement. See attached.

Russ Stewart passed out a brochure with information about the Super Pantry chain of convenience stores and gave a brief history of the development of the business that was started by his family.

K. Benting and R. Macklin were not sure what the existing level of service (LOS) is at the intersection, but R. Macklin noted that even though he would prefer a LOS of “C” or higher, with the proposed improvements the LOS will still be a “D” for some movements. K. Benting noted that the biggest issue at the intersection is the large number of turning movements at the intersection during peak hours. The number of turning movements is driving the need for dual turn lanes in accordance with IDOT policy.

R. Macklin said that when he first saw the traffic numbers, he thought that there was a mistake. He confirmed that the turning movements are large and unbalanced. K. Benting said that John Creekmur, of Creekmur Car Care Center (3690 E. William Street Road) questioned the large number of turning movements from eastbound William Street to northbound Brush College Road. He thought that the numbers may be much lower than they were at the time the turning movement counts were taken in 2010. URS checked that turning movement in September of 2012 and the numbers were virtually the same as the counts taken in 2010, showing that there has been no reduction in that turning movement.

Mr. Cochran asked about the existing traffic signal cycle length and asked if consideration could be given to extending the cycle length during the peak hour for those movements with excessive traffic. M. Newell said that the maximum cycle time is typically 90 seconds. Mr. Cochran asked K. Benting if he had an estimated cost for the intersection and questioned if the benefits received are worth the cost if the proposed improvements hurt local businesses in the area. Several buildings/businesses will be significantly affected by the barrier medians.

Mr. Stewart said that they have estimated that there will be a 60% to 80% reduction in business to the Super Pantry if the improvements are made. They have over \$2 million invested in the facility and would not operate with the intersection as designed.

Mr. Cochran asked Rob Macklin if the intersection could be operated with striped medians instead of the raised medians. Rob said that due to safety, IDOT policy requires raised medians adjacent to dual turn lanes rather than painted medians.

The representatives from Tri Star Marketing said that they have facilities at other locations with more traffic and without medians and they have seen many dual lane intersections without raised medians.

Mr. Cochran asked if the intersection has accident issues. Rob Macklin said that the intersection was not classified as one with a high accident rate.

Mr. Cochran noted that the growth rate of Decatur has been decreasing and questioned the growth rate used for the design. K. Benting said that the growth rate used was approved by Ryan Petersen at IDOT. R. Macklin said that Ryan Petersen has discussion with local businesses and takes their input into consideration when developing the growth rates. Negative values are not typically used. M. Cave noted that the Economic Development Corporation of Decatur and Macon County (EDC) has commented that there is still a lot of undeveloped land along Brush College Road and traffic could increase.

Mr. Cochran asked if the proposed by-pass was considered in the design and if it would result in any reduction in traffic. K. Benting said that the construction of the by-pass is too far off, so it was not considered when developing the proposed improvements. R. Macklin confirmed that reasoning and said that initially only two lanes of the by-pass might be built.

There was some discussion about which agency has jurisdiction on the local leg at the intersection of a local street and state route. Rob Macklin said that he had inquired about this and was told that the state policies would also apply to the Brush College leg of the intersection. Chuck Cline said that he had inquired about this at IDOT District 3 and was told the opposite; that the policy for the local leg of such an intersection is left to the locals. Rob Macklin said that he would check with the IDOT central office regarding this matter.

Mr. Cochran asked if an alternate access had been considered for the Super Pantry. K. Benting produced some photos of the area, noting the large change in grade along the north side of the Super Pantry property. He said

that after seeing this, URS did not study an alternate access. Mr. Cochran asked if the City would consider funding a study for an alternate access. Mary Cave said that she will inquire about such a study.

Chuck Cline presented a conceptual drawing showing a dedicated left turn lane into the Super Pantry from southbound Brush College Road and asked if such an option had been considered. K. Benting said that such an option had been considered by URS but as he recalled, there was not enough length available to include the turn lane. Rob Macklin said that there is a similar intersection in Champaign that seems to function well, but he thought that the turn lane was further from the intersection at that location. He said that with such a turn lane so close to the William Street intersection, some motorists might turn into the Super Pantry thinking that they are turning east onto William Street.

There was some discussion about combining the southbound through lane so that space could be provided for a turn lane into the Super Pantry. K. Benting said that several configurations had been studied, including combining the southbound through lane with other lanes. He will need to check the correspondence and talk with the geometrics engineer to determine why the dedicated through lane was selected. Mr. Cochran noted that there would be significant right-of-way take to the west, so lanes could be shifted to provide space for an additional turn lane into the Super Pantry. Even with the addition of a turn lane, the Tri Star Marketing representatives recognize that there would still be a problem for patrons wanting to proceed eastbound on William Street after exiting their facility.

There was discussion about whether a U-turn would be permitted for southbound vehicles wanting to turn back north and access the Super Pantry. Rob Macklin wasn't sure if a vehicle would be able to make such a U-turn with the proposed island at the northeast corner of the intersection. K. Benting said that URS had considered providing some type of U-turn at the end of the south leg of Brush College Road, but there are other ways to use the existing streets to access the Super Pantry rather than providing such a U-turn area.

Representatives from Tri Star Marketing also said that there will be problems with deliveries with the proposed improvements. Many delivery trucks currently come from the north. The proposed medians block two of four approach directions for delivery vehicles.

Mr. Cochran asked Rob Macklin if there was any type of appeal process for the IDOT policy. Rob said that there was not.

Mr. Cochran asked how things will proceed from this point. He requested that some type of feedback be provided as a result of the meeting so that Tri Star Marketing can decide how to proceed.

Action Items:

1. Rob Macklin will discuss policy for "local leg" of intersection with IDOT Central Office
2. Mary Cave will check to see if funding can be provided for alternate access study
3. URS/City/IDOT will develop response to Tri Star Marketing and PWC
4. K. Benting will email aerial plan to Phil Cochran

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.



Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
Keith.benting@urs.com

January 9, 2013
PWC Project: 12081

Tri Star/City/IDOT

1. What is existing intersection's level of service?
2. What is the biggest issue with the existing intersection - Is it SB Brush College to EB William Street?
3. Is the dual right for WB William to NB Brush College necessary? This requires more R.O.W off of the Tri-Star site.
4. What is the existing T.S. cycle length - Why not extend the cycle length for those movements which are the issues? Do this for peak hour only.
5. Is there an accident issue? Which movement?
6. Are future traffic projections based on
 - A. By Pass in place?
 - B. ADM growth?

We are a declining population - volume increases are suspect.

7. Peak hour appears to be the issue - overkill for 22 hours/day max - does this expenditure make sense?
8. What if traffic volumes were to decline - do we feel the same about the improvement?
9. Several buildings/businesses will have to close or will be significantly affected with the barrier medians.
10. What about a dual left only improvement for SB Brush College to EB William? Wouldn't this solve 75% of the problem?



July 3, 2013

Mr. Russ Stewart
VP Corporate Development
Tri Star Marketing, Inc.
2211 W. Bradley Avenue
Champaign, Illinois 61821

Re: **Brush College Road Improvement Study
William Street Intersection Improvements**

Dear Mr. Stewart:

Thank you for meeting on January 9, 2013 to discuss the Brush College Road Improvement Study and your concerns related to the Mobil Super Pantry located at the northeast corner of Brush College Road and William Street.

As discussed at the meeting, URS has determined that the current intersection lane geometry at Brush College Road and William Street is not adequate to accommodate existing and projected traffic volumes. Specifically, this intersection has a high volume of turning movements that requires additional turn lanes to achieve an acceptable intersection level of service (LOS). The growth rates, and projected traffic volumes, used to complete the LOS intersection analysis have been reviewed and approved by the Illinois Department of Transportation (IDOT).

According to IDOT policy, when dual turn lanes are used, a raised median is required for safety reasons. IDOT will not allow striped medians in lieu of the raised medians and a break in access along the median is also not allowed. As a result, the intersection design study (IDS) includes raised medians on the east, west, and north legs of the intersection.

At the January 9th meeting there was some question as to whether the IDOT policy should apply to the north leg of the Brush College Road intersection since this roadway segment is under the City of Decatur jurisdiction. Since our meeting, IDOT has confirmed that their policy does apply to the entire intersection, and intersection approaches, and a raised median will be required on the north leg of Brush College Road.

We realize the intersection improvements, and specifically the raised medians, will impact access to your business, and other businesses and residents in the immediate area. However, the intersection improvements are necessary to meet the project objective of providing adequate capacity to handle present and future traffic volumes in a safe and efficient manner. The City of Decatur has considered your request to study an alternate access to the Super Pantry and has chosen not to provide funding for the study.

URS Corporation
345 E. Ash Avenue
Suite B
Decatur, IL 62526
Tel: 217.875.4800
Fax: 217.875.3577



A final public hearing for the project will be scheduled after approval of the Environmental Assessment document. You will be notified when the hearing is scheduled.

Please feel free to contact me (875-4800) or Mary Cave/City of Decatur at 424-2747 if you have any questions.

Sincerely,

URS Corporation

A handwritten signature in blue ink that reads "Keith W. Bunting".

Keith W. Bunting, P.E., S.E.
Project Manager

KWB/kwb 36432772

S:\36432772\Communications\letters\Tri Star Marketing 7.3.13

cc: Mary Cave – City of Decatur
Phil Cochran - PWC

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Norfolk Southern Corporation

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**Brush College Road at NS Crossing Study
Stakeholder Contact Log**

Stakeholder	Contact Name(s)	Date	URS Staff Involved	Method	Comments *
Norfolk Southern	Jim Kazmierczak	11/4/2010	Keith Benting	Meeting	Initial Stakeholder Meeting
			John Schwalbach		See meeting minutes.
			Randy Zilz		
			Rick Schroeder		
			Mary Cave - Decatur		
Norfolk Southern	Jim Wasilisian	1/21/2011	Keith Benting	Letter	Submitted track staging scheme for
	Senior Trainmaster				underpass and preliminary pier locations
					for overpass option.
Norfolk Southern	Jim Wasilisian	1/21/2011	Keith Benting	Email	Inquired about event recorder at NS track
	Senior Trainmaster				along north leg of Faries Parkway
					See email from L. Himstedt dated 1/21/11
					There is no recorder at the location.
Norfolk Southern	Jim Kazmierczak	2/16/2011	Keith Benting	Letter	Submitted track staging scheme for
	Engineer - Public				underpass and preliminary pier locations
	Improvements				for overpass option.
					Same as sent to J. Wasilisian on 1/22/11.
					See 3/1/11 ROC and 4/11/11 email.
Norfolk Southern	Lynn Himstedt	2/17/2011	Keith Benting	Email	Inquired about ownership of power lines
	C & S Supervisor				in NS Yard.
					See email response dated 2/17/11.
Norfolk Southern	Jim Kazmierczak	2/24/2011	Keith Benting	Email	Presented exhibits for underpass/overpass.
	Engineer - Public				Requested preference for either option.
	Improvements				See emails dated 4/11/11
Norfolk Southern	Jim Kazmierczak	3/1/2011	Keith Benting	Telephone	Checked status of NS reviews and
	Engineer - Public				discussed line of sight study results.
	Improvements				See ROC dated 3/1/2011
Norfolk Southern	Lynn Himstedt	3/1/2011	Keith Benting	Email	Sent Lynn results of Line of Sight Study.
	C & S Supervisor				Asked about options for signal relocation.
					See email response dated 3/4/11. Approved.
Norfolk Southern	Jim Kazmierczak	3/24/2011	Keith Benting	Email	Inquired about status of review of track
	Engineer - Public				staging for underpass option.
	Improvements				See emails dated 4/11/11

Stakeholder	Contact Name(s)	Date	URS Staff Involved	Method	Comments *
Norfolk Southern	Jim Kazmierczak Engineer - Public Improvements	4/11/2011	Keith Benting	Telephone	Inquired about status of review of track staging for underpass option. See ROC & emails dated 4/11/11
Norfolk Southern	Jim Kazmierczak Engineer - Public Improvements	4/18/2011	Keith Benting	Email	Inquired about insurance requirements for soil borings. See email dated 4/20/11.
Norfolk Southern	Jim Kazmierczak Engineer - Public Improvements	4/20/2011	Keith Benting	Email	Sent additional rendering of overpass option over NS yard.
Norfolk Southern	Keith Keeton Asst. Terminal Supervisor	6/23/2011	Keith Benting	Telephone	New contact instead of J Wasalisian. Gave K. Keeton status of study.
Norfolk Southern	Jim Kazmierczak Engineer - Public Improvements	5/25/2012	Keith Benting	Mail	Sent summary of proposed improvements and potential impacts to NS for review. See comment letter dated 7/18/12.
Norfolk Southern	Jim Kazmierczak Engineer - Public Improvements	7/12/2012	Keith Benting	Email	Asked about status of review of material submitted on 5/25/12. See comment letter dated 7/18/12.
DMJM Harris (Norfolk Southern)	DMJM Harris (Norfolk Southern)	12/10/2012	Dan Skelley	Email	Emailed preliminary information to DMJM Harris regarding proposed borings under NS yard for utilities. See email response dated 12/10/12
Norfolk Southern	Jim Kazmierczak Engineer - Public Improvements	12/19/2012	Keith Benting	Email	Sent response to 7/17/12 review comments. Asked about windows to set girders over yard tracks. See ROC with Ian Krispin dated 5-16-13.
Jacobs Engineering (Norfolk Southern)	Jim Szczupaj (Daniel Parker)	4/5/2013	Keith Benting	Email	Followed up with Jim regarding 12/19/12 submittal about setting girders over yard tracks. See ROC with Ian Krispin dated 5-16-13.
Norfolk Southern	Howard Swanson	5/15/2013	Keith Benting	Email	Followed up with Howard regarding 12/19/12 submittal about setting girders over yard tracks. H. Swanson has been replaced by Ian Krispin. See 5-16-13 email from H. Swanson.

Stakeholder	Contact Name(s)	Date	URS Staff Involved	Method	Comments *
Norfolk Southern	Ian Krispin	5/16/2013	Keith Benting	Phone	Ian Krispin called to discuss track outages in NS rail yard to set girders for overpass.
					See ROC dated 5-16-13.

* See project file for emails and records of conversation (ROC)

Subject: Brush College Road at NS Crossing Study: Preliminary Engineering

Project No: 36432772

Meeting Date & Time: 11/4/2010

Location: URS - Decatur

Prepared By/Date: Keith W. Benting/11-4-10

Attendees:

Keith Benting	URS - Project Manager
Rick Schroeder	URS – Railroad Coordinator
Randy Zilz	URS – Track Layout
Matt Pope	URS – Structures
John Schwalbach	URS – Office Manager
Mary Cave	City of Decatur – Project Manager
Laura Binz	Norfolk Southern – Terminal Supervisor
James Kazmierczak	Norfolk Southern – Engineer, Public Improvements
Jim Wasilisian	Norfolk Southern – Senior Trainmaster

Copies: Attendees, Jim Meyer/URS, Tom Nord/URS, Project File

Purpose: Initial stakeholder meeting with Norfolk Southern. Gather information to determine the existing and future impacts of train movements at the Faries Parkway/Brush College Road intersection to vehicular traffic along the corridor and obtain information required to study both a roadway underpass and a roadway overpass option at the NS yard crossing Brush College Road.

Meeting Summary:

- 1) **Introductions (See Attendance Roster)**
- 2) **NS Crossing at north leg of Faries Parkway/Brush College Road Intersection**
 - a. **Number of trains per day:** Typically 4 to 5 trains per day, but can increase during grain season. Trains typically block the crossing for 10 to 15 minutes. Switching operations. J. Wasilisian suggested that we assume 8 trains per day, anytime of day and that trains may block crossing for 20 minutes.
 - b. **Time of train movements – same time of day or random?** During grain season, movements can occur anytime of day, all day long. One train movement (Bio-Chem) occurs after midnight.
 - c. **Average length of trains:** Per J. Wasilisian, trains are 48 to 50 cars and individual car lengths vary. R. Schroeder suggested using an average car length of 60’.
 - d. **Average speed of trains:** 10 mph

- e. **Will future operations increase or decrease the number of trains or the time of movement? If so, can you provide a percent growth that we can use for our future year traffic analysis?** This depends on ADM operations. ADM is constructing another yard between CAT and Brush College Road along with an ethanol plant. L. Binz thought that train traffic at Faries Parkway might decrease, however J. Wisilisian thought that traffic might increase as a result of ADM operations.
- f. **Are there any short-term, or long-term, development plans that would impact traffic within our study corridor?** This depends on ADM operations. ADM is constructing another yard between CAT and Brush College Road along with an ethanol plant.

3) **NS Yard at Brush College Road - MP D372.9 – General Information**

- a. **Identify tracks – mainline, etc.:** L. Binz provided a track layout that was copied by URS. The tracks were also identified by L. Binz on an aerial photo and R. Zilz labeled the tracks on the aerial.
- b. Confirmed 36 trains per day at 20 mph on Main track
- c. Multiple movements on Yard tracks – virtually impossible to give accurate count. Per J. Wasilisian, this is the largest flat switching yard in North America. Every track on the bridge is used once an hour.
- d. **Are there any changes planned to the existing yard at Brush College Road that might impact the layout of an underpass/overpass? (Additional tracks?)** J. Kazmierczak stated that nothing is planned at the present time, however NS reserves the right to add future tracks. Property ownership may restrict ability to add tracks beyond outside tracks. J. Kazmierczak also said that a line of sight study would be required for an overpass to make sure that the eastbound train engineer can see the cantilever signal that would be on the east side of the structure. The engineers' line of sight is typically 14.5' above the rail. There must be sufficient distance to brake the train after seeing the signal.
- e. **Will future operations increase the number of trains? :** Yes. As the country moves to get more trucks off the road, there will be an increase in trains and also in double-stack units.
- f. **Are any utilities located within the ballast or superstructure over Brush College Road?** Yes. According to J. Kazmierczak there are signal wires of all kinds. An air line also runs over the bridge and would need to be maintained. The signal department may mark the lines for our survey crew if they are not too busy, but they may only mark if actual digging will take place.
- g. **Are inspection reports available for the existing structure?** J. Kazmierczak provided the latest inspection report. The report does not give any details of the condition, but only a rating of "Satisfactory", "Unsatisfactory", or "N/A" for the various bridge components.

4) **NS Yard at Brush College Road – Underpass Option (Roadway Under NS Yard)**

- a. **Can track alignments be shifted to allow stage construction of an underpass?** Various track shifts were discussed. The heavier traffic is on the Westbound side with ADM. It was suggested by J. Wasilisian that if modifications at the east end of the yard were constructed, the Westbound yard tracks across Brush College Road could be temporarily taken out of service for construction of a new underpass. The modifications mentioned were tying the stub ended Eastbound Running Track into the Westbound Running Track and constructing approximately 1800' of double track where the main track currently bottlenecks down to a single main track. These modifications are currently in the design stage by NS. R. Schroeder suggested that we look for opportunities that would benefit NS and the City as we study the various options. Over the next month, R. Zilz will investigate options for shifting tracks in order to construct an underpass (highway under NS yard). We will meet with NS again to discuss after that study. J. Wasilisian said that he would try to get drawings of the proposed track improvements east of the bridge developed by NS.
- b. Since the train speed is only 20 mph in the yard, the need for additional speed reductions for temporary alignments is not anticipated.
- c. **Discuss railing requirements on railroad structure over Brush College Road.** : Per J. Kazmierczak, use NS Standards. Fence would be appropriate at this location.
- d. **Discuss potential impacts to signals, communications tower, power poles, building, service roads and parking/access.** : K. Benting asked about the age of the yard office and asked if re-building would be an option if tracks needed to be placed in the area of the current building. J. Kazmierczak said that the building is not new but is in good shape. Relocating would be an option. In addition to the buried signal wires, there are heaters on switches. Our survey crew will need to pick-up the location of the heaters (propane tanks). The cantilever control point east of the bridge will remain where it is.

5) **NS Yard at Brush College Road – Overpass Option (Roadway Over NS Yard)**

- a. **Establish total width to be spanned with structure.** : K. Benting stated that URS has determined that the center to center distance to the outside tracks is about 230'. Allowing 32' from the centerline of outside track to the centerline of bearing at the abutment would result in an overall structure length of 294'. The 32' allows for 25' from the centerline of the outer track to the face of the crashwall in front of an MSE wall at the abutment plus a distance of 7' from the face of the crashwall to the centerline of bearing. If a pier can be placed near the center of the yard, the length of each span would be about 147' for a 2-span structure. R. Schroeder pointed out that the 25' distance from centerline of outside track to the face of the crashwall would allow room for another track in the future.

- b. Can pier(s) be placed in the yard between existing tracks? :** J. Kazmierczak said that the center of the yard is probably the only place to locate a pier. It would be acceptable to place a pier near the center of the yard.
- c. Verify required vertical clearance and horizontal clearances from centerline tracks to piers and abutments. :** Horizontal clearance to the face of the pier or crashwall at the abutment should be 25'. The minimum required vertical clearance is 23'. J. Kazmierczak pointed out that the track surfacing operations may raise the track a couple of inches every five years or so. The minimum vertical clearance at the time of construction must be 23'. The last track surfacing was done in 2005. Since the track may undergo several surfacing operations before construction, URS may need to design for a clearance of 23'-6" relative to the existing track elevations. URS will have to look at the controlling track to set the low beam elevation.
- d. If MSE walls are used at abutments, will crashwalls be required in front of the MSE walls? :** Yes
- e. Discuss access for construction. (From northeast quadrant?) :** The contractor can access from the northeast however it will need to be a controlled access to construct the center pier. A safety fence will need to be specified and this will need to be considered when developing costs. There is no room in the NS yard to store material, so material may have to be stored on ADM property. James Street is a public road that can provide access to NS, however north of NS it is a private road for ADM.
- f. Discuss potential impacts to signals, communications tower, power poles, building, service roads and parking/access. :** Line of sight study will be required for the highway overpass option. Impacts to power poles, communications tower and yard office will be considered when evaluating pier location and clearance under superstructure.
- g. For this option, would NS expect any rehabilitation or reconstruction of the portion of the structure carrying NS over the CN track? :** There is value for NS to get rid of maintenance of the bridge, including the bridge over the CN track that services Tate & Lyle. K. Benting stated that maintaining the CN underpass will be a challenge for the highway overpass option. K. Benting stated that the problem is that the portion of the structure over the CN track is old and it may need to be replaced. Tate & Lyle wants to maintain access to CN so it is not likely that the CN track can be removed.
- h. Can fill be placed at the existing underpass while maintaining the opening at the CN track?**
- **Fill/compact to level where conventional methods can be used**
 - **Use "flowable fill" for remainder (to bottom of existing superstructure)**
 - **Consider retaining wall adjacent to CN track to retain fill at underpass**

J. Kazmierczak said that the method described would be considered as "retiring the structure in place". NS does not always like this method. Fill would be placed using conventional methods to a prescribed level and then flowable fill or grout would be placed through holes in the

superstructure to fill the void. The existing superstructure would not be removed. J. Kazmierczak said that the method described would be acceptable. K. Benting asked if a T-Wall Retaining Wall System could be considered to retain the fill at the underpass so that it would not spill into the area at the CN underpass. J. Kazmierczak said the T-Wall option could be considered.

- 6) K. Benting asked J. Kasmierczak if NS had any soil boring information for any previous work in the yard near Brush College Road. J. Kazmierczak said that he would check, but he does not expect to find anything. He suggested that the driller get on the property while the flagger is already present for our surveyors. He said that the driller could get authorization to get on the property under our letter of agreement. K. Benting wasn't sure if he could get the subconsultant doing the drilling mobilized in time to do the work while the survey crew is in the area.
- 7) Regarding the survey, J. Kazmierczak said that due to issues with flaggers, it would be better if our crew did not survey more than 5 days in a row. K. Benting said that should not be a problem since there is plenty of work to do in other areas and the crew can interrupt the yard survey and then return. The crew may also consider working four 10-hours days per week, however that schedule would mean that the flaggers would get paid more for overtime.
- 8) J. Kazmierczak signed the letter of agreement and said that URS should contact J. Wasilisian to make arrangement for a flagger. J. Waslilisian said that we should give him 1 to 2 days notice for the flagger.
- 9) R. Zilz pointed out that the survey coverage will need to be extended to the east to pick up the track modifications being developed by NS.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Attendance Roster

Date: 11/4/2010

Location: URS - Decatur

Purpose: Brush College Road/NS Crossing Study - Initial Stakeholder Meeting with Norfolk Southern

	Name	Organization	Title	Phone	Email
1	Keith Benting	URS	Project Manager	217-875-4800	keith_benting@urscorp.com
2	Rick Schroeder	URS	QA-QC	217-875-4800	RICHARD.SCHROEDER@URSCORP.COM
3	RANDY ZILZ	URS	TRACK LAYOUT	217-875-4800	RANDEL.ZILZ@URSCORP.COM
4	Matt Pope	URS	Structures	217-875-4800	matt_pope@urscorp.com
5	JOHN SCHWALBACH	URS	OM	217 875-4800	John_Schwalbach@URSCORP.COM
6	Mary Cave	City of Decatur	CEII	217-424-2747	mcave@decaturil.gov
7	Laura Binz	Norfolk Southern	Terminal SUPV.	2176193817	Laura.Binz@NScorp.com
8	JR Kazmierczak	Norfolk Southern	Engineer Public Improvement	404 529-1256	James.Kazmierczak@NScorp.com
9	JIM WASILISIAN	NORFOLK SOUTHERN	SENIOR TRAINMASTER	217-369-3877	JAMES.WASILISIAN@NSCORP.COM
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					



"Himstedt, Lynn W."
<lynn.himstedt@nscorp.com>
03/04/2011 10:12 PM

To "Keith_Benting@urscorp.com"
<Keith_Benting@urscorp.com>
cc
bcc

Subject FW: Decatur, IL - Brush College Road at NS Crossing Study,
File #BR0020452, Milepost D-372.9

Keith

Dave Foutz and Ed Lane is ok with the site distance of 1100 ft after the new bridge is erected. All of our trains stop to be re-crewed at the D 373 mile post at Brush Tower. At that point they would have enough of a view for train handling.

Lynn W. Himstedt
C&S Supervisor
Decatur, Ill 62521
Office Phone: 217-425-2154
Cell Phone: 217-433-3293



From: Lane, Ed
Sent: Friday, March 04, 2011 12:52 PM
To: Himstedt, Lynn W.
Cc: Kazmierczak, James R.; Caldwell, David G.
Subject: FW: Decatur, IL - Brush College Road at NS Crossing Study, File #BR0020452, Milepost D-372.9

Lynn,

[See comments below.](#)

Ed

From: Foutz, David L.
Sent: Friday, March 04, 2011 12:39 PM
To: Lane, Ed
Cc: Wilson, Rennie R.
Subject: FW: Decatur, IL - Brush College Road at NS Crossing Study, File #BR0020452, Milepost D-372.9

Ed

Based on our conversation and field observations, I agree with below.

DLF

From: Lane, Ed
Sent: Thursday, March 03, 2011 2:04 PM
To: Foutz, David L.; Nixon, Bradley

Subject: FW: Decatur, IL - Brush College Road at NS Crossing Study, File #BR0020452, Milepost D-372.9

Dave,

I would think 1100' of preview on signal should be enough with trains stopping to change crews at this point. Your thoughts?

Ed

From: Himstedt, Lynn W.

Sent: Tuesday, March 01, 2011 6:48 PM

To: Lane, Ed; Caldwell, David G.

Cc: Wiggins, Randy D.

Subject: FW: Decatur, IL - Brush College Road at NS Crossing Study, File #BR0020452, Milepost D-372.9

For your review and approval. Do we need to send this on to Tony Grim?

Lynn W. Himstedt

C&S Supervisor

Decatur, Ill 62521

Office Phone: 217-425-2154

Cell Phone: 217-433-3293



From: Keith_Benting@urscorp.com [mailto:Keith_Benting@urscorp.com]

Sent: Tuesday, March 01, 2011 11:43 AM

To: Himstedt, Lynn W.

Cc: Kazmierczak, James R.; Wasilisian, James; MCave@decaturil.gov

Subject: Decatur, IL - Brush College Road at NS Crossing Study, File #BR0020452, Milepost D-372.9

Lynn,

At our initial meeting with Jim Kazmierczak on 11/4/2010, we were told that we would have to perform a line of sight study for the overpass option to make sure that the signal, located east of the existing underpass at Brush College Road, could be seen by eastbound trains.

I have attached two views from our analysis using the preliminary bridge profile and pier placement for the overpass option. The line of site has been located 14.5' above top of rail. The first view is 2300 feet from the signal. The girders are transparent in this model. The signals can be seen above the superstructure, but most likely they will be obstructed by the bridge parapets, fencing and traffic.


The second view is 1100 feet from the signal and the signal is visible at this point. For a 20 mph speed, I assume that a longer site distance will be required.

Our preference would be not to raise the bridge or move the pier. Are there other options for this signal? Could a second signal be established on the west side of the overpass?



"Kazmierczak, James R."
<james.kazmierczak@nscorp.com>
04/11/2011 09:55 AM

To "Keith_Benting@urscorp.com"
<Keith_Benting@urscorp.com>
cc
bcc
Subject RE: Decatur, IL - Brush College Road at NS Crossing Study,
File #BR0020452, Milepost D-372.9

History:  This message has been replied to.

Keith,

No issues with this span arrangement

James R. Kazmierczak

Engineer Public Improvements
1200 Peachtree St NE
Atlanta, Ga 30309
404-529-1256

From: Keith_Benting@urscorp.com [mailto:Keith_Benting@urscorp.com]
Sent: Thursday, February 24, 2011 10:13 AM
To: Kazmierczak, James R.
Cc: MCave@decaturil.gov; Thomas_Nord@urscorp.com
Subject: Decatur, IL - Brush College Road at NS Crossing Study, File #BR0020452, Milepost D-372.9

Jim,

Please let me know if there are any issues with the span arrangement shown on the attached aerial.

Keith W. Benting, P.E., S.E.
Group Manager - Structures
URS Corporation
345 East Ash Ave.
Decatur, IL 62526
Phone: (217)-875-4800
FAX: (217)-875-3577
email: keith_benting@urscorp.com

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May 25, 2012

Norfolk Southern Corporation
1200 Peachtree St. NE
Atlanta, Georgia 30309

Attention: James R. Kazmierczak
Engineer Public Improvements

Re: **City of Decatur – Brush College Road Improvement Study
Proposed Improvements and Potential Impacts to Norfolk Southern
File # BR0020452, Milepost D-372.9**

Dear Mr. Kazmierczak:

Enclosed for your review and comment are two (2) copies of a summary of the proposed improvements to Brush College Road and the potential impacts to Norfolk Southern. A CD containing a pdf version of the summary is also enclosed if additional copies are needed. Some of this material has been submitted before but is included here as a complete package of information for review.

Although the Brush College Road Improvement Study is not completed, the attached gives an overview of the proposed improvements that have been identified to date. The proposed improvements include an overpass at the NS yard that will replace the current two-lane underpass, as well as an overpass at Faries Parkway and the NS track just north of the Brush College Road/Faries Parkway intersection.

Please contact me if you have any questions regarding this matter.

Sincerely,

URS Corporation

Keith W. Benting, P.E., S.E.
Project Manager

Enclosure

KWB/kwb
Enclosure
36432772.02000

cc: Mary Cave / City of Decatur (w/o Enclosure)

S:\36432772\Communications\letters\Summary of Impacts to NS 5-25-12



Norfolk Southern Corporation
1200 Peachtree Street, N.E.
Atlanta, Georgia 30309-3579
404/529-1408
Fax: 404/527-2589

J. N. Carter, Jr.
Chief Engineer
Bridges and Structures

James R. Kazmierczak
Engineer - Public Improvements
Phone: 404/529-1256
Fax: 404/527-2769
E-mail james.kazmierczak
@nscorp.com

Re: Decatur, IL Brush New College Road Bridge over NS
Illinois Division Milepost D-372.9

July 18, 2012
File #BR0020452

Keith W. Benting, P.E., S.E.
Group Manager – Structures
URS Corporation
345 East Ash Ave.
Decatur, IL 62526

Dear Mr. Benting:

This office and Norfolk Southern's contract engineering firm for this project, Jacobs Engineering, have reviewed the Concept Plans dated May 25, 2012. Attached is a copy of Jacobs' review comments dated July 17, 2012, with which I am in agreement.

The Concept Plans are acceptable subject to resolution of Jacobs' comments. Please forward detailed plans for review when they become available.

Please contact me at (404)529-1256 should you have any questions.

Sincerely,

James R. Kazmierczak
Engineer -
Public Improvements

Cy:

Howard Swanson

ITEM NO.	SHEET/ CALC	COMMENT	Status
4	Exhibit D	<p>Pier 3 to be located between tracks and may require a temporary crossing.</p> <p>Verify</p>	Open
5	Exhibit C	<p>Existing roadway underpass to be filled and abandoned, with the last several feet to be low strength concrete material (flowable fill) to eliminate any voids.</p> <p>Existing CN span to remain, with an MSE retaining wall to be constructed to separate the CN span from the roadway.</p> <p>Provide additional details as they become available.</p>	Open
6	Exhibit D	<p>Type, Size and Location Plan (TS&L) indicates that:</p> <ul style="list-style-type: none"> • Minimum vertical clearance is 25 ft. above top of rail • Minimum horizontal clearance to be provided from face of pier to centerline of the nearest track is 29 ft. 1 in. <p>No exceptions taken</p>	Closed
7	Exhibit E	<p>Utility corridor to be constructed east of the proposed bridge.</p> <p>Utility applications to be coordinated with DMJM HARRIS 260 South Broad Street Suite 1500 Philadelphia, PA 19102 Attention: NS Pipe and Wire Administrator Telephone: (215) 735-0832 E-Mail: NSUtilities@dmjmharris.com</p>	Open
8	Exhibit G	<p>Line of site survey prepared indicates that an 1,100 ft. preview of the existing signals will be provided after construction of the new overhead bridge.</p> <p>NS C&S Department has indicated that the preview is acceptable based on trains stopping to re-crew in the yard.</p>	Closed

9	Exhibit J	<p>Brush College Road over NS and Faries Parkway TS&L indicates:</p> <ul style="list-style-type: none"> • Minimum vertical clearance is 24 ft. 6 in. above top of rail • Minimum horizontal clearance to be provided from face of pier to centerline of the nearest track is 62 ft. 10 in. 	Closed
10	Exhibit J	<p>Distance from edge of pavement to centerline of track not shown. Please provide.</p> <p>Proposed grade crossing warning devices for CN track to be located adjacent to NS track. Please provide distance from centerline of track to signal.</p>	Open



Record of Conversation

Date: May 16, 2013 **Time:** 10:05 am
Project: Brush College Road at Norfolk Southern Crossing Study/ 36432772
Client: City of Decatur
Recorded By: Keith W. Benting
Talked With: Ian Krispin – Norfolk Southern RR
Subject: Track outages for setting girders in NS Rail Yard

Today I received a call from Ian Krispin at Norfolk Southern. Ian has replaced Howard Swanson who was the Assistant Division Engineer – Bridges. Howard has been transferred to a position in Virginia. Ian was following up to answer my question about getting track outage time in the rail yard to set girders.

Ian said that it will be difficult, but track outage time can be obtained to set the girders. He said for planning purposes that we should assume that only one girder a day will be set over the tracks. He also said that since the work is being done in a rail yard, the flagman will have to place derails on all of the tracks before any work can be done. This alone may take 20 minutes.

When preparing the specifications, we should let the Contractor know that Norfolk Southern would like a 2-week notice before the track time is required. They will need to review the pick points for the girders, crane locations and other details of the proposed erection procedure.

Pepsi Refreshment Services

(This page intentionally left blank)

Subject: Brush College Road at Norfolk Southern Crossing Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 7/11/2012 9:00 am

Location: Pepsi Refreshment Services - 2112 N. Brush College Road, Decatur

Prepared By/Date: Keith W. Benting/7-11-12

Attendees: Keith Benting URS - Project Manager
Mary Cave City of Decatur – Project Manager
Dave Moran General Manager – Pepsi Refreshment Services
Kevin Flynn Operations Manager – Pepsi Refreshment Services

Copies To: Dave Moran/Pepsi RS, Mary Cave/City of Decatur, Jim Meyer/URS
John Schwalbach/URS

Purpose: The meeting was held to present an overview of the Brush College Improvement Study and to present the potential impacts to Pepsi Refreshment Services (Pepsi RS) property at 2112 N. Brush College Road for the options being considered at the intersection of Faries Parkway and Brush College Road.

Meeting Summary:

K. Benting explained the goals of the study and said that a public meeting was held in February of 2011. At that time, the emphasis of the study was to replace the existing underpass at the Norfolk Southern rail yard. Based on public comments and other factors, an overpass has been selected as the best option to replace the existing underpass. K. Benting presented a rendering of the proposed overpass at the NS yard. He said that the second public meeting will be held on July 24, 2012. M. Cave said that Pepsi RS should be getting a notice today by mail.

K. Benting said that a separate study has determined that the NS Brush College crossing at Faries Parkway causes more delays than any other crossing in Decatur with a delay time of 17 hours per week. Dave Moran said that he was not surprised by that. K. Benting said that public comments from the first meeting also identified the train blockage problem, so the City decided to extend the study to look at the feasibility of a grade separation at Faries Parkway. Improvements are also planned at William Street.

K. Benting explained that since Brush College Road will already be elevated for the proposed NS yard overpass, an overpass appears to be the best option at Faries Parkway. Kevin Flynn asked if there would be a connector to Faries Parkway, since Pepsi RS has a lot of customers along Faries Parkway. K. Benting said that two options are being presented at the Brush College Road/Faries Parkway intersection. The first is a ramp with traffic signals at the top and bottom of the ramp. The second is a ramp with roundabouts instead of traffic signals. K. Benting presented renderings of both options along with a rendering looking south along Brush College Road from a point just north of Pepsi Refreshment Services. He also presented a view looking west along Faries

Parkway showing the proposed overpass. He said that the current scheme has Brush College Road touching down before the east leg of E. Harrison Street., so E. Harrison Street will still have access to Brush College Road.

K. Benting pointed out on the rendering that Pepsi RS would no longer have access to Brush College Road from the driveway at the smaller storage building at the front of their property. Access to that building will have to be altered. He also pointed to the proposed access road to St. John's Lutheran Cemetery. The cemetery will lose access to Brush College Road so the proposed improvement provides a new access road along the east side of the Pepsi Refreshment Services property.

Dave Moran said that the smaller building is used for storage and that semi-trucks do not need to access. He thought that the drive could be reconfigured to connect to the main parking lot. He also said that there should not be any problem with the proposed access road to the cemetery. Pepsi RS recently gave an easement to Continental Carbonics. Kevin Flynn thought the easement was for a water line. Kevin asked if there would be compensation for the proposed changes. Mary Cave said that right-of-way would be required for the cemetery access road and there would be compensation for that. There would also be compensation if temporary or permanent easements are required.

Dave asked when construction would take place. Mary Cave said that the earliest would be 2015, but there is currently no funding for construction. Dave said that he was excited about the proposed project and acknowledged that it would be a great improvement over the existing conditions.

Kevin and Dave both expressed concern about getting onto Brush College Road from E. Harrison Street. They wondered if there would be enough break in the traffic so that there trucks can get out. K. Benting said that the first option would still include a traffic signal just south of Faries Parkway, so that might provide some gaps. The roundabout option might also slow traffic enough to create gaps. He said that URS could take a look in their traffic models.

There was some discussion about the proposed improvements at the William Street intersection. K. Benting explained that dual turn lanes will require a raised median. The median will extend for some distance along each leg of William Street and Brush College Road. Access to some businesses will be altered due to the raised median. Depending on their direction of travel, motorists might need to use Lake Shore Drive to access some of the businesses.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

St. John's Lutheran Cemetery

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**Brush College Road at NS Crossing Study
Stakeholder Contact Log**

Stakeholder	Contact Name(s)	Date	URS Staff Involved	Method	Comments
St. Johns Lutheran Cemetery	Delmar Gross	3/19/2012	Keith Benting	Site Visit	Drove to cemetery and met Delmar there. Introduced myself and told Delmar that I would call to set up meeting. <i>Scheduled meeting for 3/27/12; See ROC *</i>
St. Johns Lutheran Cemetery	Delmar Gross Arnold Gross	3/27/2012	Keith Benting Dan Skelley	Meeting	Met with D. Gross and A. Gross along with Mary Cave from City to discuss impacts of overpass at Faries Prkwy to cemetery. <i>See meeting minutes</i>
St. Johns Lutheran Cemetery	Delmar Gross	4/26/2012	Keith Benting	Site Meeting	Met with D. Gross, ruled out any options to keep loop road within existing property. <i>See meeting minutes dated 4/26/12</i>
St. Johns Lutheran Cemetery	Delmar Gross	4/26/2012	Keith Benting	Site Meeting	Met with D. Gross, ruled out any options to keep loop road within existing property. <i>See meeting minutes dated 4/26/12</i>
St. Johns Lutheran Cemetery	Delmar Gross	8/2/2012	Keith Benting	Meeting	D. Gross stopped by office to drop off his comment form and letter from St. John's <i>See ROC dated 8/2/12 and letter</i>
St. Johns Lutheran Cemetery	Delmar Gross	10/3/2012	Keith Benting	Meeting	D. Gross stopped by office to drop of letter responding to questions from 9/11/12 meeting <i>See St. John's letter dated 9-28-12</i>

* See file for record of conversation (ROC)

Subject: Brush College Road at Norfolk Southern Crossing Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 3/27/2012 9:00 am

Location: URS - Decatur

Prepared By/Date: Keith W. Benting/3-27-12

Attendees:

Keith Benting	URS - Project Manager
Dan Skelley	URS – Civil Engineer
Mary Cave	City of Decatur – Project Manager
Delmar Gross	St. John’s Lutheran Cemetery Sexton
Arnold Gross	St. John’s Lutheran Cemetery

Copies To: Dan Skelley/URS, Mary Cave/URS, Jim Meyer/URS, Jim LeVan/URS
Delmar Gross/St. John’s Cemetery

Purpose: The meeting was held to discuss project impacts to St. John’s Lutheran Cemetery located at the northeast quadrant of Brush College Road and Faries Parkway. Delmar Gross attended the first public meeting held in February of 2011 and submitted comments. A grade separation at Faries Parkway was not included in the study at that time.

Meeting Summary:

An aerial photo of the project was displayed on the conference table for reference. The aerial displayed the preliminary layout for the proposed 4-lane roadway from William Street to E. Harrison Street with an overpass at Faries Parkway. With an overpass at Faries Parkway, the cemetery will no longer have access to Brush College Road.

K. Benting handed out a meeting agenda and presented an overview of the Brush College Road improvement study that included an overpass at Faries Parkway. He explained the layout and function of the overpass option currently being considered (jug-handle with signals).

With the proposed overpass at Faries Parkway, the cemetery will no longer have access to Brush College Road. The current layout, shows a proposed frontage road in front of Refreshment Services, Inc. located just north of the cemetery. The frontage road would provide a connection between the west leg of E. Harrison Street and the east leg of E. Harrison Street. The frontage road would pass under the proposed overpass and would relocate an existing grade crossing at the CN track. An entrance to the cemetery could be provided off of the proposed frontage road.

K. Benting explained that the addition of a new at-grade crossing at the CN track would probably not be approved by the Illinois Commerce Commission (ICC), so providing access to the cemetery in that manner is not being considered.

Mr. A. Gross and Mr. D. Gross explained that the roadways in the cemetery can accommodate only one-lane of traffic, therefore some type of loop must be provided inside the cemetery. Full-size semis have entered the cemetery to deliver rock for the roadways and flat-bed trailers also enter the cemetery to deliver backhoes. Ameren also enters the cemetery at times to access their utilities.

D. Gross said that an area near the front of the cemetery is reserved for teachers and ministers. There is also a war monument near the front but no one is buried under the monument and it could be relocated. There was some discussion about the marker locations near the front of the cemetery. D. Gross presented a map of the cemetery showing burial plots. He said that the graves near the front are located on the east side of the markers. It does not appear that there is enough room along the west edge of the property for an access road to connect the existing roads. K. Benting said that the connecting "loop" may need to extend beyond the current property line and be located under the proposed overpass in front of the cemetery.

K. Benting said that a survey crew could be sent to the cemetery to pick up the location of the sign, monument and grave markers so that the situation could be further assessed. With that information, URS can determine if a connecting road can fit within the existing right-of-way. K. Benting did not know when the crew might be available, but he thought that the survey would only take half a day.

The proposed frontage road in front of Refreshment Service, Inc. may be the only option for vehicles coming from the west leg of E. Harrison Street, since there is not enough room to locate the road along the south side of that business and then connect to a frontage road on the east side of the property. However, providing a second entry point to the cemetery on the east side of Refreshment Services, Inc. may be an option. This may be a better entry point for large trucks and for funeral processions.

D. Gross said that about 10 to 12 people a year are buried at the cemetery. When the cemetery was established, there was nothing else around.

Action Items:

- 1) URS will send a survey crew to the cemetery and plot existing conditions along west property line.
- 2) URS will study options for connecting the two existing roads within the cemetery to create a loop.
- 3) After looking at options for internal road, K. Benting will meet with Delmar Gross again.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
Keith.benting@urs.com

Attendance Roster

Date: 3/27/2012

Location: URS - Decatur

Purpose: Brush College Road/NS Crossing Study - St. John's Cemetery - Access Issues

	Name	Organization	Title	Phone	Email
1	Keith Bending	URS Corporation	Project Manager	875-4800	keith.bending@urs.com
2	Arnold Kiser	Lutheran Cemetery			
3	Robman Gross	Lutheran Cemetery	Cemetery Sexton	433-0919	baker1146@aol.com
4	Margi Cawl	City of Decatur	Proj Mgr	424-2747	mcauve@decaturil.gov
5	T Dan Skelley	URS Corp	Proj Engr.	875-4800	daniel.skelley@urs.com
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Record of Conversation

Date: 4/26/12 **Time:** 10:00 am
Project: Brush College Road at Norfolk Southern Crossing Study/ 36432772
Client: City of Decatur
Recorded By: Keith Benting
Talked With: Delmar Gross
Subject: Internal Road - St. John's Lutheran Cemetery

I met with Delmar Gross at the cemetery to verify that there were no other options to locate a roadway to connect the north and south roads within the limits of the cemetery. We walked along the west portion of the cemetery and I asked Delmar about the gaps between headstones at a few locations. He confirmed that in every case, there are individuals buried on the east side of the grave markers, so there is no room to put a connecting road.

We also looked at the graves located along the west fence line. There are six (6) markers that are visible but there are at least four (4) additional markers in the grass. A total of 10 graves would need to be relocated in order to build the connecting road within the fence line. The latest date on any marker is 1985; however Delmar said that there are living relatives that still tend to those graves. We feel that getting the proper authorization to relocate that many graves may be difficult.

Delmar pointed out a marker at the northwest corner of the cemetery, just north of the northern most head stone along the west fence line. He said that the north roadway could start curving well within the cemetery, as long as it did not encroach inside the marker, if that would help with the roadway alignment. He thinks that the cemetery board would be okay with such an alignment. We walked over to the south access road and he pointed out that the curvature of the south road could also start well within the cemetery if that would help.



Record of Conversation

Date: 8-2-12 **Time:**

Project: Brush College Road Improvement Study/ 36432772

Client: City of Decatur

Recorded By: Keith Benting

Talked With: Delmar Gross – St. John’s Lutheran Cemetery

Subject: Meeting #2 Comment Sheet and Proposed Access Road

Delmar Gross came by the office to drop off his comment sheet from the public meeting. He also gave me a letter from St. John’s Lutheran Church with the following requests:

- 1) Move the new access road farther to the east.
- 2) Need to have loop completed for interior cemetery roads. Delmar realizes that we already are aware of this but wanted to put it in writing.
- 3) Signage to the cemetery must be considered.
- 4) Can new access road allow turning movements onto existing north road or will access road need to extend farther into cemetery?
- 5) Will St. John’s be compensated if they have to redo their existing road?

I showed Delmar the exhibit that will be included with the property owner letters showing the proposed access road moved farther to the east. I told Delmar that the new access road will be connected to the north road with the proper radii so that vehicles entering the cemetery will be able to make the turn onto the existing road.

I acknowledged that signage for the cemetery may need to be provided along Brush College Road.

Delmar also left a partial layout of the cemetery. The layout shows the existing north road and the approximate location where the new access road will tie in. The layout also shows a future internal road, between the existing north and south roads, that the cemetery will construct when needed.



City of Decatur
Brush College Road Improvement Study/Phase I

Purpose: Proposed Faries Parkway Overpass – St. John’s Lutheran Cemetery – ROW Encroachment

Project Meeting Agenda

Date: September 11, 2012

1. Encroachment on St. John’s Cemetery ROW
 - a. Edge of deck for proposed overpass will overhang ROW line by 2” at south end and 6” at north end.
 - b. Fence line is set back from ROW line. Set back is 10” at south end and 2’-8” ± at north end.
 - c. Does the cemetery have any setback requirements between ROW and fence?
 - d. Will it be acceptable for the City of Decatur to acquire a thin strip of ROW so that the proposed overpass does not project over the cemetery ROW line? Acquired ROW would not extend beyond the fence line. No graves would be impacted.

2. Internal roadway connector
 - a. Internal roadway connector will extend under the proposed overpass.
 - b. Area below the overpass will belong to City of Decatur.
 - c. Roadway connector will be built on easement.
 - d. Most likely, agreement will be made between the City of Decatur and St. John’s Cemetery. Agreement will state that maintenance of road will be the responsibility of St. John’s Cemetery.
 - e. Existing roadway width is 9’ to 10’ wide. Will it be acceptable for connector to have similar width?
 - f. Minimum vertical clearance over connector will be 14’-9”.

3. Occupying cemetery during construction
 - a. A construction easement may be required within cemetery in order to construct the overpass. The easement would be located away from any plots.

Subject: Brush College Road Improvement Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 9/11/2012 8:30 am

Location: URS - Decatur

Prepared By/Date: Keith W. Benting/9-11-12

Attendees: Keith Benting URS - Project Manager
Delmar Gross St. John's Lutheran Cemetery Sexton

Copies To: Dan Skelley/URS, Project File, Mary Cave/City of Decatur
Delmar Gross/St. John's Cemetery

Purpose: The meeting was held to have further discussion about project impacts to St. John's Lutheran Cemetery located at the northeast quadrant of Brush College Road and Faries Parkway.

Meeting Summary:

K. Benting gave D. Gross a meeting agenda and presented an aerial plan at the location of the cemetery showing the limits of the proposed over pass. He also presented cross sections at various locations along the front of the cemetery. The cross sections show the distance that the proposed overpass would extend over the cemetery right-of-way.

K. Benting explained that the proposed overpass will include a shared-use path (for pedestrians and bicycles) along the east side. The width of the shared-use path on the proposed overpass was originally 12'. When URS realized that the path would overhang the cemetery right-of-way by a couple of feet, they consulted IDOT to see if a path width of 10' could be acceptable. IDOT agreed that a 10' wide path would be acceptable on the overpass.

The 10' wide proposed path will still extend over the cemetery right-of-way by 2" on the south end and 6" on the north end. However, based on survey data, the fence is set back from the right-of-way line by 10" on the south side and 2'-8" on the north side. This means that the overhang will not extend over the existing fence line for the cemetery and will not be directly over any grave sites. K. Benting asked D. Gross if the cemetery had any set back rules for the fence. D. Gross said that he was not aware of any requirements but will discuss with others.

If the cemetery has no requirements for the distance between the right-of-way and the fence line, then there will be no impacts to the usable area of the cemetery. K. Benting asked D. Gross to provide a written response for the record.

There was also discussion about the connecting road for the one-lane roads inside the cemetery to create a loop. The connecting roadway will need to be located under the proposed overpass. K. Benting said that the width of the existing roadway was measured as 9' to 10'. He asked D. Gross if that width would be acceptable for the connecting road. D. Gross said that it would, since it is only a one-lane road. K. Benting said that he was hoping that a 2-span overpass might work, since this would eliminate any pier between the two existing roadways. However, it has been determined that the superstructure will be too deep for the 2-span option therefore URS will proceed with the 4-span option. This means that a pier will be located between the two roads and the connecting road will need to go around the west side of the pier or between pier columns. K. Benting said that URS will see if a minimum vertical clearance of 14'-9" can be provided over the connecting roadway.

K. Benting said that most likely the City will own the area below the overpass, but a permanent easement might be established for the connecting road. An agreement between the City and St. John's Cemetery will spell out who maintains the roadway. D. Gross asked who would mow the area under the overpass. K. Benting said that he was not sure how that would be assigned, but it is something that will be worked out between the City and the Cemetery.

D. Gross said that someone asked him about snow plowing, and if the snow and salt would be pushed off onto the cemetery. K. Benting pointed out that there is a barrier between the roadway and the path, so that plows will not be able to push the snow off the edge of the deck. Even if a smaller plow is used on the shared-use path, there is a fence along the east edge. The path will be sloped so that it drains toward the center of the roadway and away from the edge. Most likely, drainage will be collected by a closed drainage system and routed to downspouts.

K. Benting asked if there would be any issues if a crane had to occupy a portion of the cemetery for some period during construction. A crane may be required near the south entrance, but it would not be placed in an area that would impact grave sites. D. Gross didn't think that would be a problem and asked about compensation for using the cemetery. K. Benting said that if the area is required, it would be considered a construction easement and there would most likely be some type of compensation.

Action Items:

- 1) D. Gross will discuss the right-of-way encroachment from the shared-use path with others and check to see if there are any set back rules for the fence line. He will provide a written response.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
Keith.benting@urs.com



St. John's Lutheran Church
2727 North Union Blvd., Decatur, IL 62526-3247
Phone: (217) 875-3656 - Fax: (217) 875-7242
stjohnsdecatur@sbcglobal.net

September 28, 2012

Keith,

In response to questions from our meeting on September 11, 2012.

Encroachment on St. John's Cemetery:

We do not have any setback requirements between the first row and the fence.

On acquiring a strip of land in the row area, we see no problem.

Internal Roadway:

In regards to the area under the overpass, these are the questions:

1. Will this area be attached by fence to our present fence?
2. If this area is city property, how will they access this area to cut the grass?

Can they access private property to do this?

3. If the area is not fenced, we are wondering about people accessing that area and using our roadway to get to Harrison St. We know that it may sound strange, but not knowing what the area under the overpass will be like, it is just a question.

4. Questions E & F we have no problem.

Construction Easement

We have no problem with this as long as the area is put back to original condition.

Also, will there be compensation for the use of this area?

Board of Properties St. John's Lutheran Church and Cemetery
Trustee Delmar Gross

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For S.J. Smith Company Comments
see Property Owner Comments
(Appendix I-D)

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Tate & Lyle

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Meeting Date: 12/11/2009

Meeting Location: Tate & Lyle Headquarters – Decatur, IL

Project Name/Number: City of Decatur – Brush College Road /NS Railroad Crossing Study

Prepared By: Keith Benting

Purpose: Discussion Transportation Issues along Brush College Road

Attendees: John Scwhalbach – URS/Decatur Office Manager
Keith Benting – URS/Structures Group Manager
Lynn Hiser – Tate & Lyle/Director, Transportation
Chris Olsen – Tate & Lyle/Director, Community & Government Relations
Daniel Nehmer – Tate & Lyle/Transportation Analyst
Chad Hartwig – Tate & Lyle/Manager, Rail Economics

J. Schwalbach conveyed that the City of Decatur has issued an RFP for a study of Brush College Road between William Street and Faries Parkway and stated that the purpose of the meeting was to get preliminary input from Tate & Lyle regarding any impacts to their operations or any issues that they have along the corridor.

The representatives from Tate & Lyle were asked if the CN rail line adjacent to the existing underpass was critical to their operations. Lynn Hiser responded that Tate & Lyle has access to three Class I carriers (Norfolk Southern, CSX, and the Canadian National). This is a very unique situation and it allows them to get the best price for shipping their product. Shipping costs about \$500 per rail car and it can take two to three days to switch between carriers. They do not want to loose access to the Canadian National line.

If the CN were eliminated adjacent to the underpass, they (the CN) would have to rely on another carrier's tracks to access Tate & Lyle.

K. Benting explained that the RFP specifically lists four alternatives to evaluate and removal of the CN track is one of the alternatives. If selected, URS would need to evaluate each option, so it is important to understand why removing the CN may not be feasible.

L. Hiser said that he has had conversations with the City Engineer, Matt Newell, in the past regarding the CN line and the need to keep it.

Tate & Lyle interface with the Canadian National is mostly through CN marketing and sales.

Chris Olsen questioned why the City thought that there was a need to do anything along the corridor. He said that he travels that way daily and other than some congestion at peak hours there does not appear to be a lot of activity along the corridor.

J. Schwalbach and K. Benting explained that an earlier study indicated that the viaduct may not be the cause of any traffic problems during peak hours but that the problems are with the Brush College/William Street and Brush College/Faries Parkway intersections, especially if there is train movement during peak hours at Faries Parkway.

K. Benting asked if Tate & Lyle had any control over the movement of trains along the CN line and if movements occur at peak traffic hours.

Chad Hartwig responded that most of the movements along the CN occur in the early morning hours and not during peak traffic periods. He thought that any trains blocking the intersection are due to movements on the NS track blocking Brush College Road or moving into ADM's west plant. Full trains come in to Tate & Lyle via the CN track a couple times a week.

K. Benting asked if any truck traffic servicing Tate & Lyle uses the Brush College Corridor. Lynn Hiser said that most of the trucks servicing Tate & Lyle use William Street or come over the viaduct and turn east onto William Street.

K. Benting asked if there was more truck traffic in the fall, during harvest, than any other times of the year. Chad Hartwig said that it is relatively steady throughout the year and may actually be slightly less in the fall.

The group was asked if there were any drainage issues at the CN track adjacent to the viaduct. They said that standing water has blocked traffic on the CN track many times this year. Apparently some drainage tiles have broken over the years causing flooding problems more frequently at that location.

Benting, Keith

From: Hartwig, Chad H. <Chad.Hartwig@tateandlyle.com>
Sent: Tuesday, March 12, 2013 4:16 PM
To: Benting, Keith
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov>
(MCave@decaturil.gov); Skelley, Daniel; Olsen, Chris
Subject: RE: Decatur, IL - Brush College Road Improvement Study - Drainage at CN Track

Keith,

Thank you for bringing this to my attention. The track could be taken out of service for a limited amount of time, but we would prefer that out of service time be limited on a daily basis, versus out of service completely for an extended period of time (i.e. an entire week or month). That would ensure that we could still be serviced by CN at least once per day while drainage was not being actively worked on. If that is not feasible, we could arrange for cars to be switched to the CN by either the CSXT or the NS, but this would be at a significant cost to T&L.

Regards,
Chad

Chad H. Hartwig

Manager, Transportation
Bulk Ingredients

Tate & Lyle

2200 E. Eldorado St., Decatur, IL 62521
Tel +1 (217) 421-2260, Mob +1 (217) 358-1371
www.tateandlyle.com

From: Benting, Keith [<mailto:keith.benting@urs.com>]
Sent: Tuesday, March 12, 2013 3:58 PM
To: Hartwig, Chad H.
Cc: Mary E Cave "Cave, Mary E" "Cave, Mary E" <MCave@decaturil.gov> (MCave@decaturil.gov); Skelley, Daniel
Subject: Decatur, IL - Brush College Road Improvement Study - Drainage at CN Track

Chad,

We are trying to wrap up the Brush College Road Improvement Study in Decatur. One of the biggest challenges was finding a way to drain the CN track area. The track services Tate & Lyle and will remain at its existing location adjacent to a new overpass at the NS rail yard. Attached for your reference are the following:

- 1) Photo from December 2010 showing work to improve drainage along CN track – looking north from NS yard.
- 2) Proposed section at existing underpass
- 3) Plan and profile sheet showing proposed 18" drain pipe
- 4) Proposed Cross sections showing overpass and MSE walls adjacent to CN track

In late 2010, CN installed a new 12" perforated CMP just under the edge of tie. This pipe currently drains into a 30" storm sewer located under Brush College Road. For the proposed overpass, the 30" sewer must be removed since it will interfere with the piers for the new overpass. In order to drain the CN track area, a new 18" perforated CMP must be

installed. Instead of collecting at a low point between the existing underpasses, the pipe will slope to the south and terminate at a manhole.

I'm contacting you because the track will need to be taken out of service in order to install the new drain pipe. I will send the same information to CN, but wanted to discuss with you first. Can the track be taken out of service for a limited time in order to install the new pipe? We realize that this may disrupt service to Tate & Lyle. Can the material be delivered by some other method when the CN track is out of service? At this point, I do not know how long it would take to install the new drain pipe. Personnel from the CN may have a better estimate since they installed a new 12" CMP in late 2010. I can discuss with them. In previous meetings with the CN, we were told that we cannot put a pipe under the track, but placing a slightly larger pipe at the same location as the existing 12" CMP seems to be the only option to drain this area.

Currently there is no money identified for the construction phase. We hope to hold a final public hearing sometime this spring. After the study is completed and approved, the final plans have to be developed. This may take a couple of years, so actual construction might be beyond 2015 if funding can be obtained.

Keith W. Benting, P.E., S.E.
Group Manager – Structures
URS Corporation
345 East Ash Ave.
Decatur, IL 62526
Phone: (217) 875-4800
FAX: (217) 875-3577
Email: keith.benting@urs.com

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Walston Auto Wrecking

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COMMENT SHEET
BRUSH COLLEGE ROAD AT NORFOLK SOUTHERN CROSSING STUDY
PUBLIC INFORMATION MEETING
FEBRUARY 17, 2011

WE WOULD LIKE YOUR COMMENTS ON THE PROPOSED IMPROVEMENT

We encourage you to make your views a part of the record. This page is for you to send us your comments. You may also email comments to brushcollegestudy@decaturil.gov. Written comments received by March 3, 2011 will be included in the record and will receive equal consideration along with the statements received at this meeting. Space is provided on this page for you to provide comments. Please be sure to include your NAME, ADDRESS AND PHONE NUMBER in order that we may include your comments in the official report.

Name: WALSTON AUTO WRECKING Phone #: 422 4733
4148 FARIES PKWY eMail: JLT WALSTON @ Comcast, Net
DECATUR, IL 62526
Address: _____

Considering the impacts, do you have a preference for a new structure at the NS rail yard?

- Underpass Overpass

Should raised medians be considered along portions of Brush College Road? This would restrict turns to designated left-turn lanes only. As a result, this would limit the number of turn locations.

- Raised Median (Left Turns Restricted) Flush Median (Unrestricted Left Turns)

Considering conflicts at the proposed shared-use path and East End Plaza parking lot, do you have a preference regarding the location of the path?

- Path on East Side of Road Path on West Side of Road Alternate Alignment

Comments about closing side streets (Logan, Olive, Hickory, Grand) with improved intersection at ADM Research Center/Marietta Street, including possible traffic signal and option to extend James Street to Faries Parkway:

Other Comments: _____
Please see attached comments

Subject: Brush College Road at Norfolk Southern Crossing Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 3/9/2011 8:30 am

Location: URS - Decatur

Prepared By/Date: Keith W. Benting/3-15-11

Attendees: Keith Benting URS - Project Manager
Mike Douglas URS – Civil Engineer
Mary Cave City of Decatur – Project Manager
Lynn Walston Walston Auto Wrecking

Copies To: Mike Douglas/URS, Mary Cave/URS, Jim Meyer/URS, Steve Kehoe/URS,
John Schwalbach/URS

Purpose: The meeting was held to discuss project impacts to the operations at Walston Auto Wrecking, located north of the NS tracks and east of Brush College Road. Walston Auto Wrecking submitted comments after Public Meeting #1 and we wanted to address those comments.

Meeting Summary:

An aerial photo of the project was displayed on the conference table for reference. The aerial displayed the preliminary layout for the proposed 4-lane roadway. Exhibits from Public Meeting #1 were also on display.

L. Walston said that they had more questions after the public meeting. The family business is accessed from Olive Street and Logan Street. With the proposed closing of Olive Street at Brush College Road and a possible left turn restriction onto Logan Street, an alternate route would have to be in place to accommodate not only Walston Auto Wrecking but several other businesses. At the public meeting, an option was shown to extend James Street to Faries Parkway, but Walston Auto Wrecking had not been contacted about this option. They currently own the property where the James Street extension is shown on the meeting exhibit.

K. Benting said that URS is still looking at the options. It may be that a left turn onto Logan Street can be allowed if there is sufficient room for a truck in the turn lane. L. Walston seemed relieved to find out that a left turn onto Logan may not be restricted. He did not think the extension at James Street would be needed if left turns onto Logan Street are not restricted. He also did not think that closing Olive would be a problem, but the roadway and turning radii will have to be improved for semi-trucks along Logan, James, and Olive Street. The roadways need to be wider for semi-truck traffic.

L. Walston said that he does not want to sell the property for the James Street extension. The City would have to acquire by eminent domain. He suggested that if an extension is needed, it be pushed further to the east off of his property.

L. Walston expressed concern about the speeds that the trucks will be moving as they come down from the high point of the overpass. Turning onto Logan Street may be difficult. He wondered if that had been taken into consideration in the design. K. Benting said that the roadway is being designed for a 40 mph speed but will be posted at 35 mph. It is understood that trucks currently travel above the posted speed limit.

L. Walston also questioned why the sidewalk was shown on the east side of Brush College Road. He said that most pedestrian traffic comes from the west leg of Faries Parkway and it would seem more logical to have the walkway on the west side. K. Benting said that the walkway was placed on the east side of Brush College Road since the residential area is on that side. Obviously the walkway cannot be accessed in the area where it will be elevated. The CN track along the west side of Brush College Road cannot be moved. If the walkway were placed on the west side of Brush College Road near the Faries Parkway intersection, it would shift the roadway further to the east and would not line up well with the intersection.

After the meeting, there was further discussion about the left turns onto Logan Street with Steve Kehoe, Sr. Roadway Engineer/URS. S. Kehoe believes that there is not enough storage for a semi-truck to get completely out of the southbound travel lane and if a portion of the truck is sticking out into the lane it could create a real hazard. URS will take a closer look at the intersection at Logan Street and Brush College. An option to extend James Street may still be required.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
keith_benting@urscorp.com

Subject: Brush College Road Improvement Study
City of Decatur
Section 09-00933-00-BR

Project No: 36432772

Meeting Date & Time: 8/6/2012 2:00 pm

Location: Home of Leroy Walston – 4164 N. Cowgill, Decatur, IL

Prepared By/Date: Keith W. Benting/8-6-12

Attendees: Keith Benting URS - Project Manager
Mary Cave City of Decatur – Project Manager
Lynn Walston Walston Auto Wrecking
Leroy Walston Walston Auto Wrecking

Copies To: Mary Cave/URS Project File

Purpose: Lynn Walston called to ask if I could meet with his father, Leroy, to discuss the project. Since his father is bedridden, he asked if I could come to the house at 4164 N. Cowgill.

Meeting Summary:

K. Benting provided 11x17 copies of the following exhibits for reference and discussion:

- 1) Rendering of jug handle with traffic signals
- 2) Plan view showing jug handle with traffic signal option – total takes shaded
- 3) Faries Parkway Total – showing potential right-of-way shaded
- 4) Aerial plan of Walston property along Faries Parkway – proposed raised median shaded
- 5) Aerial plan of Walston property along Faries Parkway – proposed ROW shaded

Lynn Walston noted that the plans show entrance aprons at the ADM Renovation property on Faries Parkway, but an entrance has not been provided for the Walston property. His understanding is that there are rules which would not allow a commercial entrance within 1000' of the radius point of an intersection. He said that they cannot lose access to Faries Parkway. I told Lynn that I would check with our designer to see if there was a reason that an entrance apron was not shown.

Lynn pointed out that there are currently two entrances, but a single entrance would be acceptable for a right-in right-out condition. He pointed out that there are breaks in the raised median in front of the ADM west plant, and asked if breaks could be provided in the proposed raised median in front of their property. K. Benting said that the City and URS will be meeting with IDOT later this month, but he did not think that breaks could be provided in the proposed median. Lynn also asked about a corrugated median in lieu of the raised median.

Lynn Walston said that they were operating out of an office at their property on the north side of Faries Parkway, but trains block that entrance so frequently that they also have two offices on the property on the south side of Faries Parkway. It appears that the proposed ROW would take those two offices.

K. Benting said that dimension lines were not shown for the proposed right-of-way for the study phase. The proposed layout is conceptual and the final right-of-way to be acquired will not be determined until the final design phase.

Leroy Walston wanted to know who will be paying for the relocation of the vehicles in their salvage yard currently occupying the area of the proposed right-of-way. K. Benting and M. Cave said that those details would be worked out later.

M. Cave said that there is currently no funding for the construction phase, and that the time to prepare the final construction documents may take a couple of years.

There was also discussion about the extension of James Street. Lynn and Leroy said that the road will need to accommodate heavy truck movement, for their operations and for ADM Renovation. K. Benting said that E. Logan Street and E. Olive Street are currently township roads and he was not sure how funding for improvements of those roads would be handled.

Lynn Walston noted the cell tower on their property on the south side of E. Logan Street. He said that per their agreement with the cell tower owner, Walston must notify them if access will be lost to the cell tower at any time. K. Benting said that the James Street extension will need to be constructed before any of the other work can begin, and the plan is to keep Faries Parkway open, therefore access to the cell tower should not be lost at any time.

Lynn Walston asked about the grade on the proposed ramp to Faries Parkway in the area of Logan Street. He wondered if motorists would be able to see down into their salvage yard. K. Benting and M. Cave said that there was not much elevation by the time the ramp reaches Logan Street. K. Benting will check the elevation and grade of the ramp.

Lynn Walston asked if the improvements would require them to annex to the City. They do not want to. M. Cave will check on this.

Lynn Walston said that there is a fiber optics line within the proposed right-of-way acquisition on the south side of Faries Parkway. K. Benting will verify that URS has that information.

Leroy Walston said that based on their records, "the railroad" owns the strip of property between James Street and the ADM property. K. Benting said that he would check into that. Lynn Walston said that he thought a portion of the north lane of Faries Parkway was on railroad property.

Lynn Walston said that he would put his comments in writing and get them to the City and/or URS so that they would have them for the record.

Action Items

- 1) URS – Check to see if access can be provided to Walston Auto Wrecking off of Faries Parkway.
- 2) URS – Check elevation of ramp near Logan Street
- 3) URS – Verify that URS has information regarding fiber optics line along south side of Faries Parkway
- 4) URS – Check ownership of property in the area to see if records show that any is owned by the railroad.
- 5) City of Decatur – See if annexation of property will be required with improvements

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Keith W. Benting, P.E., S.E.
Project Manager
Keith.benting@urs.com



June 14, 2013

Mr. Lynn Walston
Walston Auto Wrecking
4148 Faries Parkway
Decatur, Illinois 62526

Re: **Brush College Road Improvement Study
Faries Parkway Intersection Improvements**

Dear Mr. Walston:

Thank you for providing comments regarding the proposed improvements to Brush College Road and the intersection of Brush College Road and Faries Parkway. We have had previous discussions with you regarding the entrance off of Faries Parkway to your property at 3941 E. Faries Parkway. The Illinois Department of Transportation has reviewed the proposed changes to the intersection at Brush College Road and Faries Parkway and has approved the layout. A free-flow right turn lane will be provided along the proposed ramp from Brush College Road to Faries Parkway. The current entrance to the property at Faries Parkway will need to be eliminated because it will be located within the lane taper for the free-flow lane. Access from Logan Street will not be affected. See the attached drawing.

Right of way will be required from a portion of your properties east of ADM renovations for the extension of James Street. Entrances from Faries Parkway and Logan Street will be eliminated due to the radius of the intersection, however an entrance to this property will be provided from the James Street extension.

A final public hearing for the project will be scheduled after approval of the Environmental Assessment document. You will be notified when the hearing is scheduled.

Please feel free to contact me (875-4800) or Mary Cave/City of Decatur at 424-2747 if you have any questions.

Sincerely,

URS Corporation

Keith W. Benting, P.E., S.E.
Project Manager

URS Corporation
345 E. Ash Avenue
Suite B
Decatur, IL 62526
Tel: 217.875.4800
Fax: 217.875.3577

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KWB/kwb 36432772

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cc: Mary Cave – City of Decatur

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