



**Jarvis  
Township**  
*Bicycle Master Plan*



## Acknowledgements

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Jarvis Township would like to thank our residents for their participation, excitement and support of this effort. Their enthusiasm and input into this planning process has made an invaluable impact on our community and helped to ensure the Plan's future success.

***Jarvis Township Staff Members:***

Allen Adomite- Township Supervisor

***Consultants:***

Oates Associates



Jarvis Township would like to extend a special appreciation to our planning partners, MEPRD and ACT. Their funding has provided this opportunity to our community and we appreciate their support.

*Thank You*



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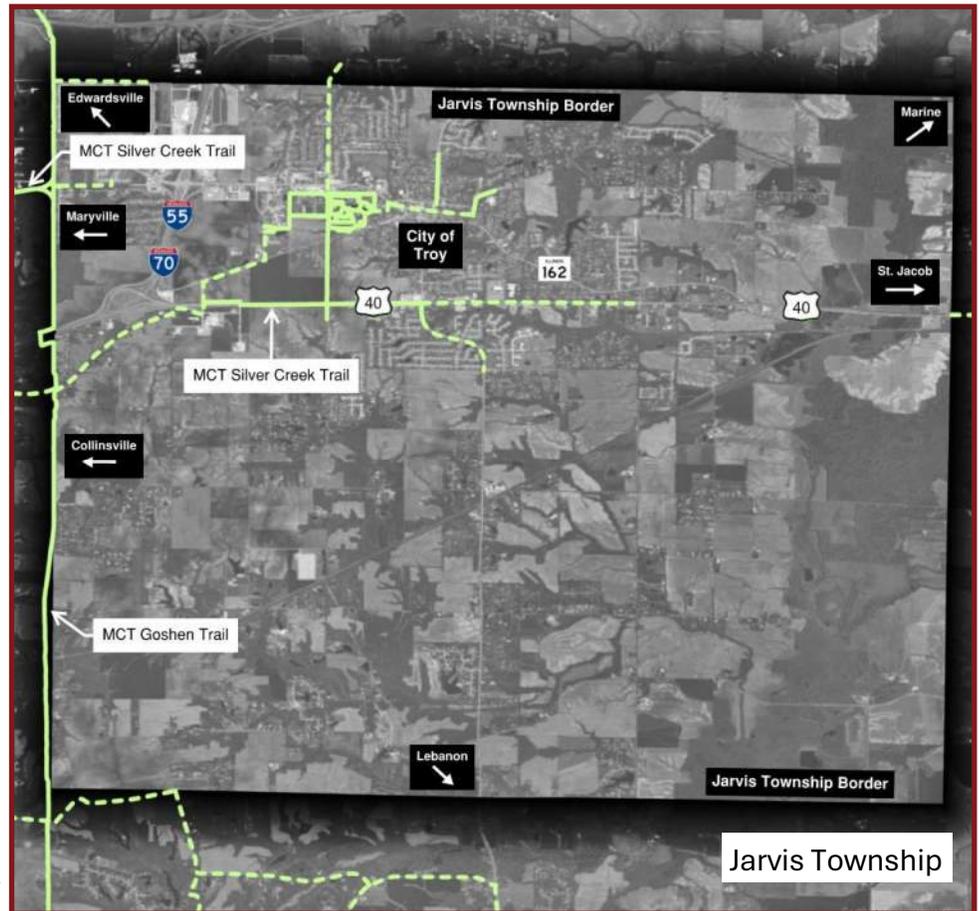
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## Executive Summary

Jarvis Township contracted Oates Associates to develop a Bicycle Master Plan (the “Plan”) by investigating, evaluating and determining the most suitable and appropriate bicycle paths for the visitors and residents of Jarvis Township.

An evaluation of existing conditions was conducted, examining current planning efforts, the existing landscape, current transportation facilities, and community makeup. Input from regional stakeholders was also requested. These insights were analyzed to identify opportunities to extend the Jarvis Township bicycle network and the make its existing facilities safer for all users.



The community was initially engaged in the planning process through an online survey. The survey helped define the makeup and desires of the community, as well as determine preferred connections within the Township that would have the greatest impact on walking and biking.

Once the preferred connections were defined, a feasibility analysis was performed to determine corridors that could complete the preferred connections. Feasibility of the desired bicycle facility types and prioritization from the community survey led to a set of three priority corridors which not only could complete the preferred connections but provide viable project opportunities for the Township to explore. These corridors comprise the core of the recommendations of the Jarvis Township Bicycle Master Plan.

Community feedback on the three priority corridors was gathered at two open houses. This feedback, and subsequent input helped to determine additional connections to complete the network of bicycle facilities within the Township. Priority bike trails were defined, and on-road frequently-biked routes were mapped.

The final Plan is a long-range vision for developing or enhancing biking facilities throughout Jarvis Township. It is meant to act as a guide for the prioritization of projects within the Township for the next five to ten years and to help obtain funding for the development of those facilities.



## 1. Introduction

### 1.1 Guiding Principles

Several design codes were referenced and utilized during the development of this Master Plan. They are listed below with their acronym used in reference throughout this document.

- American Association of State Highway and Transportation Officials' Guide for the Development of Bicycle Facilities 2012 Fourth Edition (**AASHTO**)
- National Association of City Transportation Officials' Urban Bikeway Design Guide Second Edition (**NACTO**)
- US Department of Transportation Federal Highway Administration's Bikeway Selection Guide 2019 (**Bikeway Selection Guide**)

### 1.2 Definitions

Several terms used throughout this document are defined below.

- **Shared Use Paths** are separated (off-street) bicycle and pedestrian facilities that are wide enough to accommodate both bicyclists and pedestrians. They are 8'-10' wide, made of either concrete or asphalt, and are located at least 5' off the roadway. The terms **Trails** and **Paths** are used interchangeably with the term Shared Use Path throughout the document.
- **Share-the-Road** routes are roads that are used by vehicles but the well seasoned cyclist may be comfortable riding
- Jarvis Township Bicycle Master Plan may be referred to as: **The Plan**
- The City of Troy may be referred to as: **The City**
- Jarvis Township may be referred to as: **The Township**
- Metro East Parks and Recreation District: **MEPRD**
- Madison County Transit: **MCT**
- US Highway 40: **US 40**
- Illinois Department of Transportation: **IDOT**
- Rectangular Rapid Flashing Beacon: **RRFB**

## 2. Existing Conditions Review

An evaluation of the existing conditions within Jarvis Township began the planning efforts. In an effort to expand on existing amenities, current facilities, and future planned facilities, roadways, points of interest, traffic patterns and demographics were analyzed to create a foundation for recommendations.



2.1 Township Facilities

Jarvis Township has several roads that are frequently biked by avid cyclists which provide a connective network around the Township. Data was gathered from IDOT’s recommended bicycle route map. IDOT’s data is categorized as “Safe for Bicyclists”, “Caution Advised” and “Not Recommended for Bicycling”. This data illustrates that many of the roads in the Township are considered “safe for bicyclists” and “caution advised” roadways. Caution advised roadways should only be used by cyclists of advanced skill. This data was combined with data from an interactive internet service that tracks cyclists’ routes, among other sports. The data provided by this source reflects which roadways are currently used by cyclists.



2.2 MCT Trail Facilities

MCT has several trails in Jarvis Township that cyclists and pedestrians frequent. The two trails that are on the outskirts of town (MCT’s Silver Creek Trail and Goshen Trail) encourage connections to the larger networks beyond Troy and Jarvis Township. Silver Creek Trail, currently begins on the north side of US 40 at the Formosa Rd/Troy Rd intersection and continues easterly until it reaches the west side of the Main St./Troy-O’Fallon Rd intersection which connects to the Goshen Trail, and the Schoolhouse Trail. Continuing east, there are two sections of trail that are proposed to be constructed in 2026 and 2027. The portion from the S. Main St./ Troy-O’Fallon Rd intersection to Creekside Dr. is scheduled for completion in 2026, and the portion from Creekside Dr. to Bethany Ln. is scheduled for completion in 2027.

A trail called the Formosa East Trail is proposed connect the Goshen Trail to the Silver Creek Trail by constructing new alignment south of the I-55/70 and US 40 interchange, and then paralleling Formosa Rd. south of US 40 to Plummer Business Dr. to Troy Rd. crossing US 40 to tie in on the north side of the Formosa Rd./Troy Rd. intersection. This trail is under design and could be complete in 2027 as well.

2.3 City Facilities

The City of Troy has 11,810 residents, one large and several pocket parks, two elementary schools, a middle school and a high school and the city is the largest municipality in the Township. It is home to the Tri-Township Park, Silver Creek Elementary, C.A. Henning Elementary, Triad Middle School and Triad High School, and several other community amenities. The city has IDOT owned and maintained IL Route 162 and US 40 going east and west through the community. Shared-use paths within the city are geared toward shorter trips and recreational use. They are located around and within city parks and the downtown area.



The Tri-Township Park Trail Connector owned by the City of Troy connects the Silver Creek Trail to the Tri-Township Park Trail in Tri-Township Park by way of paralleling Springvalley Rd. Two other trails within the city limits of Troy are the Staunton Rd. Bike Trail that goes from E. Clay St. to Hazel St. along Staunton Rd. and the Lower Marine Rd. Bike Trail that goes from Market St. to the Bass Dr./ Kenneth Dr. intersection along N. Dewey St. and Lower Marine Rd.

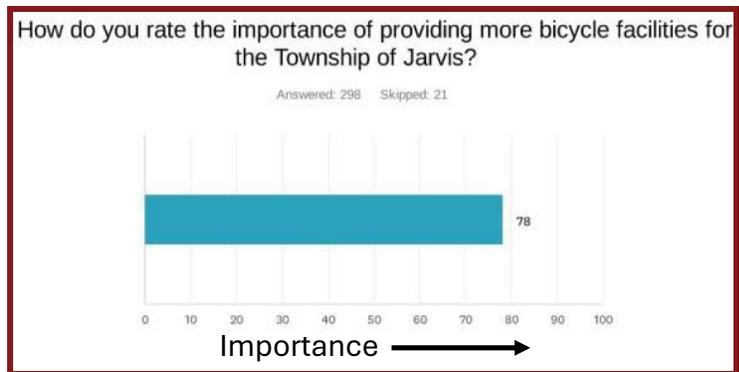
2.4 Transportation Barriers

Transportation corridors such as state highways and railroads provide important growth and vital resources to communities. However, they can also be a barrier to other modes of transportation. Notable barriers within the Township include the I-55/70 interstate interchanges at US 40 and at IL Route 162. Both interchanges prove difficult to find a cost effective solution to build a trail across I-55/70 and tie into MCT’s Goshen Trail and Schoolhouse Trail west of the interstate. To a lesser degree, the CSX Railroad line as it runs through Jarvis Township created an obstacle when investigating potential corridors southeast of Troy.

### 3. Determining the Goals

3.1 Community Survey

An online survey was conducted as part of the Jarvis Township Bicycle Plan to gather input from the community on their current usage of the existing trails in Jarvis Township and potential improvements or visions for future trails. The 19-question survey was open from September 26, 2024, to November 1, 2024, and 319 respondents shared their thoughts. Out of the 319 respondents, 60% identified as Troy residents, and close to 30% identified as being within the Jarvis Township but outside of Troy. The survey results can be viewed in **Appendix A3.1**.



- The majority (91%) of the survey respondents reported that they walk or bike as a means for transportation or recreation either weekly or daily.
- Seventy eight (78%) percent of those surveyed felt that providing more bicycle facilities in Jarvis Township is important.
- (62%) felt that adding more bike trails within the Township should be a priority.

When the questions focused on specific locations of preferred improvements, the intersections of US 40 and Formosa Rd, and US 40 and S. Main St./ Troy- O’Fallon Rd. were equally identified as priorities to facilitate connections to trails. Although both intersections are signaled, each has its unique issue.

- US 40 & Formosa Rd: There are no pedestrian accommodations to safely cross US 40. Currently, in the northeast quadrant of the intersection, there is a shared use path that is unpaved for the last hundred feet, and ends at the curb and gutter. There is no access to get trail users to the traffic signal, nor have them safely cross. The weight of the bicycle is not enough to trigger the detector loop that signals the traffic light to change for those cyclists who want to cross US 40 to access the Goshen Trail via Formosa Rd., or the existing Silver Creek Trail. This forces cyclists to wait for a vehicle to trigger the light, or go against the rules of the road and cross traffic during a red light or other unsafe condition.
- US 40 & Main St/ Troy-O’Fallon Rd: Although there are pedestrian accommodations at this intersection in terms of pedestrian signals and visible cross walks, a safety issue that was brought up often in the planning process was that the right turn lane drivers in the southwest quadrant do not yield to pedestrians when they are present, even if the pedestrian has the right of way. Parents have expressed that they will not allow their kids to cross at this intersection on their own and consider it dangerous.



The majority of the respondents expressed their top priority as connections to neighborhoods such as:

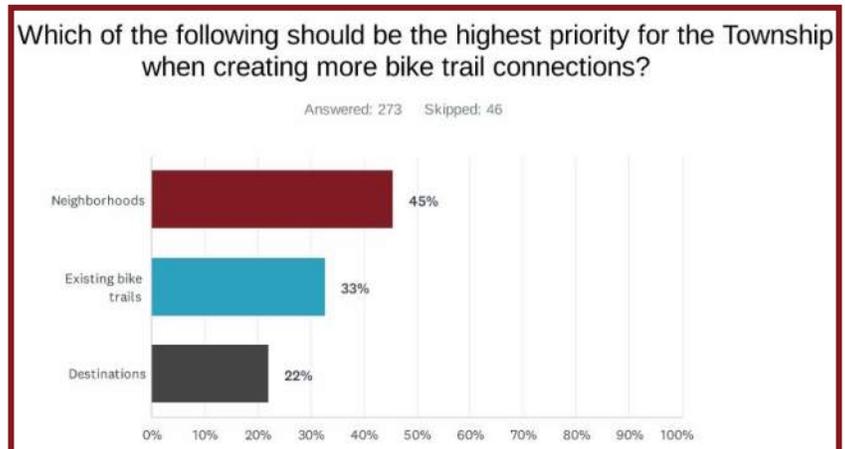
- Fawn Meadows,
- Pebble Brook & Steelcrest
- Wendell Creek & Lone Oaks
- Twin Lakes & Stonebriar

Trail Connections were 2nd and included:

- MCT Silver Creek Trail
- Tri-Township Park
- MCT Goshen Trail

Destinations were 3rd which include:

- MCT Troy Park & Ride
- Triad High School
- Downtown Troy



### 3.2 Stakeholder Meetings

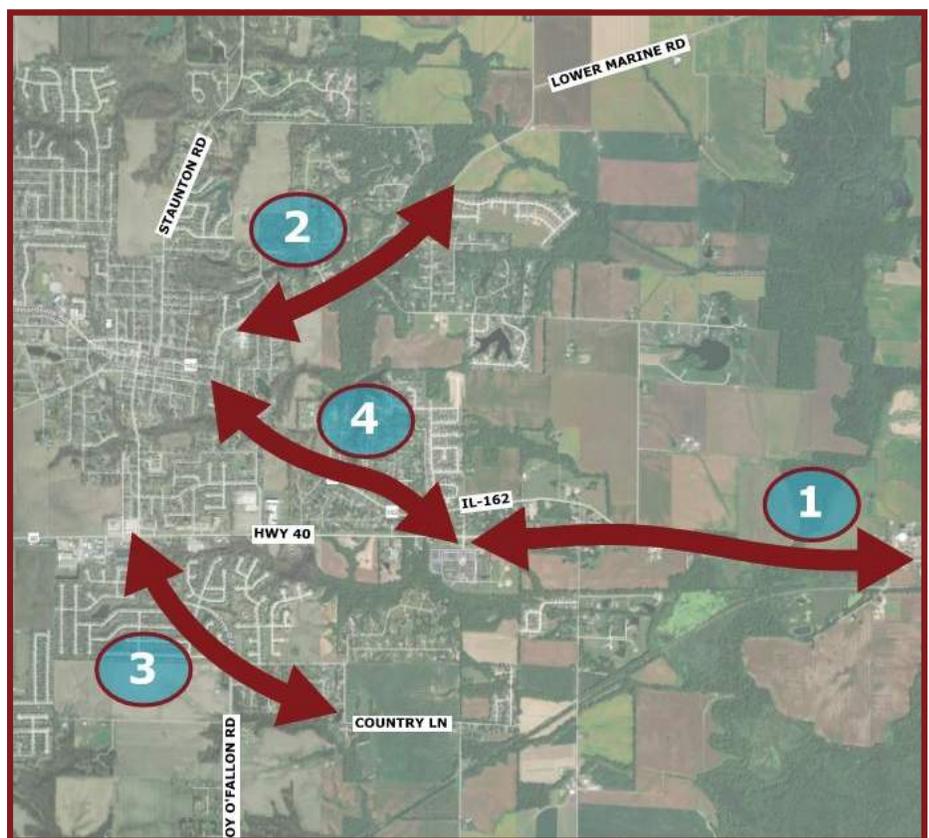
Many proposed projects and improvements recommended in this Plan occur along roadways owned and maintained by local transportation partners including IDOT, Madison County, MCT, the Township, and Troy. IDOT did not object to the Township pursuing extending Silver Creek Trail further east along US 40. Minutes to the meeting with IDOT can be found in **Appendix A2.1**. The City of Troy is interested in helping the Township extend their trails outside of city limits. St. Jacob Township to the east has also expressed interest in pursuing connections west into Jarvis Township and Troy.

The Township should maintain open communications with these stakeholders to be sure that any infrastructure development within the Township happens cohesively with respect to both bicycle and pedestrian accommodations. By keeping an open dialogue, the Township can ensure that the recommendations of this Plan are considered early in future planning and design projects by others.

### 3.3 Connections Map

Taking the information from the survey and the input from the stakeholders, several preferred connections were emerging. They were:

1. Extend Silver Creek Trail along US 40,
2. From Silver Creek Elementary School to the Wendell Creek & Lone Oaks subdivisions,
3. The Silver Creek Trail to the Pebblebrook & Steelcrest subdivisions N of Country Ln.,
4. Along IL-162, connecting the Silver Creek Trail to downtown Troy from the east.



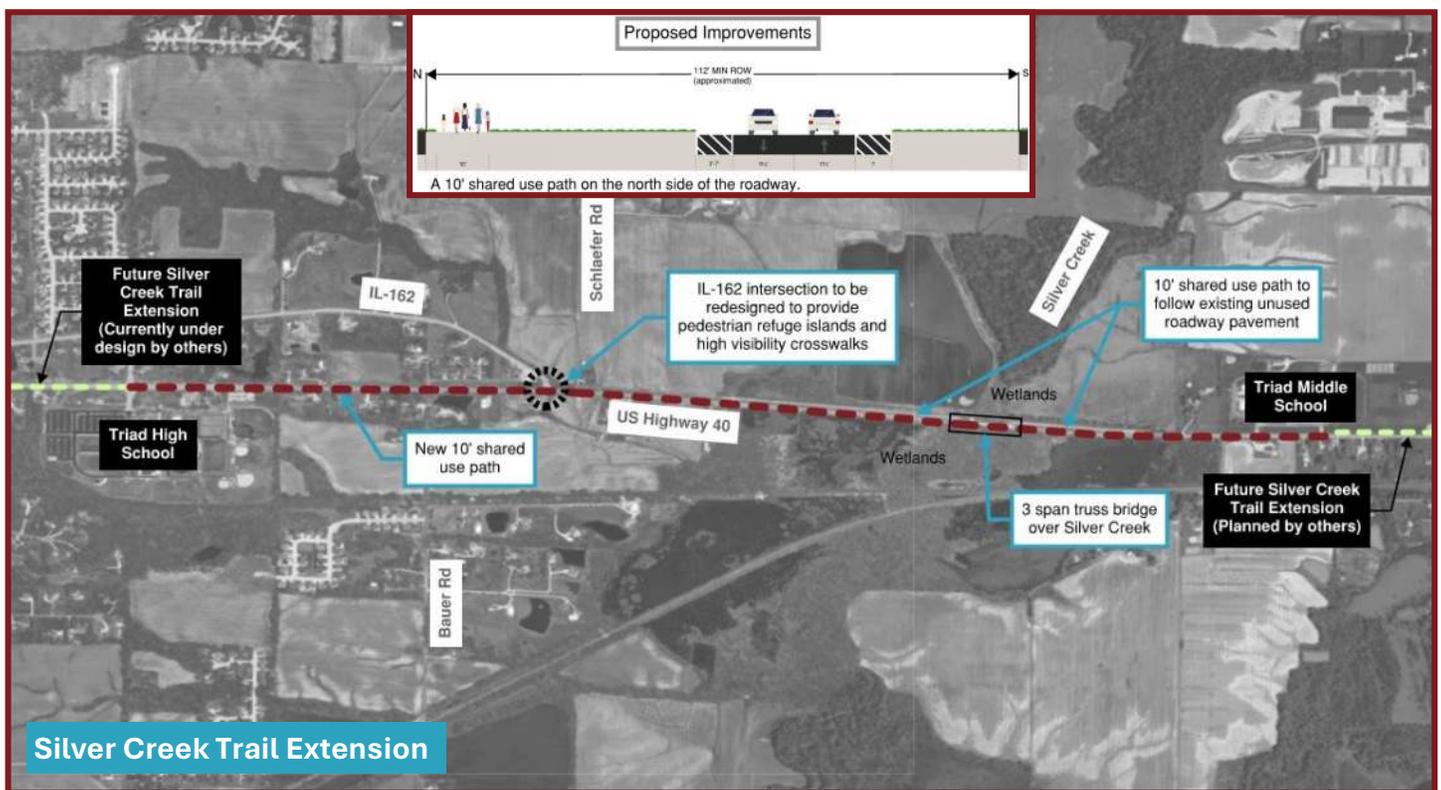
## 4. Recommendations for Improvements

Using the Connections Map, goals determined through community engagement, and Township and city input, several priority corridors were evaluated and recommendations for improvements were developed for Jarvis Township. Following are the 3 top priority corridors advised to be pursued and their recommendations for improvements.



4.1 Silver Creek Trail Extension to Triad Middle School (east-west)

This recommended trail is the most straightforward as it is proposing to construct a trail from Triad High School to Triad Middle School along US 40. Funding has already been secured for the trail west of the US 40 and Bethany intersection, and from east of Bethany to IL 162 through an IDOT project. More recently, MCT has committed funding in its long range plan for an extension of this bike trail from IL Route 162 east to St. Jacob. This will satisfy the overwhelming interest from the survey that the trail be built between schools. Since this is an IDOT roadway, cursory coordination took place. It was ultimately decided that although IDOT has agreed to allowing the bike trail to be within IDOT right-of-way, any bike trail plan would need to be a separate facility, especially at the bridge taking the roadway over Silver Creek. It was determined that the north side of the road seemed logical as the trail west of Bethany Ln. is on the north of US 40 and there is over 100 ft of available right-of-way on the north side of US 40. Triad Middle School is making some improvements that are independent of but complement the Silver Creek Trail extension. The new building is just west of Triad Ln. in the current field sport area. The school district is also investigating the feasibility of a turn lane on US 40 so that traffic does not get too backed up along the highway during peak school drop off and pick up hours.



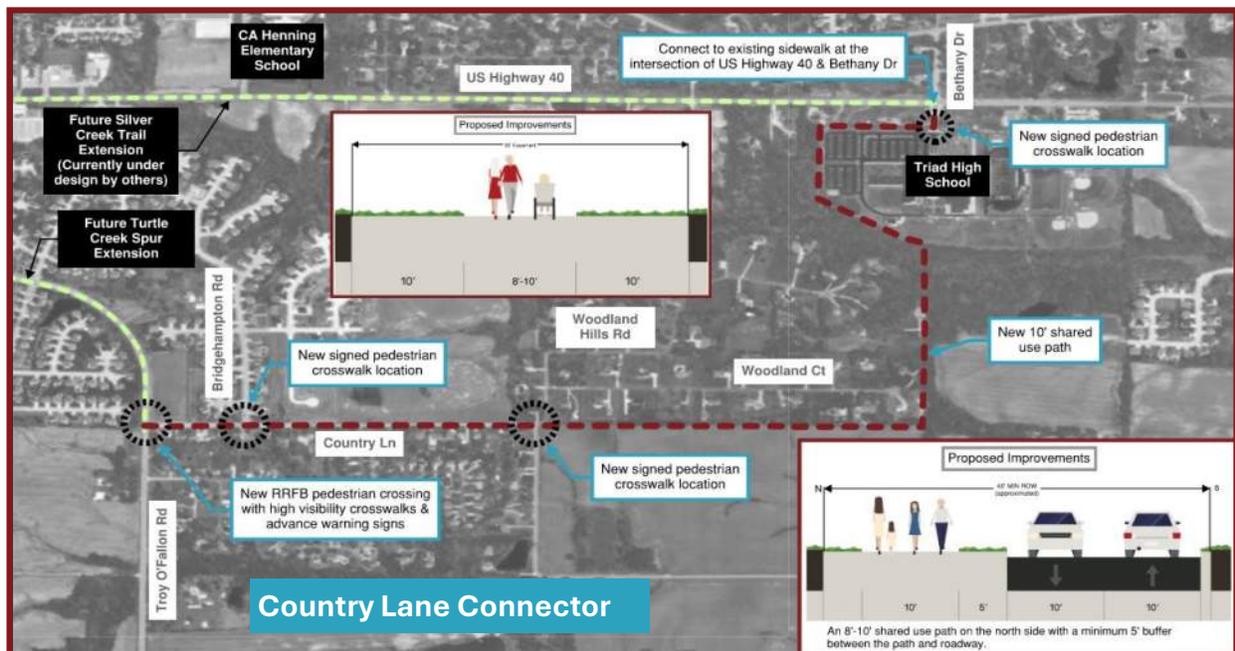
The benefits and challenges of this Silver Creek Trail Extension are:

Benefits:	Challenges:
<ul style="list-style-type: none"> <li>• The most direct route from the high school to the middle school and beyond</li> <li>• Trail east of IL 162 is in Troy’s and MCT’s Master Plan</li> <li>• Most logical when connecting trails from the west side of the Township to the east</li> <li>• Little to no impact to private property would be required as IDOT ROW would be utilized</li> </ul>	<ul style="list-style-type: none"> <li>• Coordinating with IDOT regarding trail and upcoming widening of US 40</li> <li>• Mostly new construction/no use of existing trails</li> <li>• Wetlands will have to be crossed which requires environmental coordination in preliminary design</li> <li>• Will require pedestrian bridge over wetlands and Silver Creek</li> </ul>

Concept plans, proposed roadway sections and concept cost estimates for this alignment can be viewed in **Appendix A2.1**.

4.2 Country Lane Connector (east-west and north-south)

This proposed trail would connect the City of Troy’s future wide sidewalk along Troy-O’Fallon Rd that ends at Country Ln. (discussed in Troy’s Comprehensive Plan) to MCT’s proposed Silver Creek Trail Extension at US 40 and Bethany Dr., by way of Country Ln.



The trail would begin on the west side of Troy O’Fallon Road at Country Ln. and would require a crosswalk with flashing beacons for a safe crossing for trail users. The trail would then head east along the south side of Country Ln. At that point the trail would head north across Country Ln. where a crosswalk would need to be installed.

On new alignment, the trail crosses Country Ln. and heads north between the east end of Woodland Court and the west side of the Rita Nimmo Trust, Shadow Wood Development, and Triad High School properties. The trail then wraps around Triad High School on the west side until it reaches the intersection of US 40 and Bethany Dr. The intersection of US 40 & Bethany Dr is signalized, and pedestrian and bicycle accommodation is only provided on the east leg of the intersection. A cross walk across Bethany Dr. at the south end near the parking lot would allow users to get to the east side of Bethany. Then new sidewalk would need to be constructed on the east side of Bethany Dr. to tie into the sidewalk at Bethany in the southwest quadrant. From there, the path would cross US 40

The benefits and challenges of the Country Lane Connector:

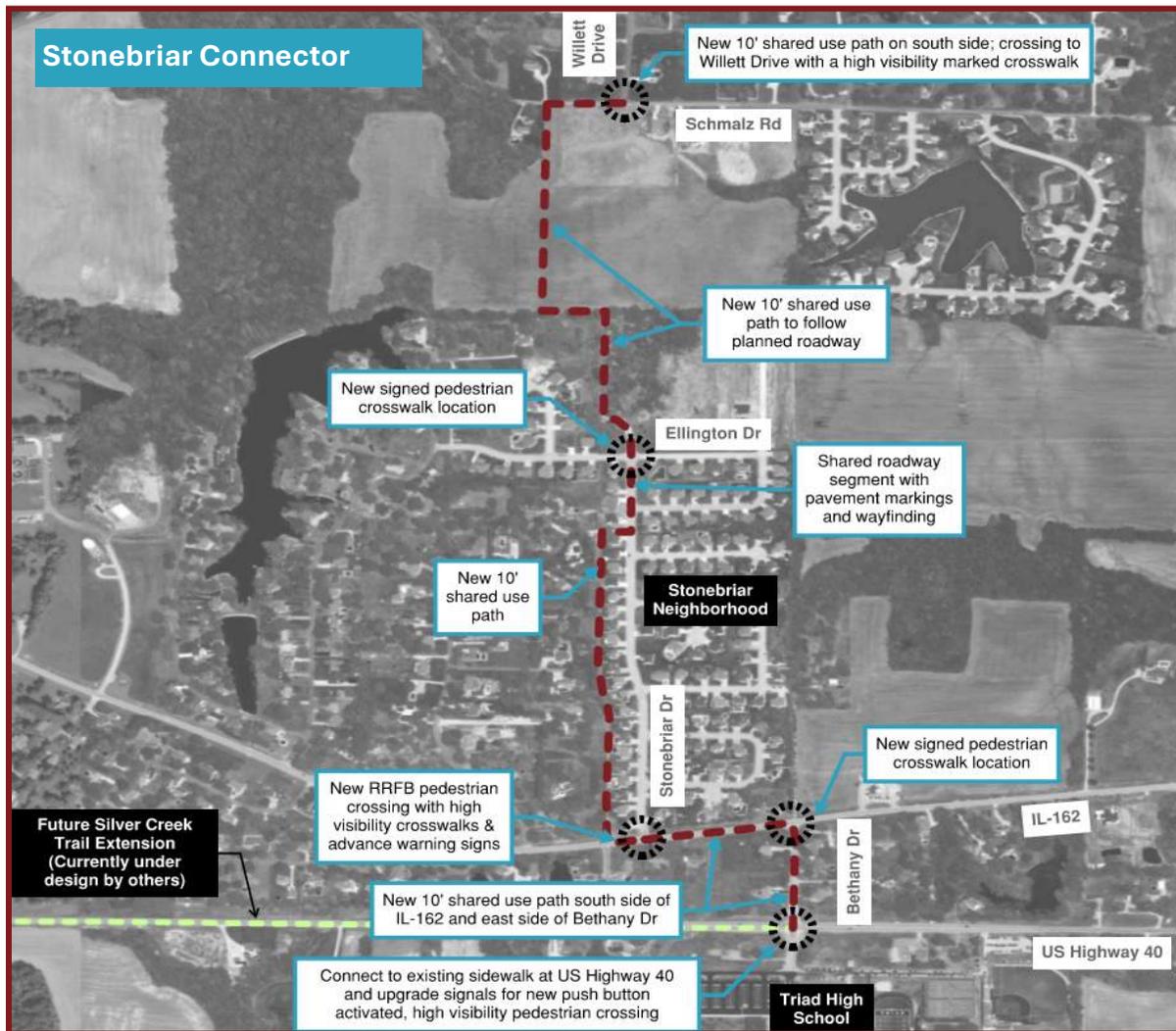
<p><u>Benefits:</u></p> <ul style="list-style-type: none"> <li>• Survey showed most preferred connection out of 4 locations around the Township</li> <li>• Gets users from subdivisions to the HS while not using Troy O’Fallon Rd or US 40</li> <li>• Uses existing traffic signal at Bethany to get to Silver Creek Trail</li> <li>• Several large subdivisions will be connected to the trail system</li> </ul>	<p><u>Challenges:</u></p> <ul style="list-style-type: none"> <li>• Several property owners would be involved</li> <li>• New alignment for a third of the trail</li> <li>• Will require a RRFB at Troy-O’Fallon Rd and Country Ln.</li> </ul>
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Concept plans, proposed roadway sections and concept cost estimates for this alignment can be viewed in **Appendix A2.2**.

4.3 Stonebriar Connector

This recommended corridor would begin at the intersection of US 40 and Bethany Ln and head north along Bethany on the east side. It could be constructed adjacent to the roadway as there is approximately 20 ft of available right-of-way. From the Bethany and IL 162 intersection, the trail would then head west crossing Bethany before paralleling IL 162 on the south side until it reaches Gilbreath Rd. The path would then cross IL 162 as it follows Gilbreath Rd north for 2000 ft until it reaches Stonebriar Dr. The trail then tees with Ellington Dr. where it makes a quick jog east on Ellington Dr. until it crosses Ellington and follows the existing northern stub of Stonebriar Dr. The trail continues north on new alignment, skirting east of the properties of Briar Meadow Ct. When the path is directly behind the Briar Meadow Ct cul de sac, it continues on new alignment north until it reaches Schmalz Rd. The path heads east on the south side of Schmalz until it crosses Schmalz at Willett Dr., where share-the-road cycling could take place. If there becomes an issue where the Gilbreath Rd property cannot be obtained, Stonebriar Dr. could be a share-the-road option to connect IL Route 162 to Ellington Dr.





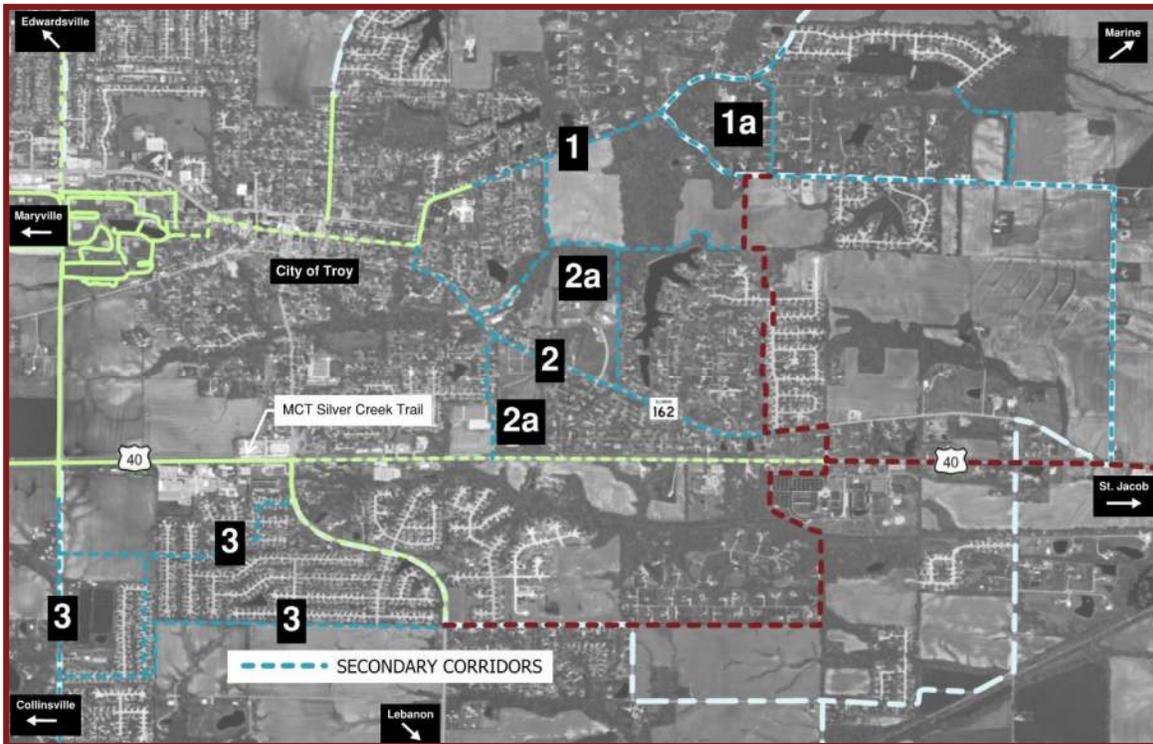
The benefits and challenges of the Stonebriar Connector are:

Benefits:	Challenges:
<ul style="list-style-type: none"> <li>• Provides north-south connection for northern neighborhoods to access high school</li> <li>• Mostly new alignment that is away from busy roads</li> <li>• Connects to Silver Creek Trail</li> </ul>	<ul style="list-style-type: none"> <li>• Several property owners would be affected that may not want a trail behind their house</li> <li>• All new construction/no use of existing trails</li> <li>• Would require signal modifications to Bethany /US 40 intersection and a RRFB along IL</li> </ul>

Concept plans, proposed roadway sections and concept cost estimates for this alignment can be viewed in **Appendix A2.3**.

4.4 Secondary Corridors

Throughout the investigative process, there were several offshoot trails that made sense to pursue in the future. Although they may not serve the needs of all, they would be extremely beneficial to the neighborhoods near by. These should be considered in the future to help complete the network. The most notable secondary connections are:



1. Lower Marine Rd from Silver Creek Elementary School to the Wendell Creek and Lone Oaks neighborhoods would allow children and parents walk or bike to school.
  - 1.a. Off shoots to Lower Marine from Schmalz Rd and from Doug and Willett could loop the Kensington Parque and Fox Valley neighborhoods in too.
2. IL Route 162 from Stonebriar Rd to downtown would aid people to get to the amenities in the center of town without the use of cars.
  - 2.a. Off shoots to IL 162 from Creekside Dr, and new alignments north of IL 162 around the city owned properties could provide connection to the Stonebriar Connector priority corridor, which would allow access for the Twin Lakes and Stonebriar neighborhoods.
3. Connections from Troy-O’Fallon Rd to Springvalley Rd, and extending the Tri-Township Park Trail Connector south along Springvalley Rd would provide access to downtown and the Tri-Township Park from the Pebblebrook, Steelcrest, Charleston, and Fawn Meadows neighborhoods.

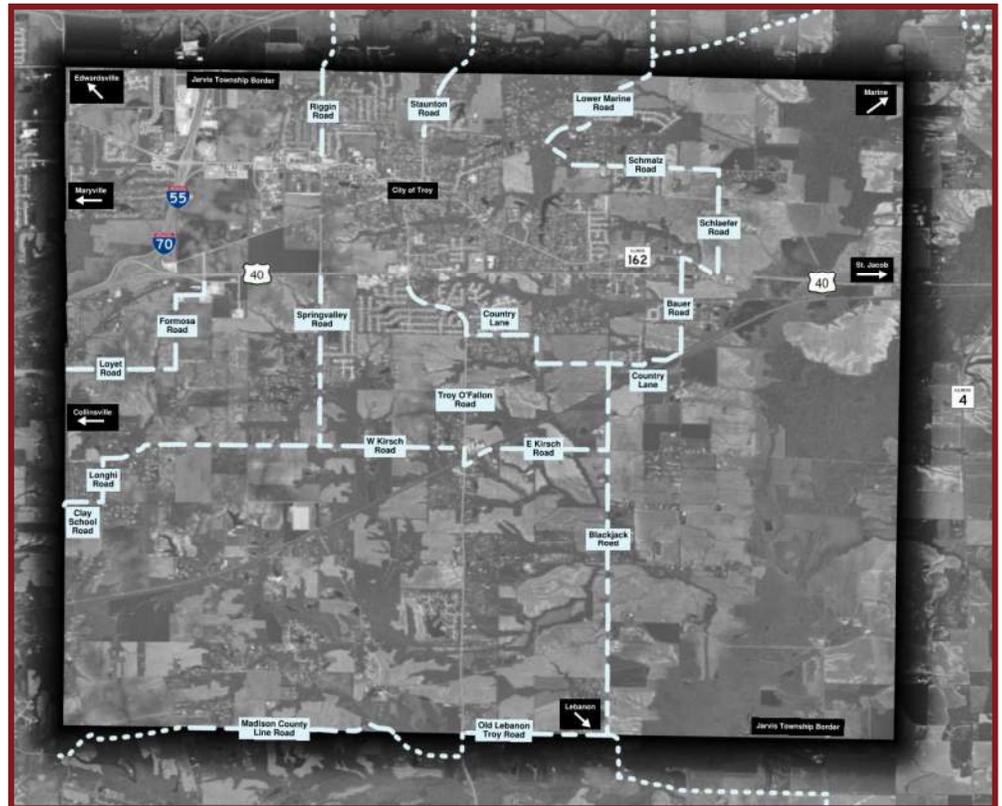
A larger map of these concept corridors can be viewed in **Appendix A2.4**.

### 4.5 Frequently Biked Roadways

From the community survey, biking on the country roads throughout Madison County is a popular choice for recreation and exercise. Therefore, the Plan includes a map of frequently biked roadways through the Township to help guide those looking for longer rides on low-traffic roads in rural settings. The map will help with travel through the Township and into surrounding communities, bringing avid bicyclists into the Township for commerce. Roads that have been identified as frequently biked include:

- Madison County Line Rd.
- Clay School Rd.
- Longhi Rd.
- Kirsch Rd.
- Blackjack Rd.
- Springvalley Rd.
- Country Ln.
- Bauer Rd.
- Loyett Rd.
- Formosa Rd.

A larger map of these roadways can be viewed in **Appendix A2.5**.

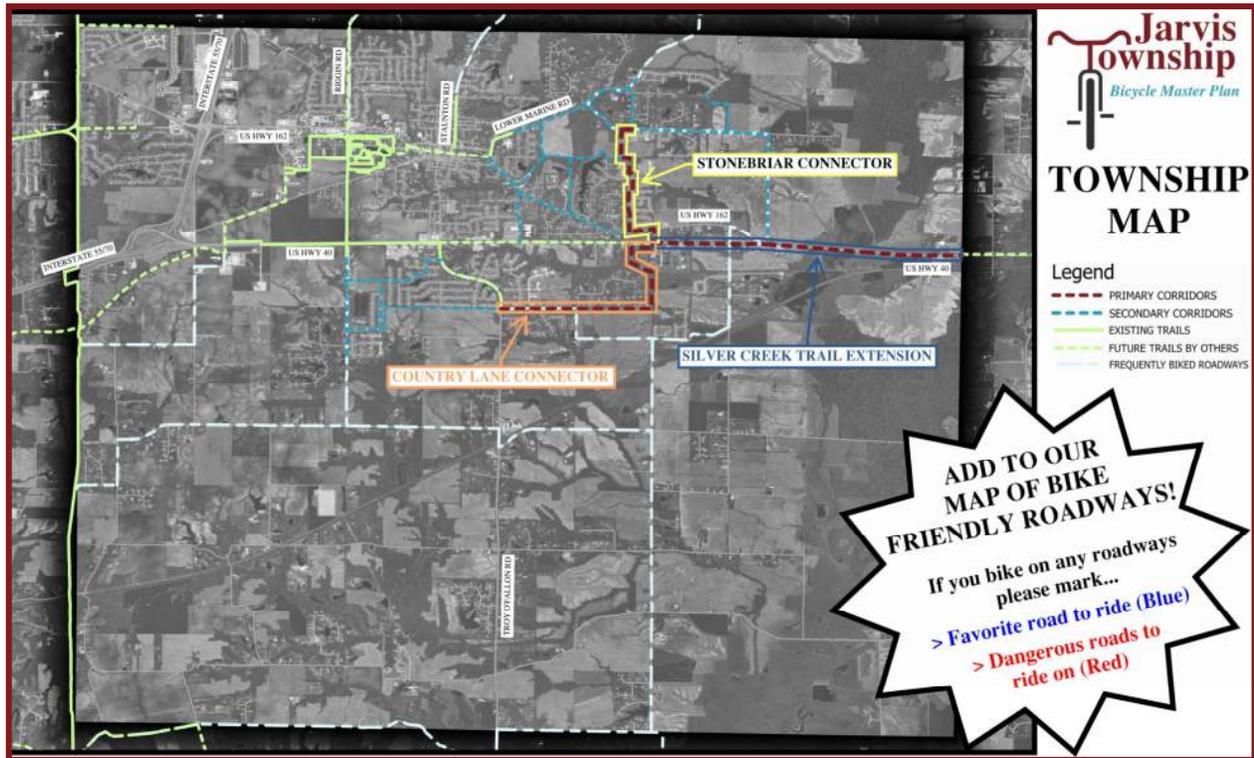


## 5. Finalizing the Plan

### 5.1 Open House /Presentation of Master Bike Plan

Once the recommendations were agreed to by the Township, final maps were developed so that the Plan could be presented to the community at two Open Houses. The Master Plan was first presented to the community at the City of Troy’s First Fridays downtown social event on August 1, 2025. The event was from 5 p.m. to 8 p.m. The Master Plan was also presented at the 1st Annual National Night Out hosted at Tri-Township Park in Troy on August 5th between 6 p.m. and 8 p.m. At both events, there was a steady stream of interested residents visiting the tent to find out more about the Plan.





Passersby were encouraged to provide input on what they liked and disliked with the current bike and pedestrian system in Jarvis Township. Much of the information received reinforced what had previously been relayed through the community survey and stakeholder meetings. The three priority corridors were showcased, and people were asked to vote on which corridor they liked best—the Silver Creek Trail Extension, the Country Road Connector, or the Stonebriar Connector. The Country Road Connector had moderate interest at the August 1st event with the Silver Creek Extension being the most favored and the Stonebriar Connector coming in as a close second. At the August 5th event, the Country Road Connector and the Silver Creek Extension had equal interest, with very little interest shown to the Stonebriar Connector. Also shown at the Open House were the upcoming projects around Troy. Several projects have been completed in the last year or two, and several are in the process of being planned, designed or constructed. IDOT, the City of Troy, and MCT all had projects represented. Exhibits displayed at the meetings can be viewed in **Appendix A3.2**.



### 5.2 Priority Corridor Coordination Efforts

In order to complete the recommendations of the Master Plan, the Township should follow the action plan defined here.

Silver Creek Trail Extension The Township should continue talks and coordination with IDOT, MCT, and the City of Troy regarding this regional trail opportunity. St. Jacob Township is currently completing its Bicycle Master Plan, and the two townships can work together to continue efforts to bring a regional trail to this area of Madison County. Annual meetings with IDOT would help maintain their involvement and give a continuation to the conceptual agreements made during the planning process. Annual meetings with MCT would also help ensure this corridor remains a high priority for the transit district. The Township could engage with the high school and middle school to keep support of the trail a priority.

Country Lane Connector The Township should continue coordination with the City of Troy and begin talks with Triad High School regarding this trail opportunity. The Township should support Triad's Safe Routes to School Grant application for a safe crossing of US 40 at Bethany Dr. Triad High School will be instrumental in getting the northernmost part of this connector from school property across US 40 at Bethany to the Silver Creek Trail, and engaging landowners on the westernmost connection where the City of Troy has proposed sidewalks could help spark interest in pursuing this alignment. Annual meetings with the City of Troy and Triad High School would help ensure this corridor remains a high priority for the Township.

Stonebriar Connector For this connection, the Township could begin discussions with the developer north of the Stonebriar neighborhood, since the alignment is dependent on how the development unfolds. Early communication could establish a trail alignment that the development could consider while in the planning stages of subdividing the land. The Township could also review available right-of-way along the corridor, or verify existing right-of-way west of the Stonebriar neighborhood to ensure clarity when negotiation may start. The Township could pursue negotiations with the person who owns the land Gilbreath Rd. is on, as the seller has already approached the Township about possibly selling the property. The Township could also begin talks with IDOT about their future plans along IL 162. Annual meetings with IDOT would help maintain their involvement and give a continuation to the conceptual agreements made during the planning process. Annual meetings with the City of Troy would also help ensure this corridor remains a high priority for all involved.

### 5.3 Future Coordination Efforts

Secondary Corridors As the Township looks to update the streets throughout the Township, the secondary corridors mapped in this Plan should be considered in the Township's long range plan. Opportunities to implement the recommendations of this Plan for these corridors could be sought during other routine maintenance and implementation projects, such as utility upgrades or street repairs. This will help lower the cost of the improvements and reduce impacts to property owners.

Frequently Biked Roadways As the Township looks to update the streets throughout the Township, the frequently biked roadways mapped in this Plan should be considered a high priority for the Township. Opportunities to enhance the rideability of these roadways such as Lower Marine Rd. and Schmalz Rd shown in this Plan could be sought during other routine maintenance and implementation projects, such as utility upgrades or street repairs.



## 6. Next Steps

To help guide the Township on a path to fulfill the recommendations of this Plan, next steps were developed.

### 6.1 Adoption and Advocacy:

Adoption: The first step in creating a more bikeable Township is the adoption of this Plan. By adopting the Plan, the Township is committing to the development of more bicycle accommodations for its citizens and supporting improvements that will make the Township more connected to the region’s bicycle networks. The Plan was adopted on October 21, 2025 by the Township Board and is included as **Appendix A4**.

Advocacy: The next step for Jarvis Township in implementing the improvements proposed in this Plan is to designate an “Advocate” for the Plan. This person could be a volunteer, board member, or other elected official. To ensure that the “Advocate” has the backing of the Township and a clear understanding of roles and responsibilities, it is suggested that a job description and related responsibilities be modified and adopted by the Township for the inclusion of the “Advocate” in everyday governance and policy-making decisions. With a clear designation of expectations, this “Advocate” could report annually on the progress of this Plan, help coordinate grant funding opportunities, work with the schools on biking and walking programs, and keep an updated report to the community.

### 6.2 Engagement

Community Engagement: Listening to the community and providing a place for comments and updates will help to keep the work of this Plan in line with the wishes of the community. The “Advocate” could determine how best to engage and report to the community. Keeping the community invested in the work will ensure their continued support, which is key to the future success of the recommendations of the Master Plan.

Planning Partners: Many proposed projects and improvements recommended in this Plan occur along roadways owned and maintained by local transportation partners including IDOT, Madison County, MCT, the Township, and the city of Troy. The Township should maintain open communications with these planning partners to be sure that any infrastructure development within the Township happens cohesively. By keeping an open dialogue, the Township can ensure that the recommendations of this Plan are considered early in future planning and design projects by others.



6.3 Funding:

Utilizing the various funding sources for alternative transportation projects allows the Township to maximize development while limiting the impact on the community’s available funds. Possible funding sources include:

Federal funding programs such as RAISE, Highway Safety Improvement Program, and Safe Streets 4 All are available for the development of transportation projects critical to the region or that offer significant safety improvements to the transportation network.

East-West Gateway’s grant programs such as CMAQ, STP-S, and TAP are offered each year and can be used for projects on roadways with alternative transportation components. The programs typically offer funding for 80% of project costs for awarded projects.

The State of Illinois administers several grant opportunities such as the Recreational Trails Program, Illinois Transportation Enhancement Program, Safe Routes to School, Bike Path Grant Program, Community Development Block Grant, Park and Recreational Facility Construction Grant, Open Space and Lands Acquisition and Development, Land and Water Conservation Fund, and several other Department of Commerce and Economic Opportunity programs.

MEPRD and ACT also offer grants for trail development meant to complement grant-funded projects. Their grants can help municipalities with their portion of the local match for both state and federally funded projects.

Special taxing districts can be used to create additional funding. Business Districts have a special sales tax rate that can be used to generate construction funds for projects. Other districts could include TIF to collect property taxes for infrastructure projects and Enterprise Zones to abate sales tax on construction materials.



The logo for Jarvis Township features a stylized bicycle wheel and frame in dark red and black. The word "Jarvis" is written in a dark red serif font, and "Township" is written in a larger, bold dark red serif font. Below this, the words "Bicycle Master Plan" are written in a teal, italicized serif font.

Jarvis  
Township  
*Bicycle Master Plan*

# **Appendix**

## **Appendix**

### **A1 Master Plan Maps**

A1.1 Jarvis Township Bicycle Master Plan Map

A1.2 Priority Corridors Bicycle Master Plan Map

### **A2 Recommendations for Improvements**

A2.1 Silver Creek Trail Extension

Concept Plan, typical section, cost estimate

IDOT Coordination

A2.2 Country Lane Connector

Concept Plan, typical section, cost estimate

A2.3 Stonebriar Connector

Concept Plan, typical section, cost estimate

A2.4 Secondary Corridors

Concept Plan

A2.5 Frequently Biked Roadways

Concept Plan

### **A3 Public Engagement**

A3.1 Community Survey and Results

A3.2 Open House Feedback Boards

A3.3 Ads and Pictures

### **A4 Resolution for Master Plan Adoption**

## **Appendix**

### **A1 Master Plan Maps**

[A1.1 Jarvis Township Bicycle Master Plan Map](#)

[A1.2 Priority Corridors Bicycle Master Plan Map](#)

# Appendix

## A1 Master Plan Maps

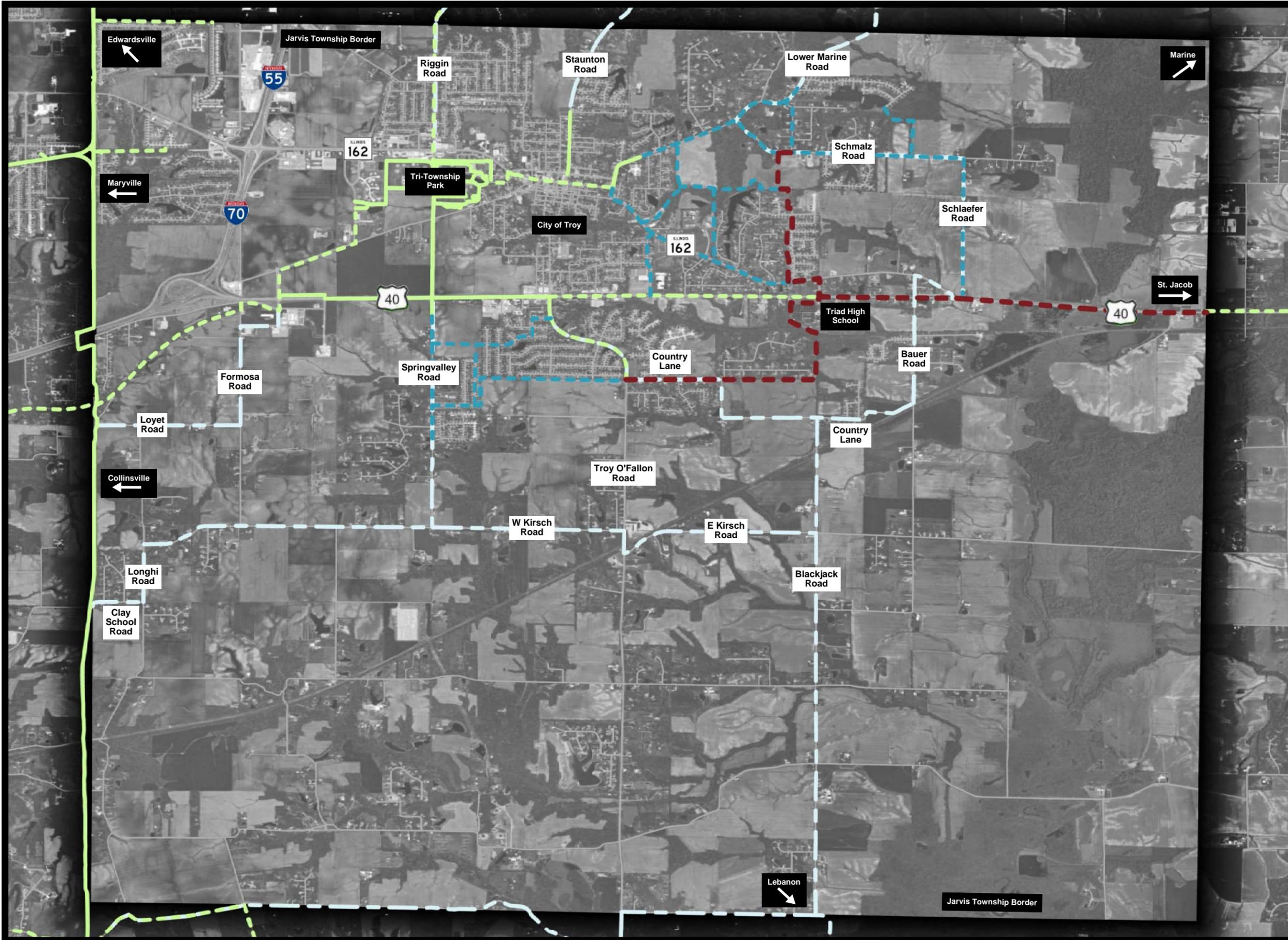
### A1.1 Jarvis Township Bicycle Master Plan Map



# TOWNSHIP MAP

## Legend

- - - PRIMARY CORRIDORS
- - - SECONDARY CORRIDORS
- EXISTING TRAILS
- - - FUTURE TRAILS BY OTHERS
- - - FREQUENTLY BIKED ROADWAYS

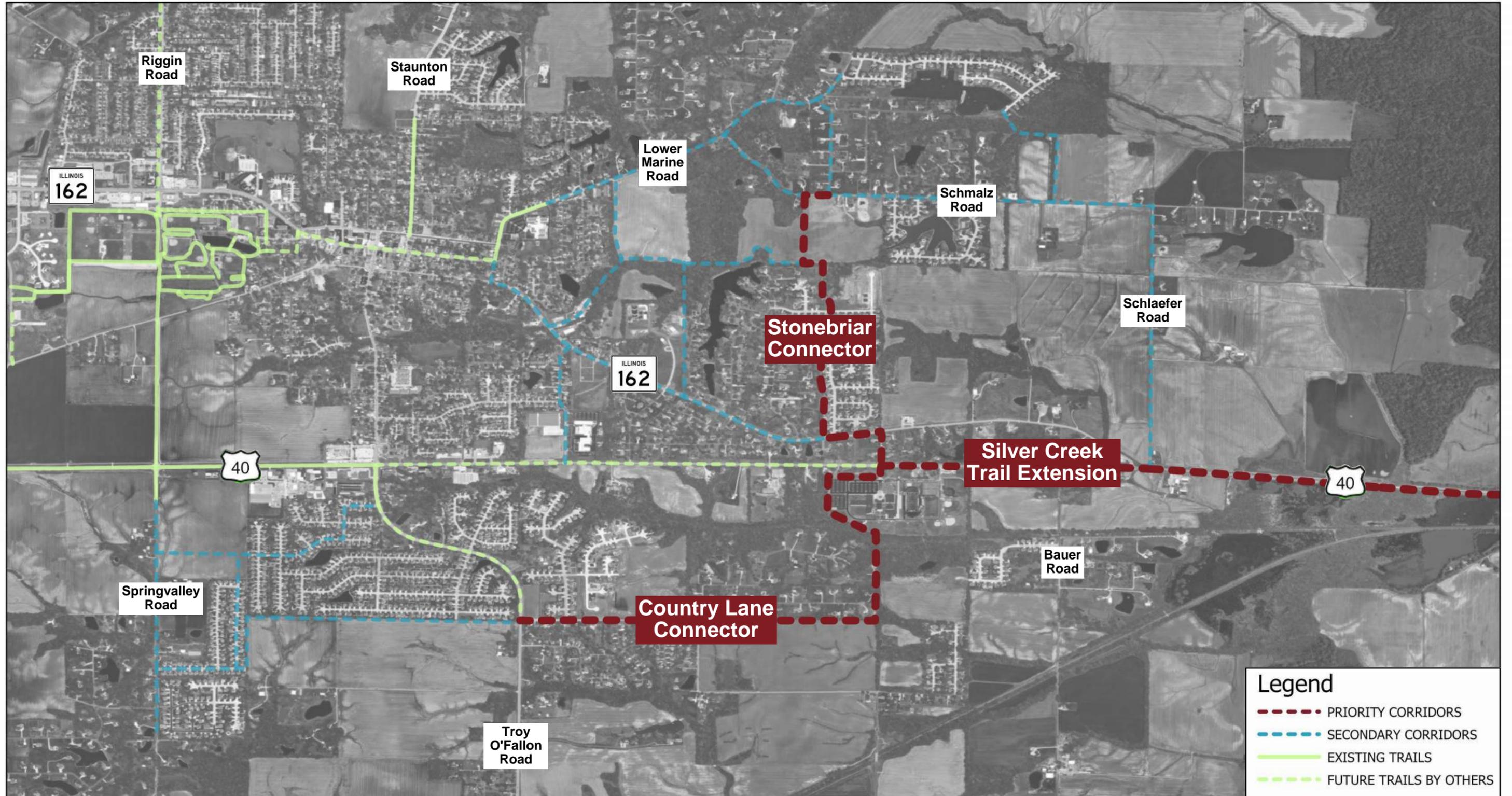


## **Appendix**

### **A1 Master Plan Maps**

#### A1.2 Priority Corridors Bicycle Master Plan Map

# PRIORITY CORRIDORS



## **Appendix**

### **A2 Recommendations for Improvements**

#### A2.1 Silver Creek Trail Extension

Concept plan, typical section, cost estimate

IDOT Coordination

#### A2.2 Country Lane Connector

Concept plan, typical section, cost estimate

#### A2.3 Stonebriar Connector

Concept plan, typical section, cost estimate

#### A2.4 Secondary Corridors

Concept Plan

#### A2.5 Frequently Biked Roadways

Concept Plan

## **Appendix**

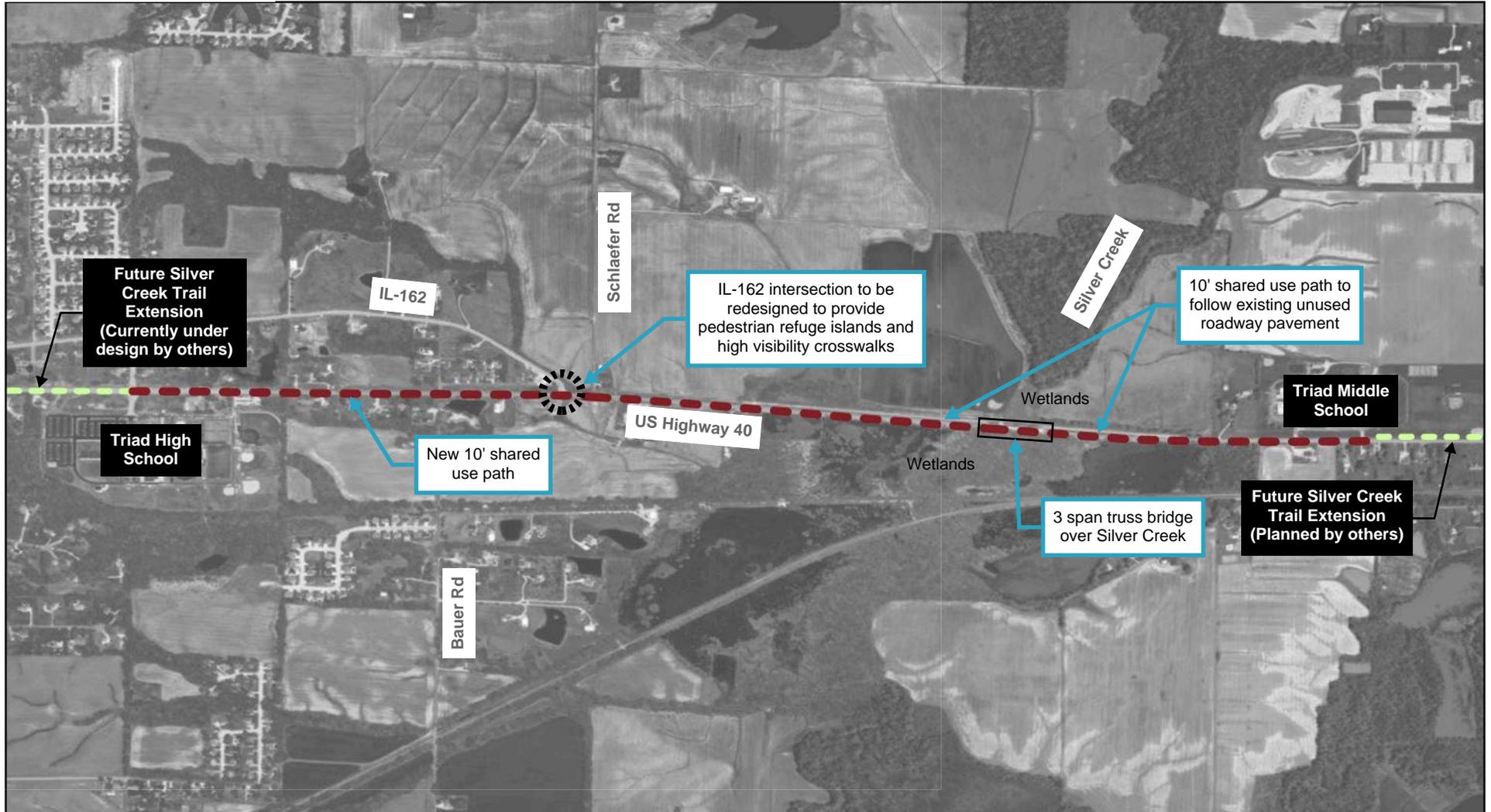
### **A2 Recommendations for Improvements**

#### A2.1 Silver Creek Trail Extension

Concept plan, typical section, cost estimate

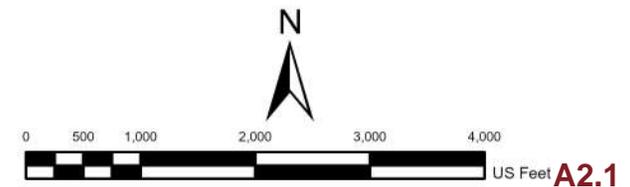
IDOT Coordination

# Silver Creek Trail Extension Triad High School to Triad Middle School



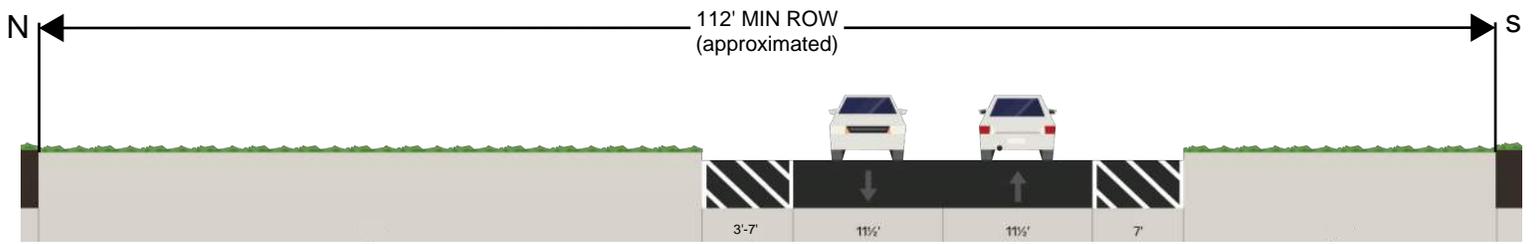
## Legend

- - - PRIMARY CORRIDORS
- - - FUTURE TRAILS BY OTHERS



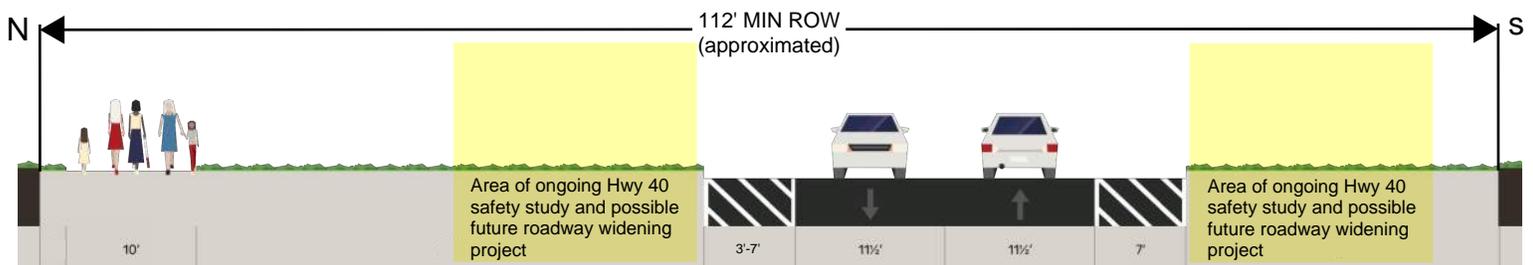
# Silver Creek Trail Extension US Highway 40

## Existing Conditions



A 23' wide roadway with 3'-7' wide shoulders on each side. US Highway 40 varies in ROW width. At its narrowest, there is 112' of ROW.

## Proposed Improvements



A 10' shared use path on the north side of the roadway.

**Estimate of Construction Costs  
Silver Creek Trail Extension**

Project Sponsor: Jarvis Township  
 Project Title: Jarvis Township Bicycle Master Plan  
 Section Length: 10,865' (2.06 miles)  
 Date:  
 Description: Add a new 10' shared use path along the north side of US 40 from Bethany Dr to Triad Middle School.

**Path and Sidewalk Items**

Item	Quantity	Unit	Unit Price	Amount
NEW SHARED USE PATH	10225	FOOT	\$105.00	\$1,073,625.00
<b>PATH AND SIDEWALK ITEMS SUBTOTAL</b>				<b>\$1,074,000.00</b>

**Roadway Items**

Item	Quantity	Unit	Unit Price	Amount
ROADWAY REMOVAL	3370	SQ YD	\$40.00	\$134,800.00
<b>ROADWAY ITEMS SUBTOTAL</b>				<b>\$135,000.00</b>

**Intersection Items**

Item	Quantity	Unit	Unit Price	Amount
CROSSWALK PAINTED	5	EACH	\$1,000.00	\$5,000.00
NEW DRIVEWAY/ENTRANCE	2	EACH	\$5,000.00	\$10,000.00
REMOVE & REPLACE DRIVEWAY/ENTRANCE	9	EACH	\$6,500.00	\$58,500.00
NEW ADA COMPLIANT CURB RAMPS	10	EACH	\$3,000.00	\$30,000.00
<b>INTERSECTION ITEMS SUBTOTAL</b>				<b>\$104,000.00</b>

**Amenity Items**

Item	Quantity	Unit	Unit Price	Amount
BOLLARDS	30	EACH	\$1,500.00	\$45,000.00
<b>AMENITY SUBTOTAL</b>				<b>\$45,000.00</b>

**Miscellaneous Items**

Item	Quantity	Unit	Unit Price	Amount
MODIFIED SOILS	10225	FOOT	\$10.00	\$102,250.00
SIGN OR MAILBOX RELOCATION	13	EACH	\$400.00	\$5,200.00
TIMBER CLEARING (NEAR SILVER CREEK & ACROSS FROM HS)	1	ACRE	\$10,000.00	\$10,000.00
ADDITIONAL EARTHWORK	110	CU YD	\$30.00	\$3,300.00
FENCE	640	FOOT	\$100.00	\$64,000.00
<b>MISCELLANEOUS ITEM SUBTOTAL</b>				<b>\$185,000.00</b>

**Utility and Property Items**

Item	Quantity	Unit	Unit Price	Amount
UTILITY POLE RELOCATION	1	EACH	\$15,000.00	\$15,000.00
NEW STORMSEWER PIPE	440	FOOT	\$80.00	\$35,200.00
NEW STORMSEWER STRUCTURE	1	EACH	\$2,500.00	\$2,500.00
<b>UTILITY AND PROPERTY SUBTOTAL</b>				<b>\$53,000.00</b>

**Special Items**

Item	Quantity	Unit	Unit Price	Amount
BRIDGE (SILVER CREEK)	1	EACH	\$3,750,000.00	\$3,750,000.00
WETLAND MITIGATION	1	EACH	\$20,000.00	\$20,000.00
IL-162 INTERSECTION MODIFICATION	1	EACH	\$80,000.00	\$80,000.00
<b>SPECIAL ITEM SUBTOTAL</b>				<b>\$3,850,000.00</b>

<b>Items Subtotal</b>	<b>\$5,446,000.00</b>
<b>Contingency (30%)</b>	<b>\$1,635,000.00</b>
<b>Misc. Utility Relocation and Adjustments (1%)</b>	<b>\$35,000.00</b>
<b>Traffic Control and Mobilization (6%)</b>	<b>\$200,000.00</b>
<b>Construction Administration and Inspection (10%)</b>	<b>\$335,000.00</b>
<b>Design (20%)</b>	<b>\$665,000.00</b>
<b>Project Total *</b>	<b>\$8,316,000.00</b>



## Topic 2: Old Highway Alignment

1. IDOT uses the old pavement for maintenance and inspection of the bridges – equipment can be heavier
  - Any trail along these segments should be designed to withstand heavier construction equipment for maintenance to the bridges
2. Built in 1920s - 1940s.
3. IDOT does not think there is a formal agreement with the adjacent property owners for use.
4. If the culverts are extended, they would have to be sized and replaced.
  - Will likely need to be upsized
  - Part under US 40 would be IDOT/ Part under trail would be Township(s).
  - Might want a manhole at jurisdiction change location
5. If fill is in the wetland, it would need to be permitted through OWR.
6. Tree removal will likely be needed east of Silver Creek.
  - Trees would need to be replaced at 3:1 ratio on State ROW.

## Topic 3: Bridges over Silver Creek

1. Possible roadway and trail layouts were proposed for sharing the existing structures
  - Could use existing 40' width.
  - Could widen bridge to incorporate a trail while keeping a shoulder on the opposite side of the roadway.
2. IDOT stated that a separate structure may be the desired route for the trail to ensure that the trail is not impacted by future plans to widen US 40.
3. An alternative would be for this to be an interim solution
  - IDOT would want preliminary assurance of OWR approval of an eventual separate structure.
    - Oates can contact Phil Coppernoll for more information on the OWR process.
4. IDOT would need to start an internal conversation for review of feasibility for utilizing the existing structures
  - Rich Barbee and Joe Monroe need to be involved.
  - A memo to the team will be provided
    - To be delivered to the townships for inclusion in their bicycle plans by early 2025

## Topic 4: IL-4 Interchange

1. Existing abutments along north side of US 40
  - Considering modifying the slope wall to a closed abutment on the north side to provide room for a SUP.
    - Any proposed changes to an IDOT bridge would need to be reviewed by the Bridge Office.
    - Feasibility involves whether abutments are on spread footings or piers
    - IDOT will forward bridge plans but the district decides on willingness.
  - Mayor Schierer discussed a different alignment through the old Troy Garage Store property.
    - A tunnel at this location could be a possibility if the abutment modification option is considered infeasible.
2. Utilizing Connector Loop to Route 4.
  - Property within the inner loop is maintained by IDOT
  - No concerns utilizing this inner loop for a tunnel connection
3. Utilizing IL-4 overpass structure.
  - It was noted that this route has too much truck traffic to be considered recommended for any bicycle facility

# Meeting Minutes

- 20% truck traffic
- If trucks need to pull off the roadway, they often utilize the bridges shoulders since there is a lack of shoulders elsewhere along the alignment.
- Maintenance jurisdiction concerns if the trail was on the IDOT structure.
- IDOT stated that a separate structure is likely required.

## **Topic 5: Pedestrian Access at St. Jacob**

1. There are currently no pedestrian crossings of US 40 in the Village
2. Survey shows that the community desires pedestrian facilities to allow for crossings.
3. Douglas Intersection
  - IDOT wonders if there is room along Douglas for a SUP.
    - Might be room for shared the road with a sidewalk.
  - There are RR gates but no pedestrian crossings.
    - ICC order required for a new crossing location
  - District is not opposed to putting in sidewalks but they will need to have a destination
  - The intersection signals are interconnected with the railroad signals
  - IDOT suggests discussions with CSX regarding pedestrian crossing of the railroad tracks feasibility should begin before approval from IDOT will be granted.
    - Hunter Purcell is a good contact with CSX - 618-367-1479
4. Bridge feasibility
  - There were no mentioned restrictions on the feasibility of a grade separated crossing
  - Location Suggestions
    - IDOT discussed bridge crossing west of the Village.
    - St. Jacob mentioned a bridge east of the Village.
    - Property acquisition will be required for either.
    - East might be better to accommodate growth.
  - US 40 is access controlled at the Village

## **Topic 6: Other IDOT Routes**

1. IL-162
  - This ROW is narrow.
2. IL-4
  - Too much truck traffic
  - Wide shoulders could be allowed but ditches might be undersized.
  - Review of IDOT's bicycle map is recommended – (follow up: IL 4 is not recommended for bicycle travel from Lebanon to Marine)
3. Highland Road
  - Old, original US 40 route.
  - Two solar farms going in.
  - IDOT is interested in a jurisdictional transfer of this road.
4. Ellis Road to IL-160
  - From Highland Road to IL-160 is the County's jurisdiction
  - IDOT is interested in a jurisdictional transfer of this road.

# Meeting Minutes

## Key Takeaways:

- The alignment is a feasible option
- The alignment should be located as far away from the existing roadway as possible to limit future needs to move the trail
- The alignment may utilize the existing old roadbed for an alignment as no agreements or use is known.
- The alignment may be able to utilize the existing bridges over Silver Creek – IDOT to review internally.
  - o IDOT recommends looking into feasibility of separate structure through OWR
- Modifications to the bridge abutments at IL-4 interchange is considered feasible enough to explore further – IDOT to review internally once type of abutment is known
- Utilizing the IL-4 bridge for a crossing would very likely not be allowed and this alignment option should not be considered.
- IDOT will likely not approve an at-grade pedestrian crossing at the Douglas intersection without approval of a pedestrian crossing from the railroad first.
- Any work along Highland Road and Ellis Road will likely result in a request for jurisdictional transfer of these roadways.
- IL-4 is not a recommended bicycle facility route
- IL-162 has ROW concerns for bicycle facilities, but no other concerns were raised.

## Action Items:

- **Oates**
  - o Provide IDOT the exhibits used during the meeting (included)
  - o Review IL-4 bridge abutments for feasibility
    - Follow up – the abutments are on piles, an excerpt from the plan sheets is included with these minutes
  - o Request utility maps
  - o Document the need for or initiate conversations with the CSX and OWR
- **IDOT**
  - o Initiate internal conversations regarding general alignment approval through Highland
    - Include consideration of the typical section in the areas where there is existing unused pavement near the bridges
  - o Initiate internal conversations regarding the use of the bridges over Silver Creek
  - o Initiate conversations about the feasibility of the modified IL-4 bridge abutments
  - o Provide Memos or decisions regarding the above topics to the townships via Oates Associates in January of 2025.
-



Outlook

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**RE: Jarvis and St. Jacob Township Bicycle Master Plans - IDOT coordination meeting minutes and action items**

---

**From** Brase, Tiffany T <Tiffany.Brase@illinois.gov>

**Date** Thu 2/6/2025 11:13 AM

**To** Jody Shaw <Jody.Shaw@oatesassociates.com>

**Cc** Karen Geldert <karen.geldert@oatesassociates.com>; supervisor@jarvistownship.com <supervisor@jarvistownship.com>; Barbee, Richard O <Richard.Barbee@illinois.gov>; Poettker, Craig S <Craig.Poettker@illinois.gov>; Tom Cissell <Tom.Cissell@oatesassociates.com>; griche@msn.com <griche@msn.com>; Richard Schiefer <richard.schiefer@gmail.com>; sr3252@aol.com <sr3252@aol.com>

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Jody –

The District will not consider the idea of utilizing the existing structure. The SUP needs to be a separate structure for the local agency to maintain.

Thank you,

*Tiffany Brase*

*Studies & Plans Engineer*

*Illinois Department of Transportation - District 8*

*Phone: 618/346-3175*

[Tiffany.Brase@illinois.gov](mailto:Tiffany.Brase@illinois.gov)

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**From:** Jody Shaw <Jody.Shaw@oatesassociates.com>

**Sent:** Friday, January 31, 2025 11:35 AM

**To:** Brase, Tiffany T <Tiffany.Brase@illinois.gov>

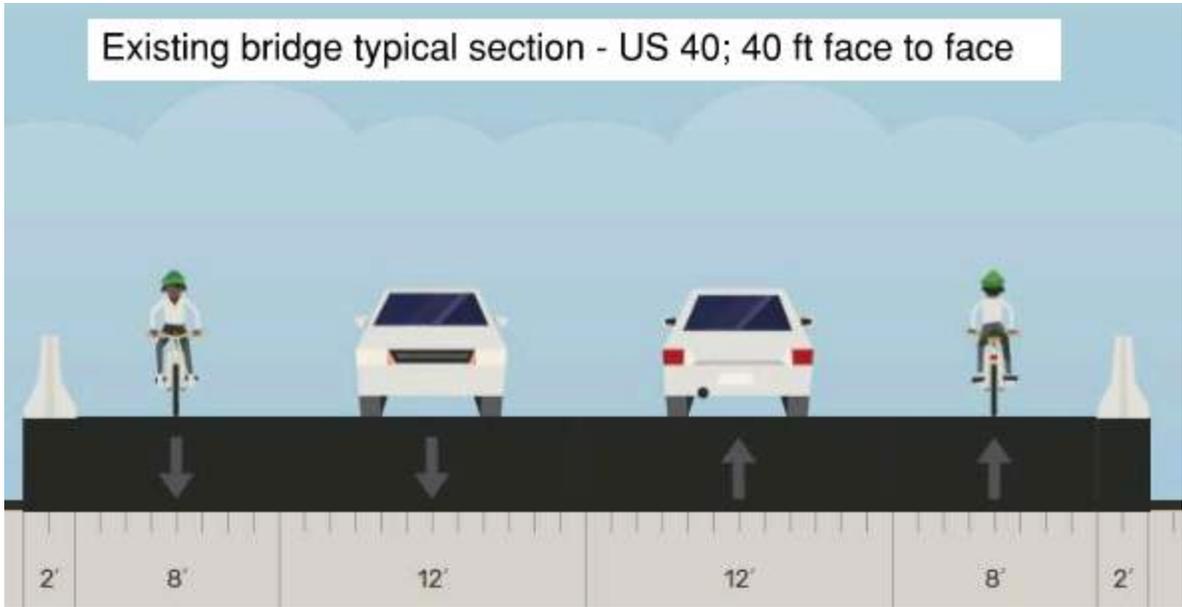
**Cc:** Karen Geldert <karen.geldert@oatesassociates.com>; supervisor@jarvistownship.com; Barbee, Richard O <Richard.Barbee@illinois.gov>; Poettker, Craig S <Craig.Poettker@illinois.gov>; Tom Cissell <Tom.Cissell@oatesassociates.com>; griche@msn.com; Richard Schiefer <richard.schiefer@gmail.com>; sr3252@aol.com

**Subject:** [External] RE: Jarvis and St. Jacob Township Bicycle Master Plans - IDOT coordination meeting minutes and action items

Tiffany,

Thank you very much for the response on this and the work that you and the District have done to further our planning process. The information you provided is very helpful!

I have one question for clarity regarding the bridges across Silver Creek on Hwy 40. Does the district have an opinion at this time as to whether a shared use path and subsequent physical barrier would be considered feasible or would be considered something the District would be willing to consider on these bridges. The image below shows a preliminary concept.



Thank you for any added clarity,

**JODY SHAW, PE**

*OATES Associates - Project Manager*

**D:** 618.769.3451

**C:** 618.691.9406

---

**From:** Brase, Tiffany T <[Tiffany.Brase@illinois.gov](mailto:Tiffany.Brase@illinois.gov)>

**Sent:** Wednesday, January 29, 2025 8:57 AM

**To:** Jody Shaw <[Jody.Shaw@oatesassociates.com](mailto:Jody.Shaw@oatesassociates.com)>

**Cc:** Karen Geldert <[karen.geldert@oatesassociates.com](mailto:karen.geldert@oatesassociates.com)>; [supervisor@jarvistownship.com](mailto:supervisor@jarvistownship.com); Barbee, Richard O <[Richard.Barbee@illinois.gov](mailto:Richard.Barbee@illinois.gov)>; Poettker, Craig S <[Craig.Poettker@illinois.gov](mailto:Craig.Poettker@illinois.gov)>; Tom Cissell <[Tom.Cissell@oatesassociates.com](mailto:Tom.Cissell@oatesassociates.com)>; [griche@msn.com](mailto:griche@msn.com); Richard Schiefer <[richard.schiefer@gmail.com](mailto:richard.schiefer@gmail.com)>

**Subject:** RE: Jarvis and St. Jacob Township Bicycle Master Plans - IDOT coordination meeting minutes and action items

**Caution:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jody –

Sorry for the delay in response. I saw your first email and it got lost.

We did discuss options.

The SUP can be within IDOT ROW; however, it needs to be as close to the ROW line as possible. This will mean addressing culverts, changes in the wetland areas and drainage and any other impacts to the ROW. IDOT does not want our existing structures widened on IL 4. The SUP will have to be on it's own structure(s). IDOT does not want to allow the SUP on the existing structures even on a temporary basis. IDOT is willing to consider modifications at the abutment of the IL 4 structure over US 40. A design would need to be submitted for review.

Thank you,

*Tiffany Brase*

*Studies & Plans Engineer*

*Illinois Department of Transportation - District 8*

*Phone: 618/346-3175*

[Tiffany.Brase@illinois.gov](mailto:Tiffany.Brase@illinois.gov)

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**From:** Jody Shaw <[Jody.Shaw@oatesassociates.com](mailto:Jody.Shaw@oatesassociates.com)>

**Sent:** Wednesday, January 22, 2025 10:51 AM

**To:** Brase, Tiffany T <[Tiffany.Brase@illinois.gov](mailto:Tiffany.Brase@illinois.gov)>

**Subject:** [External] RE: Jarvis and St. Jacob Township Bicycle Master Plans - IDOT coordination meeting minutes and action items

Tiffany,

Can you send me a quick update on the progress from our meeting last November on Hwy 40 in Jarvis and St. Jacob Townships?

For reference, I've included the action items from the meeting (in an email below) as well as the attachments from the original email.

Our next step is to host the open houses for the bike plans, but I don't want to go to those without up-to-date knowledge on this corridor.

Thanks!

---

**JODY SHAW, PE**

*OATES Associates - Project Manager*

**D:** 618.769.3451

**C:** 618.691.9406

---

**From:** Jody Shaw

**Sent:** Tuesday, January 14, 2025 5:17 PM

**To:** 'Brase, Tiffany T' <[Tiffany.Brase@illinois.gov](mailto:Tiffany.Brase@illinois.gov)>; 'craig.poettker@illinois.gov' <[craig.poettker@illinois.gov](mailto:craig.poettker@illinois.gov)>; 'Stumpf, RuAnna M' <[RuAnna.Stumpf@illinois.gov](mailto:RuAnna.Stumpf@illinois.gov)>; Tom Cissell <[Tom.Cissell@oatesassociates.com](mailto:Tom.Cissell@oatesassociates.com)>; Karen Geldert <[karen.geldert@oatesassociates.com](mailto:karen.geldert@oatesassociates.com)>; 'supervisor@jarvistownship.com' <[supervisor@jarvistownship.com](mailto:supervisor@jarvistownship.com)>; 'Richard Schiefer' <[richard.schiefer@gmail.com](mailto:richard.schiefer@gmail.com)>; 'griche@msn.com' <[griche@msn.com](mailto:griche@msn.com)>

**Cc:** 'sr3252@aol.com' <[sr3252@aol.com](mailto:sr3252@aol.com)>; Abby Nissen <[abby.nissen@oatesassociates.com](mailto:abby.nissen@oatesassociates.com)>

**Subject:** RE: Jarvis and St. Jacob Township Bicycle Master Plans - IDOT coordination meeting minutes and action items

Tiffany,

Happy New Year! I hope you are doing well and had a good holiday season.

We are looking to host Open Houses for both St. Jacob and Jarvis Township Bicycle Master Plans in the Spring but before we work on scheduling anything, I wanted to touch base with you and the Department on the results from our meeting back in November. If my memory is correct, you thought you might get answers on the Action Items listed below around the first of the year.

Would you mind sharing an update with the team on the progress of the items?

Thanks so much for your time and consideration,

---

**JODY SHAW, PE**

*OATES Associates - Project Manager*

**D:** 618.769.3451

**C:** 618.691.9406

---

**From:** Jody Shaw

**Sent:** Friday, November 8, 2024 1:12 PM

**To:** Brase, Tiffany T <[Tiffany.Brase@illinois.gov](mailto:Tiffany.Brase@illinois.gov)>; [craig.poettker@illinois.gov](mailto:craig.poettker@illinois.gov); Stumpf, RuAnna M <[RuAnna.Stumpf@illinois.gov](mailto:RuAnna.Stumpf@illinois.gov)>; Tom Cissell <[Tom.Cissell@oatesassociates.com](mailto:Tom.Cissell@oatesassociates.com)>; Karen Geldert

<[karen.geldert@oatesassociates.com](mailto:karen.geldert@oatesassociates.com)>; [supervisor@jarvistownship.com](mailto:supervisor@jarvistownship.com); Richard Schiefer

<[richard.schiefer@gmail.com](mailto:richard.schiefer@gmail.com)>; [griche@msn.com](mailto:griche@msn.com)

Cc: [sr3252@aol.com](mailto:sr3252@aol.com)

**Subject:** Jarvis and St. Jacob Township Bicycle Master Plans - IDOT coordination meeting minutes and action items

Everyone,

Attached are the minutes from our meeting this week. Please review and let me know if you have any additions or corrections.

Included in the minutes is a "key takeaways" summary as well as a list of action items. I have copied the action items below in this email for ease of viewing. As noted in the action items under Oates, I am attaching the exhibits from our meeting for IDOT use in internal review and meetings. Also attached is an excerpt from the IL-4 bridge plans showing piers for the abutment supports.

Thank you everyone again for attending and working forward on this project with us.

### **Action Items:**

- **Oates**
  - Provide IDOT the exhibits used during the meeting (included)
  - Review IL-4 bridge abutments for feasibility
    - Follow up – the abutments are on piles, an excerpt from the plan sheets is included with these minutes
  - Request utility maps
  - Document the need for or initiate conversations with the CSX and OWR
- **IDOT**
  - Initiate internal conversations regarding general alignment approval through Highland
    - Include consideration of the typical section in the areas where there is existing unused pavement near the bridges
  - Initiate internal conversations regarding the use of the bridges over Silver Creek
  - Initiate conversations about the feasibility of the modified IL-4 bridge abutments
  - Provide Memos or decisions regarding the above topics to the townships via Oates Associates in January of 2025.

**JODY SHAW, PE**

*Project Manager*

O 618.345.2200 • D 618.769.3451 • C 618.691.9406



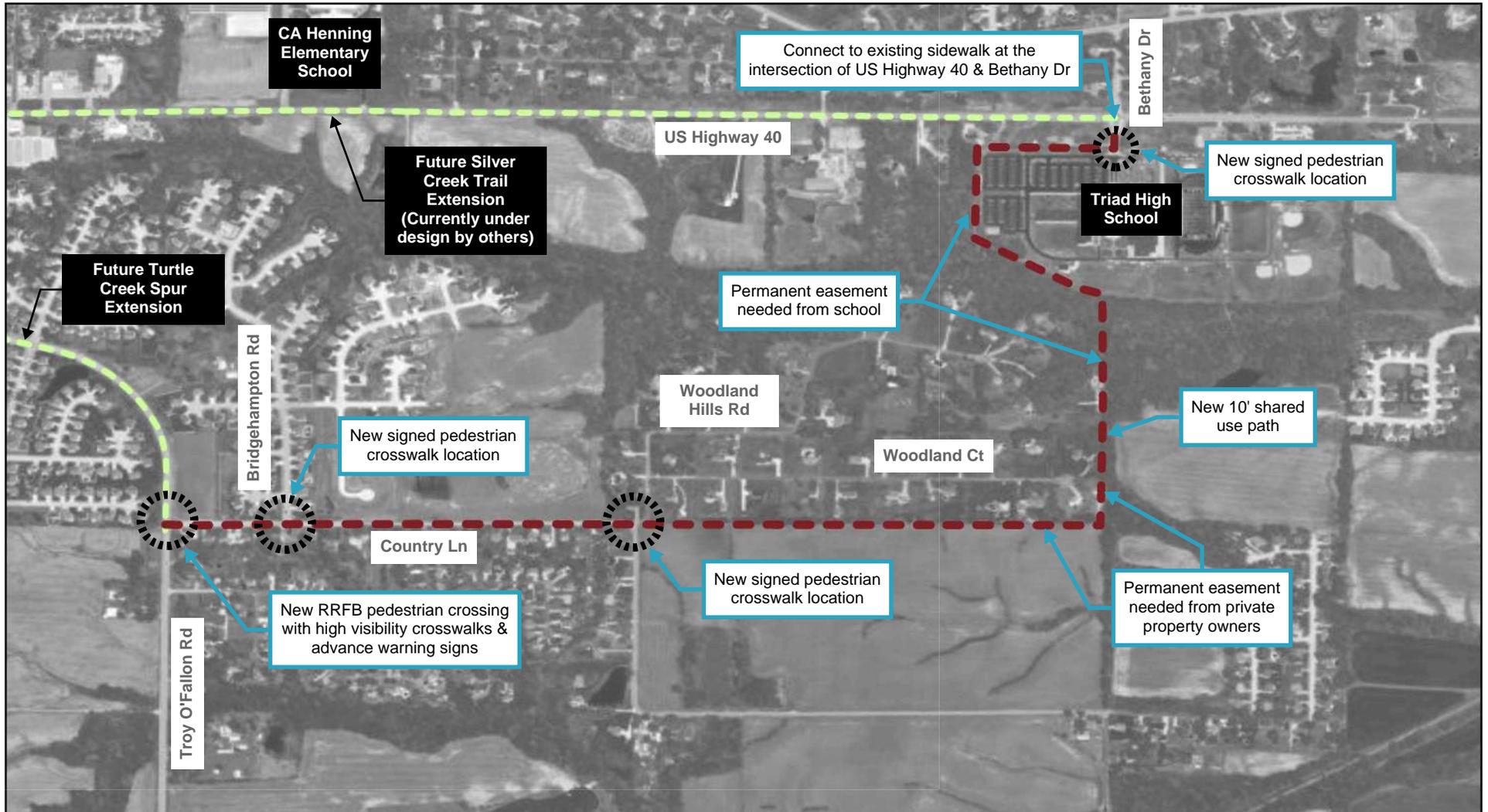
## **Appendix**

### **A2 Recommendations for Improvements**

#### A2.2 Country Lane Connector

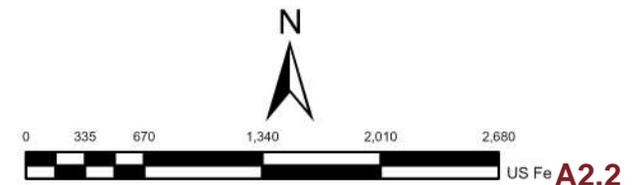
Concept plan, typical section, cost estimate

# Country Lane Connector Troy O'Fallon Road To Silver Creek Trail



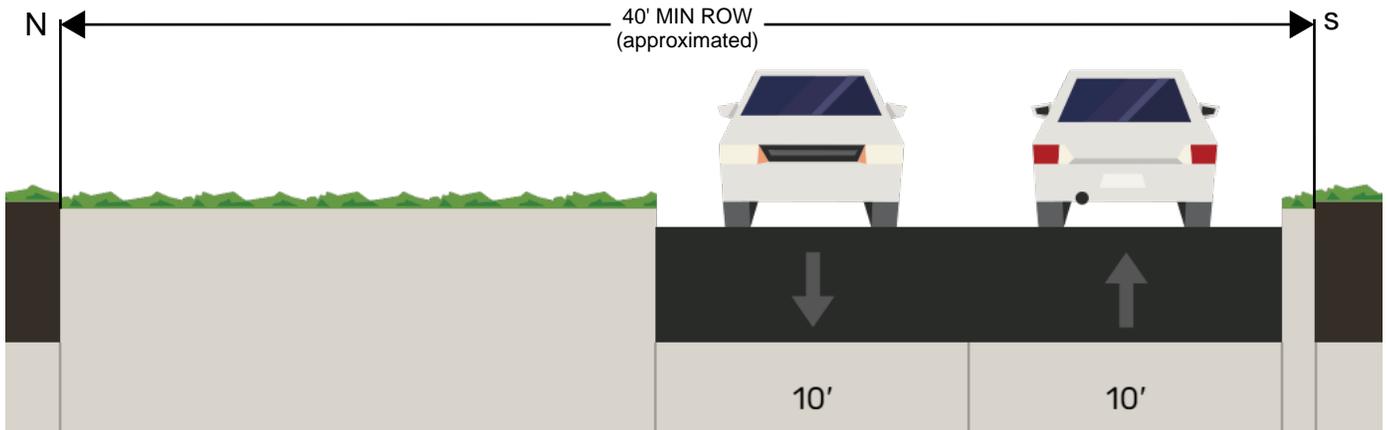
## Legend

- - - PRIMARY CORRIDORS
- - - FUTURE TRAILS BY OTHERS



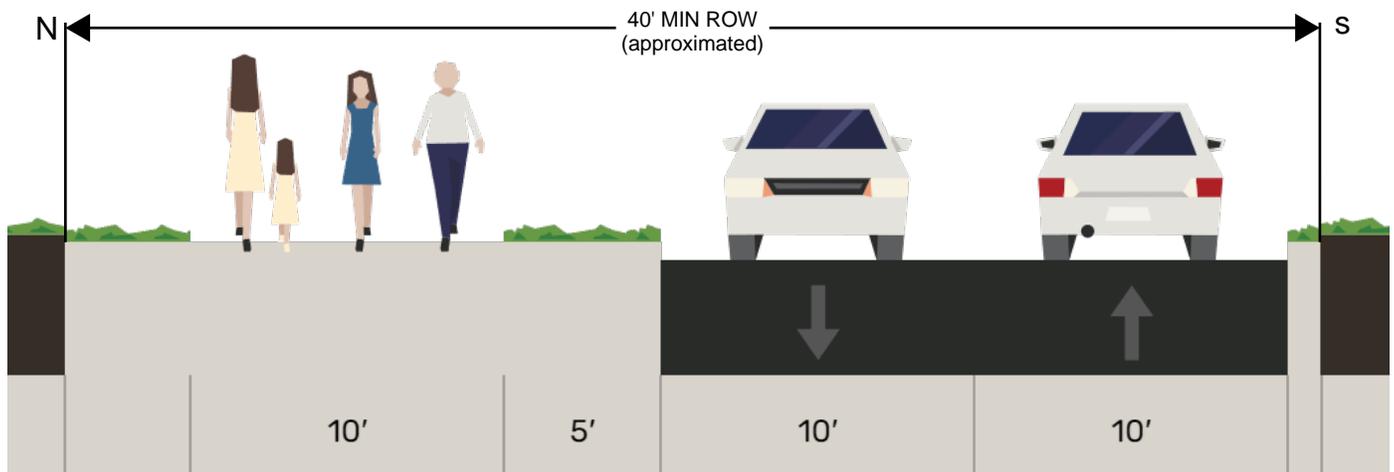
# Country Lane Connector Country Lane

## Existing Conditions



A 20' wide roadway. Country Lane varies in ROW width. At its narrowest, there is 40' of ROW.

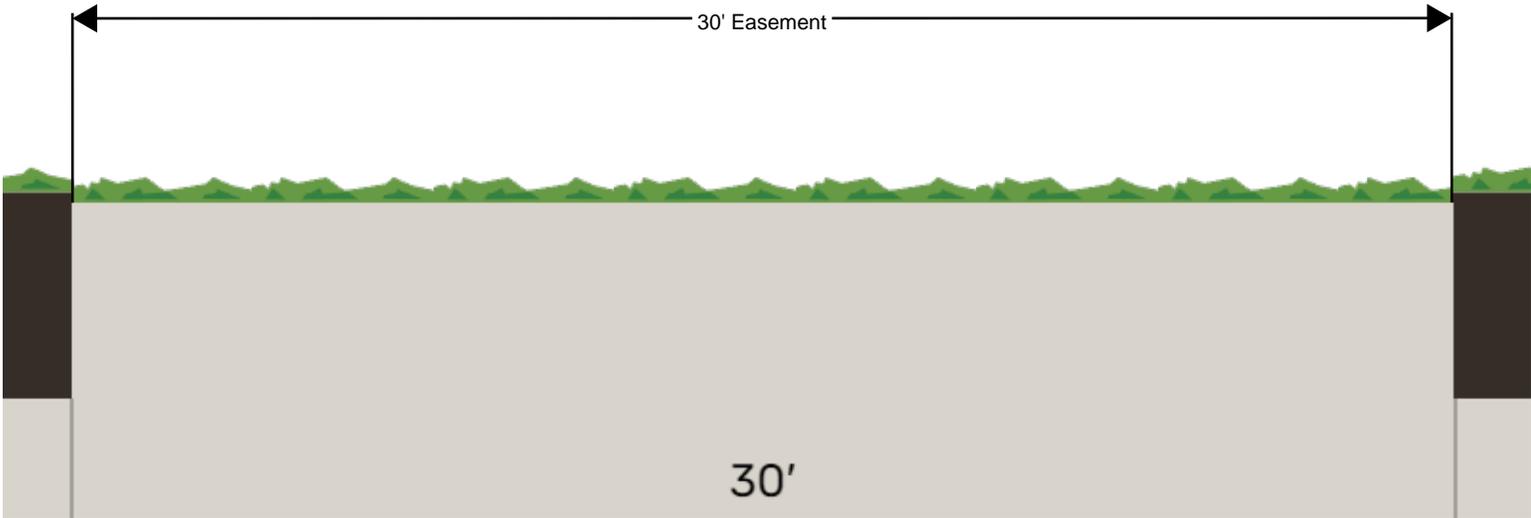
## Proposed Improvements



An 8'-10' shared use path on the north side with a minimum 5' buffer between the path and roadway.

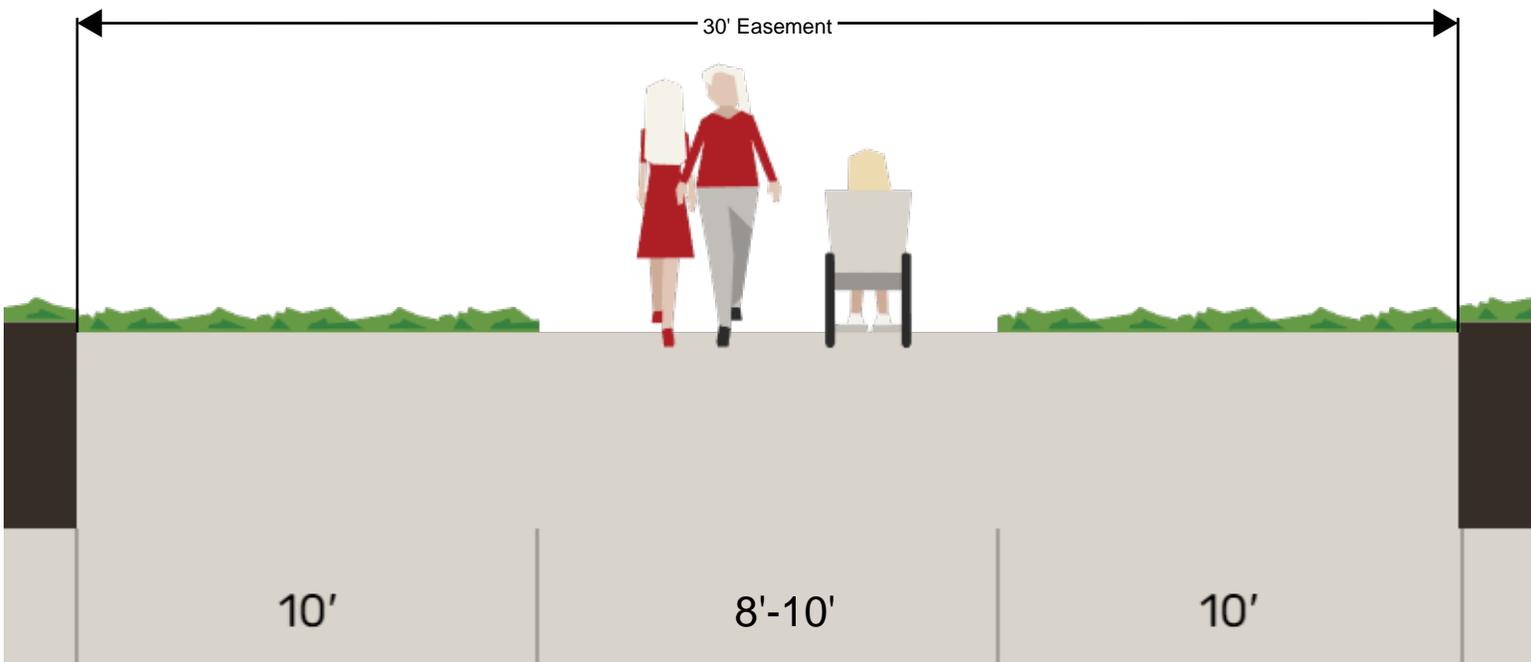
# Country Lane Connector Triad School Property

## Existing Conditions



A minimum 28'-30' permanent easement is required where the shared use path travels through properties without ROW.

## Proposed Improvements



**Estimate of Construction Costs  
Country Lane Connector**

Project Sponsor:	Jarvis Township
Project Title:	Jarvis Township Bicycle Master Plan
Section Length:	9,700' (1.84 miles)
Date:	
Description:	Add a new 10' shared use path along the north side of Country Ln from Troy O'Fallon Rd to Woodland Hills Rd. The SUP will then travel along the south side of the residential properties on Woodland Ct. before turning north & following the east side of residential properties. The SUP will then travel along the west of school property until it wraps around the school parking lot and ties into Bethany Dr. The path will cross Bethany Dr near the parking lot and continue north where it will terminate at the intersection of Bethany Dr and US Highway 40

Path and Sidewalk Items				
Item	Quantity	Unit	Unit Price	Amount
NEW SHARED USE PATH	9700	FOOT	\$105.00	\$1,018,500.00
<b>PATH AND SIDEWALK ITEMS SUBTOTAL</b>				<b>\$1,019,000.00</b>

Roadway Items				
Item	Quantity	Unit	Unit Price	Amount
<b>ROADWAY ITEMS SUBTOTAL</b>				<b>\$0.00</b>

Intersection Items				
Item	Quantity	Unit	Unit Price	Amount
CROSSWALK PAINTED	4	EACH	\$1,000.00	\$4,000.00
RRFB (TROY O'FALLON RD CROSSING)	1	PER SET	\$15,000.00	\$15,000.00
PUSH BUTTON ACTIVATION	1	EACH	\$50,000.00	\$50,000.00
NEW ADA COMPLIANT CURB RAMPS	6	EACH	\$3,000.00	\$18,000.00
REMOVE & REPLACE ADA COMPLIANT CURB RAMPS	2	EACH	\$5,000.00	\$10,000.00
<b>INTERSECTION ITEMS SUBTOTAL</b>				<b>\$97,000.00</b>

Amenity Items				
Item	Quantity	Unit	Unit Price	Amount
TREES	19	EACH	\$500.00	\$9,500.00
BOLLARDS	8	EACH	\$1,500.00	\$12,000.00
<b>AMENITY SUBTOTAL</b>				<b>\$22,000.00</b>

Miscellaneous Items				
Item	Quantity	Unit	Unit Price	Amount
MODIFIED SOILS	9700	FOOT	\$10.00	\$97,000.00
RETAINING WALL (NORTH OF SCHOOL PARKING LOT)	570	FOOT	\$300.00	\$171,000.00
SIGN OR MAILBOX RELOCATION	5	EACH	\$400.00	\$2,000.00
TREE CLEARING	19	EACH	\$500.00	\$9,500.00
TIMBER CLEARING (EAST OF RESIDENTIAL PROPERTIES & SOUTH OF SCHOOL)	1.6	ACRE	\$10,000.00	\$16,000.00
ADDITIONAL EARTHWORK (EARTHWORK REMOVAL AT RETAINING WALL)	630	CU YD	\$30.00	\$18,900.00
<b>MISCELLANEOUS ITEM SUBTOTAL</b>				<b>\$314,000.00</b>

Utility and Property Items				
Item	Quantity	Unit	Unit Price	Amount
PERMANENT EASEMENTS	1	EACH	\$2,000.00	\$2,000.00
FEDERALLY FUNDED EASEMENTS	2	EACH	\$10,000.00	\$20,000.00
UTILITY POLE RELOCATION	1	EACH	\$15,000.00	\$15,000.00
NEW STORMSEWER PIPE	306	FOOT	\$80.00	\$24,480.00
<b>UTILITY AND PROPERTY SUBTOTAL</b>				<b>\$61,000.00</b>

Special Items				
Item	Quantity	Unit	Unit Price	Amount
RIPRAP REMOVAL (WEST OF SCHOOL PARKING LOT)	275	SQ YD	\$25.00	\$6,875.00
<b>SPECIAL ITEM SUBTOTAL</b>				<b>\$7,000.00</b>

Items Subtotal	\$1,520,000.00
Contingency (30%)	\$445,000.00
Misc. Utility Relocation and Adjustments (1%)	\$20,000.00
Traffic Control and Mobilization (6%)	\$115,000.00
Construction Administration and Inspection (10%)	\$195,000.00
Design (20%)	\$385,000.00
<b>Project Total *</b>	<b>\$2,680,000.00</b>

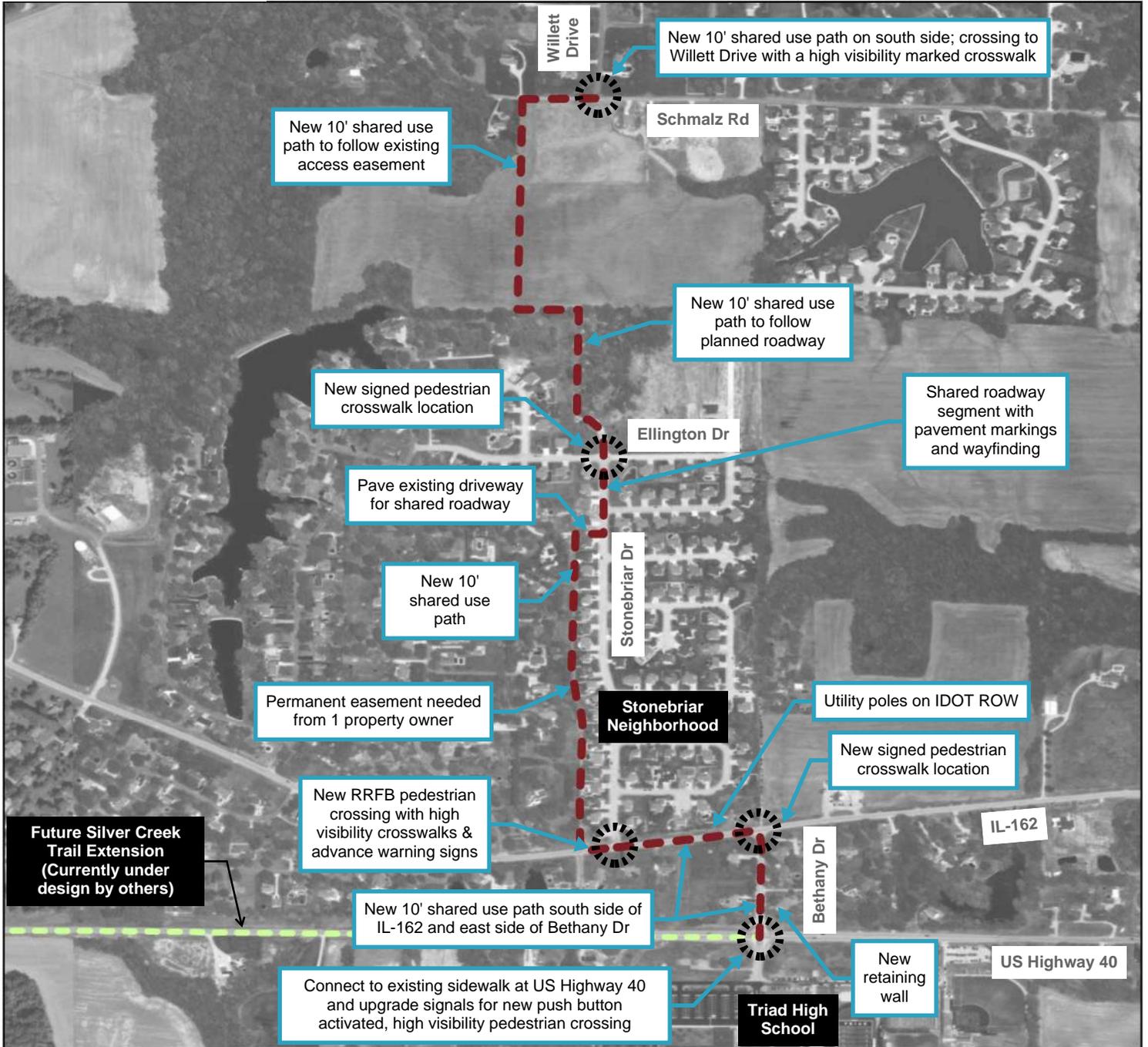
## **Appendix**

### **A2 Recommendations for Improvements**

#### A2.3 Stonebriar Connector

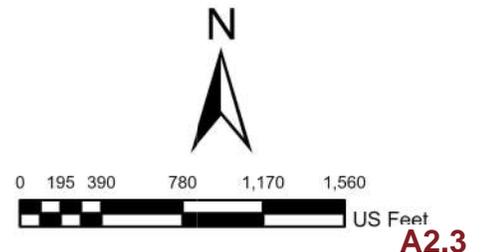
Concept plan, typical section, cost estimate

# Stonebriar Connector Silver Creek Trail to Schmalz Road



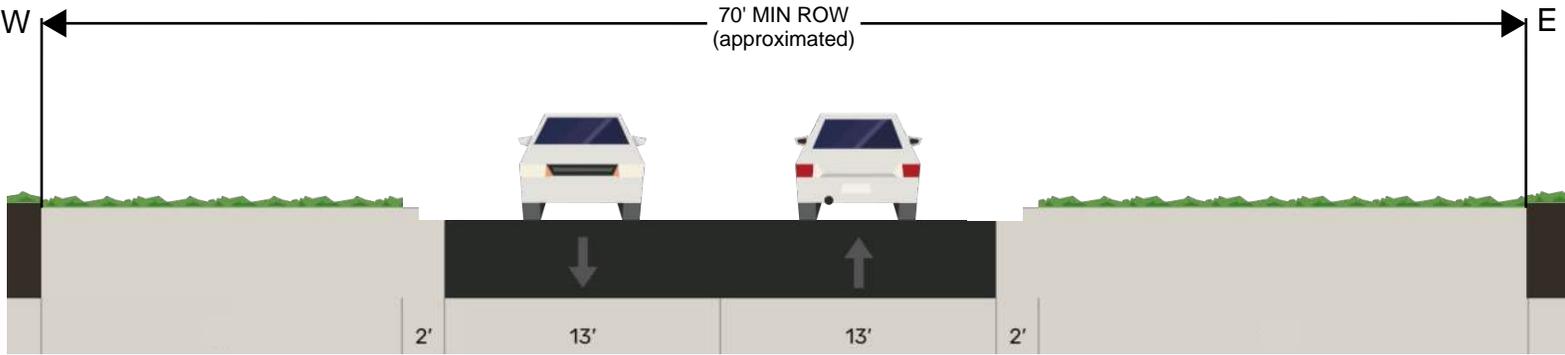
## Legend

- PRIMARY CORRIDORS
- FUTURE TRAILS BY OTHERS



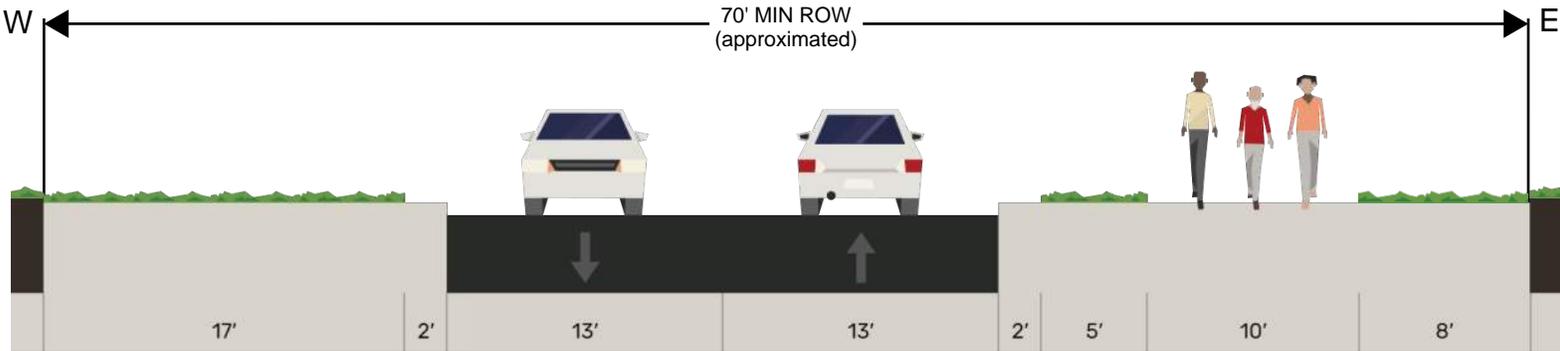
# Stonebriar Connector Bethany Drive

## Existing Conditions



A 28' wide roadway with curb and gutter. Bethany Drive varies in ROW width. At its narrowest, there is 70' of ROW.

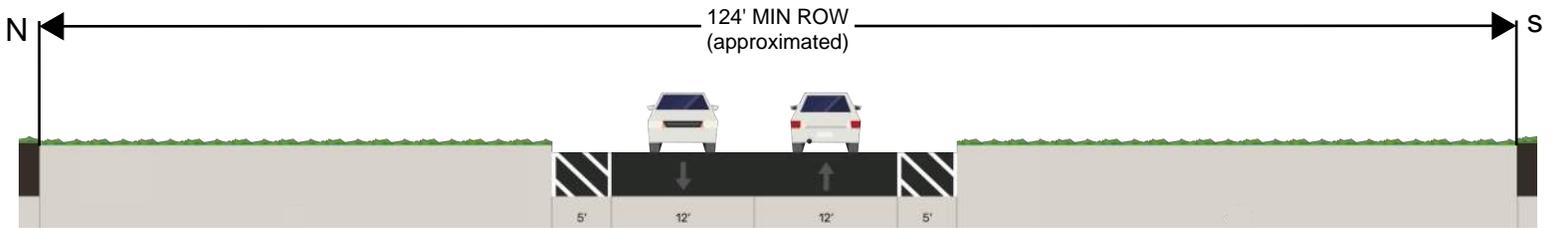
## Proposed Improvements



An 8'-10' shared use path on one side of the roadway. Minimum buffer of 5' between the roadway and path.

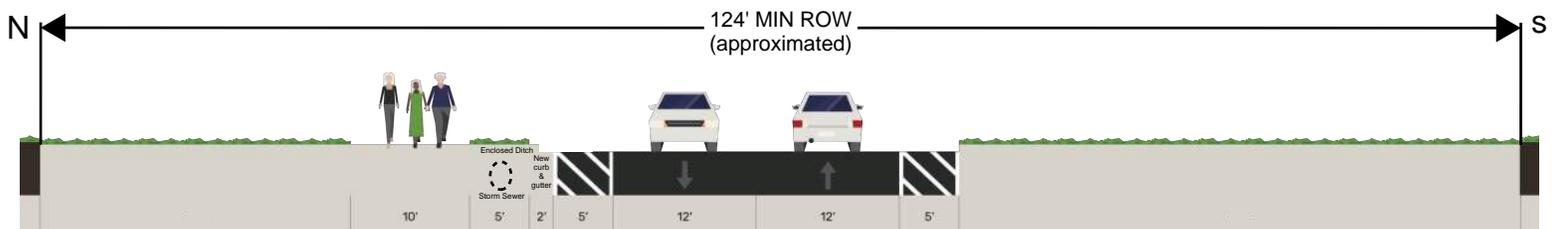
# Stonebriar Connector IL-162/ Paul Simon Parkway

## Existing Conditions



A 24' wide roadway with 5' shoulders on both sides.

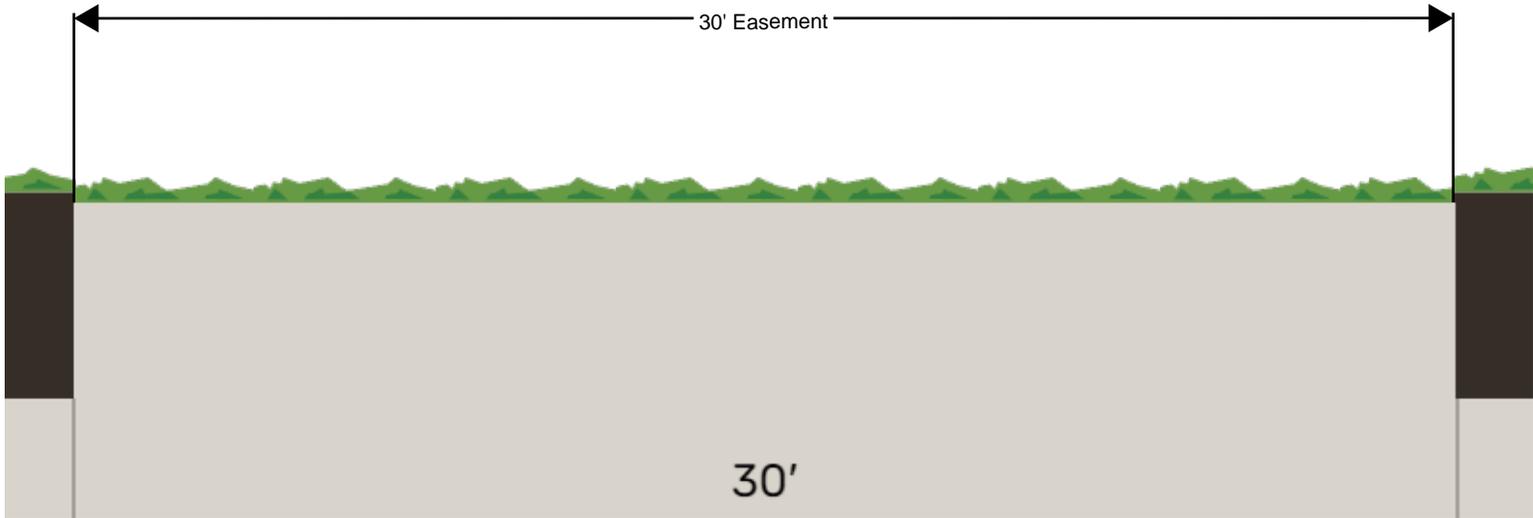
## Proposed Improvements



An 8'-10' shared use path on the north side of the roadway. Minimum buffer of 5' between the roadway and path.

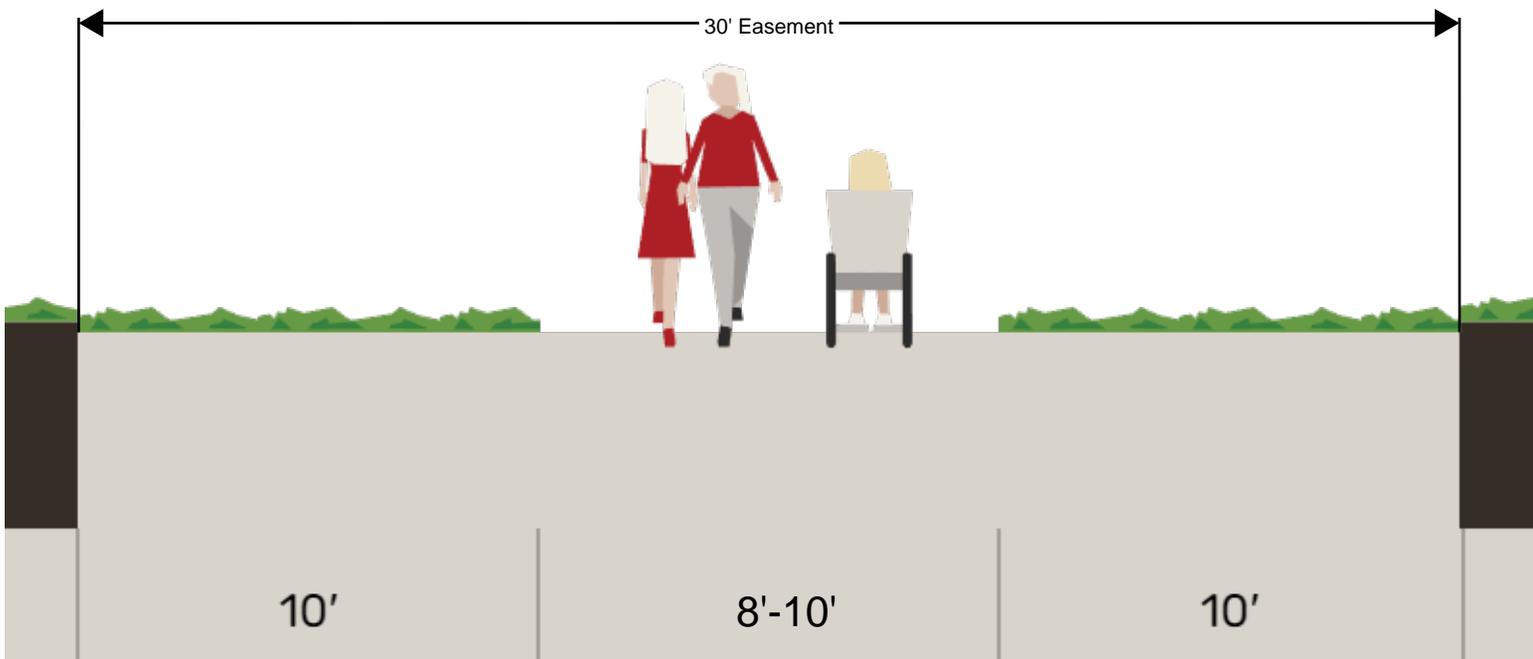
# Stonebriar Connector Gilbreath Rd/ Paralleling Stonebriar Dr

## Existing Conditions



A minimum 28'-30' permanent easement is required where the shared use path travels through properties without ROW.

## Proposed Improvements



An 8'-10' wide shared use path with 10' buffers on each side.

**Estimate of Construction Costs  
Stonebriar Connector**

Project Sponsor:	Jarvis Township
Project Title:	Jarvis Township Bicycle Master Plan
Section Length:	6,970' (1.32 miles)
Date:	
Description:	Add a new 8'-10' shared use path along the east side of Bethany Dr including a retaining wall less than 3ft tall. The SUP will travel along the south side of IL-162 and will cross IL-162 with an RRFB pedestrian at Stonebriar Dr. The SUP will jog west and then travel north along Gilbreath Rd before jogging east to Stonebriar Dr at an existing driveway. From there a shared roadway segment and sidewalk will travel north past Ellington Dr before switching back to an SUP. The SUP will then travel north and west along a planned roadway and field to Schmalz Rd. At Schmalz Rd the SUP will travel east where it will terminate at a pedestrian crossing at Willett Dr

Path and Sidewalk Items				
Item	Quantity	Unit	Unit Price	Amount
NEW SHARED USE PATH	6450	FOOT	\$105.00	\$677,250.00
REMOVE & REPLACE SIDEWALK W/SHARED USE PATH	60	FOOT	\$135.00	\$8,100.00
SHARE THE ROAD PAVEMENT STRIPING	460	FOOT	\$0.50	\$230.00
<b>PATH AND SIDEWALK ITEMS SUBTOTAL</b>				<b>\$686,000.00</b>

Roadway Items				
Item	Quantity	Unit	Unit Price	Amount
NEW CONCRETE CURB AND GUTTER	925	FOOT	\$50.00	\$46,250.00
<b>ROADWAY ITEMS SUBTOTAL</b>				<b>\$46,000.00</b>

Intersection Items				
Item	Quantity	Unit	Unit Price	Amount
CROSSWALK PAINTED	5	EACH	\$1,000.00	\$5,000.00
RRFB (IL-162 CROSSING)	1	PER SET	\$15,000.00	\$15,000.00
PUSH BUTTON ACTIVATION (US HIGHWAY 40 CROSSING)	1	EACH	\$50,000.00	\$50,000.00
NEW DRIVEWAY/ENTRANCE	9	EACH	\$5,000.00	\$45,000.00
REMOVE & REPLACE DRIVEWAY/ENTRANCE	3	EACH	\$6,500.00	\$19,500.00
NEW ADA COMPLIANT CURB RAMPS	9	EACH	\$3,000.00	\$27,000.00
<b>INTERSECTION ITEMS SUBTOTAL</b>				<b>\$162,000.00</b>

Amenity Items				
Item	Quantity	Unit	Unit Price	Amount
TREES	10	EACH	\$500.00	\$5,000.00
BOLLARDS	8	EACH	\$1,500.00	\$12,000.00
<b>AMENITY SUBTOTAL</b>				<b>\$17,000.00</b>

Miscellaneous Items				
Item	Quantity	Unit	Unit Price	Amount
MODIFIED SOILS	6665	FOOT	\$10.00	\$66,650.00
RETAINING WALL (LESS THAN 3FT TALL)	120	FOOT	\$300.00	\$36,000.00
SIGN OR MAILBOX RELOCATION	9	EACH	\$400.00	\$3,600.00
TREE CLEARING	10	EACH	\$1,500.00	\$15,000.00
TIMBER CLEARING	0.25	ACRE	\$10,000.00	\$2,500.00
ADDITIONAL EARTHWORK (EW REMOVAL AT RW)	1650	CU YD	\$30.00	\$49,500.00
DRIVEWAY REPLACEMENT FOR SHARED ROADWAY SEGMENT	1	EACH	\$10,000.00	\$10,000.00
<b>MISCELLANEOUS ITEM SUBTOTAL</b>				<b>\$338,000.00</b>

Utility and Property Items				
Item	Quantity	Unit	Unit Price	Amount
PROPERTY PURCHASE	1	EACH	\$15,000.00	\$15,000.00
FEDERALLY FUNDED EASEMENTS	3	EACH	\$10,000.00	\$30,000.00
UTILITY POLE RELOCATION	5	EACH	\$15,000.00	\$75,000.00
NEW STORMSEWER PIPE	900	FOOT	\$80.00	\$72,000.00
NEW STORMSEWER STRUCTURE	6	EACH	\$2,500.00	\$15,000.00
REMOVE EXISTING STORMSEWER STRUCTURE	3	EACH	\$1,500.00	\$4,500.00
<b>UTILITY AND PROPERTY SUBTOTAL</b>				<b>\$212,000.00</b>

Special Items				
Item	Quantity	Unit	Unit Price	Amount
LANDSCAPE REMOVALS (ALONG BETHANY DR)	5	EACH	\$5,000.00	\$25,000.00
<b>SPECIAL ITEM SUBTOTAL</b>				<b>\$25,000.00</b>

Items Subtotal	\$1,486,000.00
Contingency (30%)	\$410,000.00
Misc. Utility Relocation and Adjustments (1%)	\$20,000.00
Traffic Control and Mobilization (6%)	\$105,000.00
Construction Administration and Inspection (10%)	\$180,000.00
Design (20%)	\$355,000.00
<b>Project Total</b>	<b>\$2,556,000.00</b>

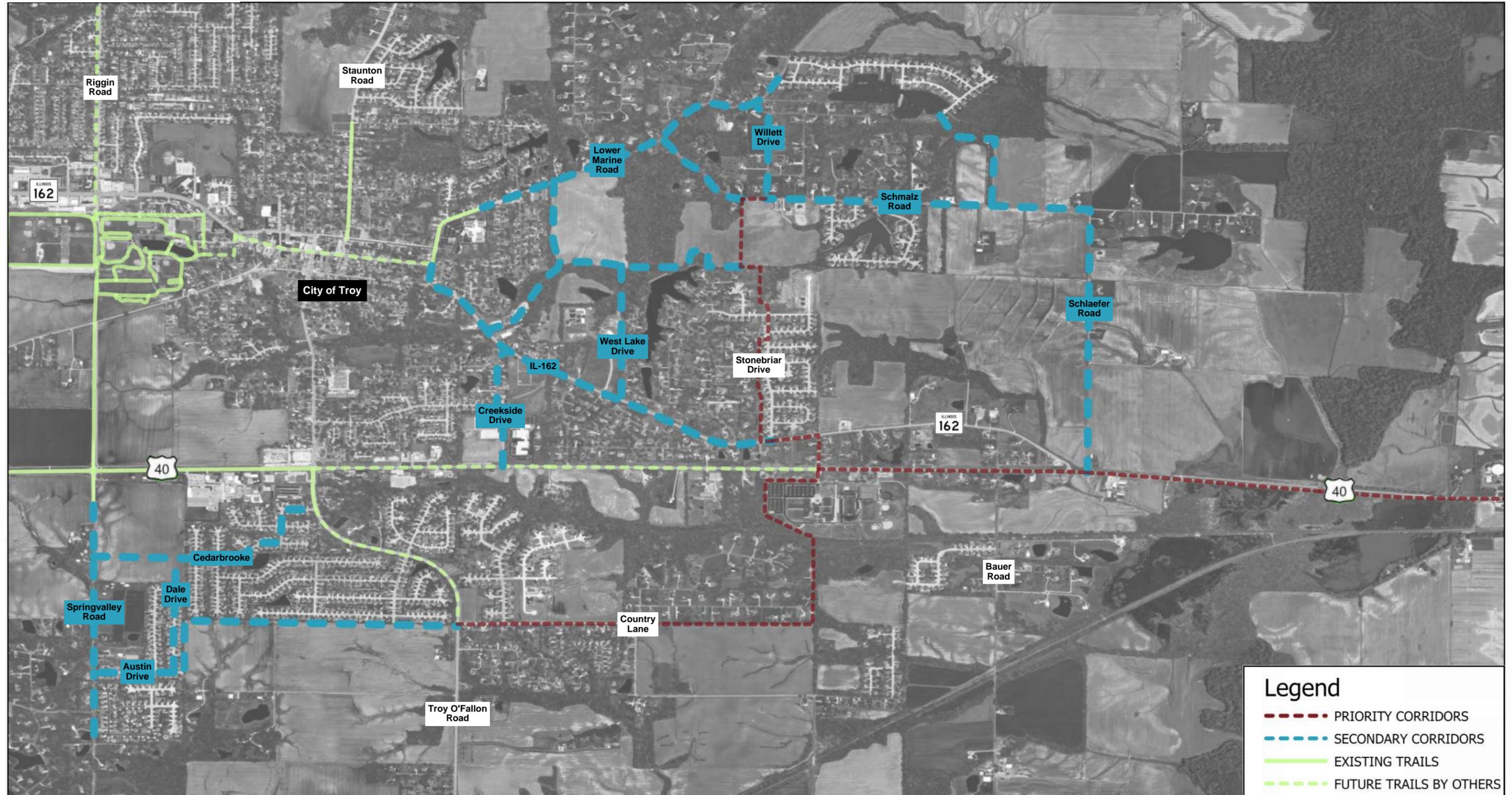
# Appendix

## **A2 Recommendations for Improvements**

### A2.4 Secondary Corridors

#### Concept Plan

# SECONDARY CORRIDORS



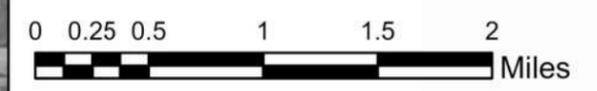
## **Appendix**

### **A2 Recommendations for Improvements**

#### A2.5 Frequently Biked Roadways

##### Concept Plan

# Frequently Biked Roadways



- Legend**
- FREQUENTLY BIKED ROADWAYS
  - ⋯ OUT TOWNSHIP SHARED ROAD

## **Appendix**

### **A3 Public Engagement**

A3.1 Community Survey and Results

A3.2 Open House Feedback Boards

A3.3 Ads and pictures

# Appendix

## A3 Public Engagement

### A3.1 Community Survey and Results



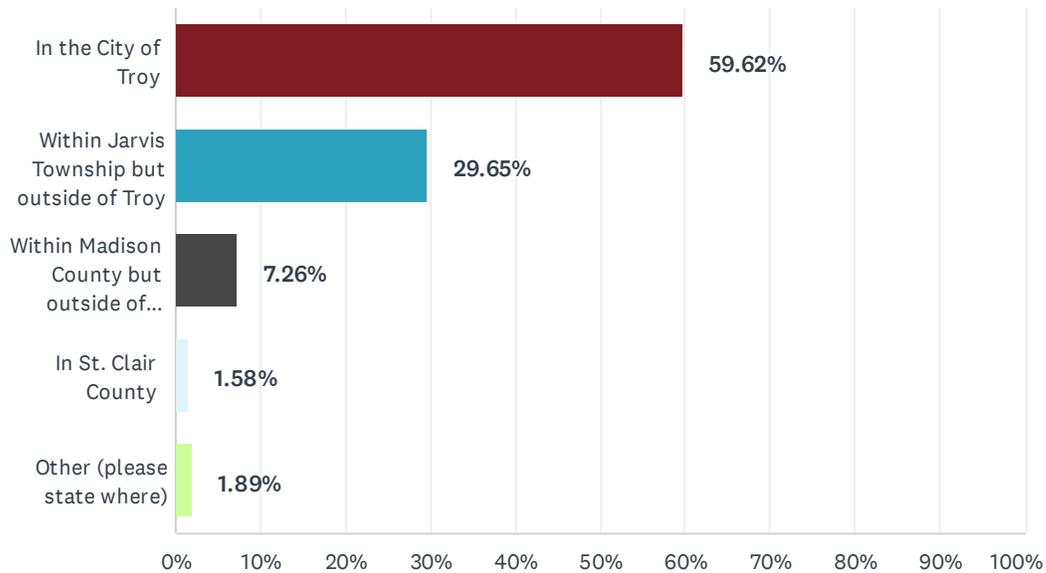
# Jarvis Township Bicycle Master Plan

## Survey Results Report

The following is a summary of results from an online data collection survey. The survey was open from September 26th to November 1st 2024 and received a total of 319 responses.

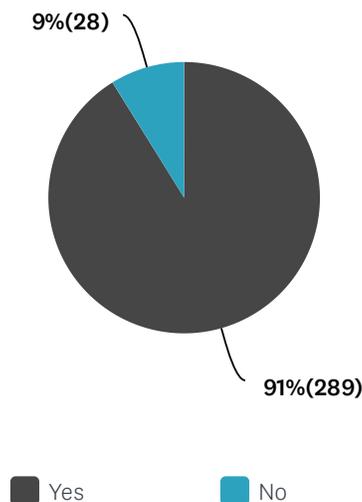
### Q1 Please indicate where you live. The map below shows the border for Jarvis Township.

Answered: 317 Skipped: 2



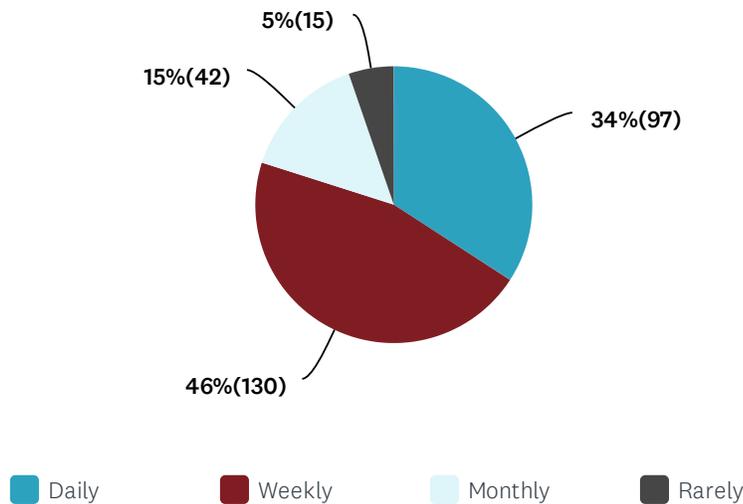
### Q2 Do you walk or ride a bike for transportation or recreation?

Answered: 317 Skipped: 2



### Q3 How often do you walk or ride a bike as a means of transportation or for recreation?

Answered: 284 Skipped: 35



### Q4 Why do you walk or ride a bike as a means of transportation or for recreation? Select all that apply.

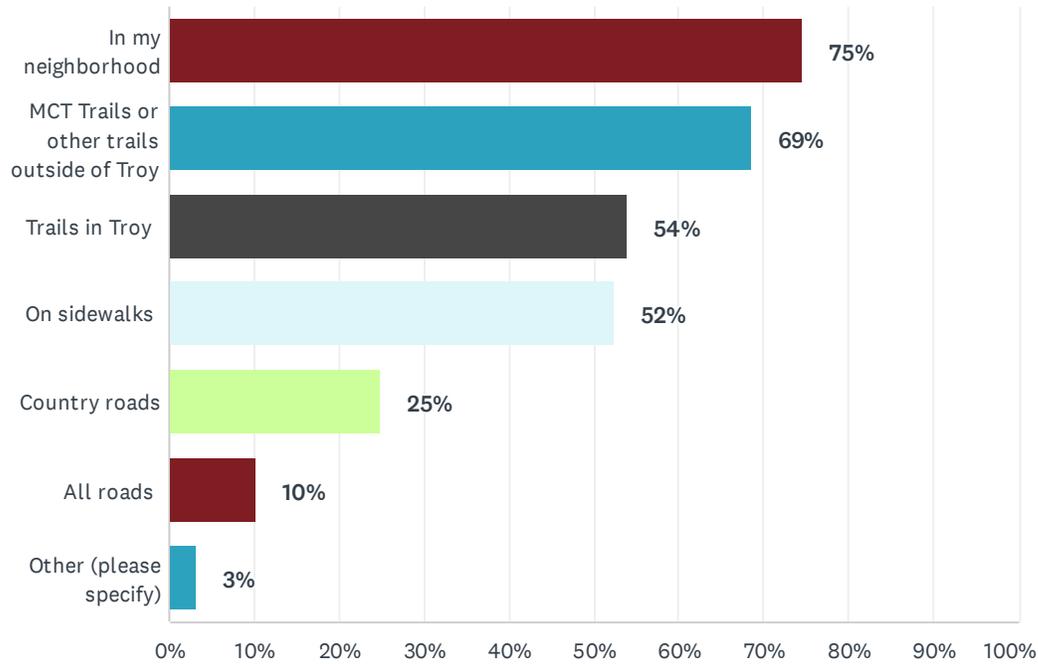
Answered: 284 Skipped: 35

ANSWER CHOICES	RESPONSES
Recreation, exercise, enjoyment or physical health	100.00% 284
Lifestyle choice or a desire to use my car less	16.55% 47
Concerns over the environment	7.39% 21
To save money	6.34% 18
Other (please specify)	1.06% 3
I do not own a vehicle	0.35% 1
Total Respondents: 284	

#	OTHER (PLEASE SPECIFY)	DATE
1	Family activities	10/7/2024 7:06 PM
2	Walking the dog	10/7/2024 9:06 AM
3	To walk my dog	10/2/2024 7:59 PM

## Q5 Where do you walk or ride? Select all that apply.

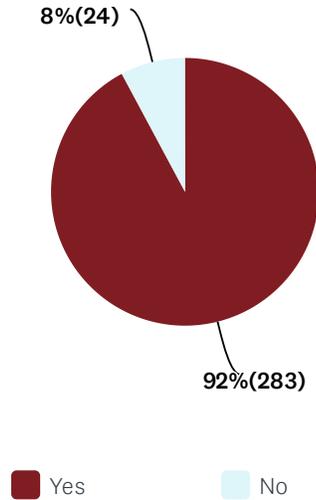
Answered: 284 Skipped: 35



#	OTHER (PLEASE SPECIFY)	DATE
1	KATY trail	10/18/2024 9:53 PM
2	Troy Park	10/10/2024 8:25 AM
3	On country road but don't like doing it for safety reasons	10/8/2024 4:32 PM
4	Trails on the troy park	10/8/2024 5:50 AM
5	Bike MCT 3 days per week	10/8/2024 3:50 AM
6	The park	10/7/2024 8:36 PM
7	Tri-township Park in Troy	10/7/2024 9:01 AM
8	Troy Park	10/7/2024 8:41 AM
9	Great Rivers Greenway Trails	10/2/2024 7:14 PM

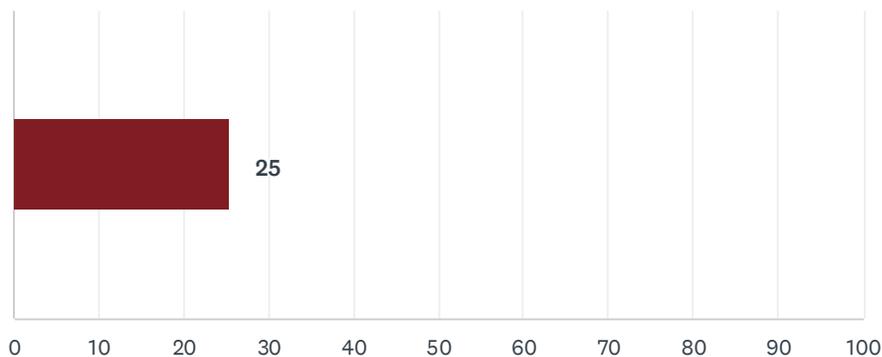
### Q6 Would you ride a bike in Jarvis Township more often if more bicycle lanes, safer road crossings, or more trails were built?

Answered: 307 Skipped: 12



### Q7 How do you rate the overall condition for biking within Jarvis Township? You may skip this question if you are unsure or have no opinion.

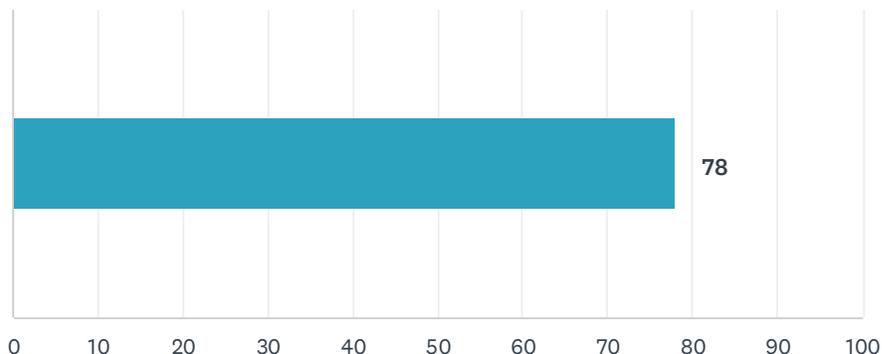
Answered: 226 Skipped: 93



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	25	5,725	226
Total Respondents: 226			

## Q8 How do you rate the importance of providing more bicycle facilities for the Township of Jarvis?

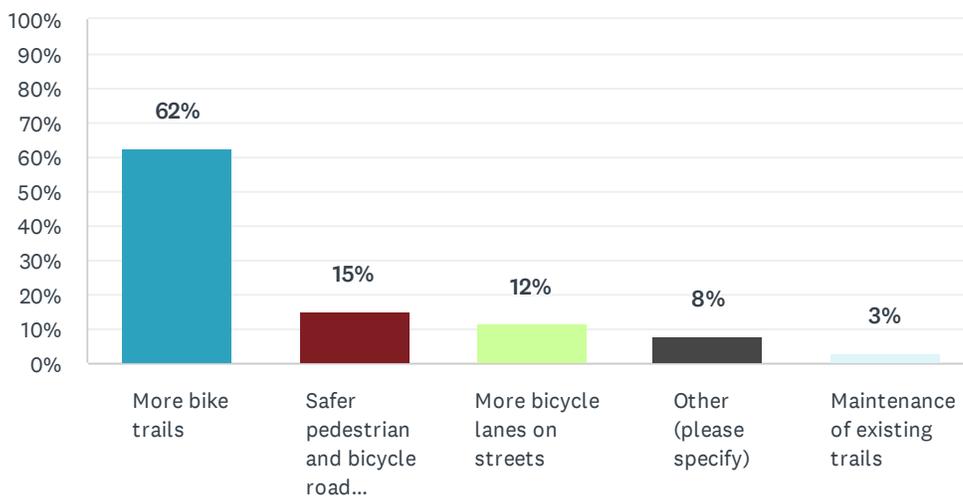
Answered: 298 Skipped: 21



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	78	23,250	298
Total Respondents: 298			

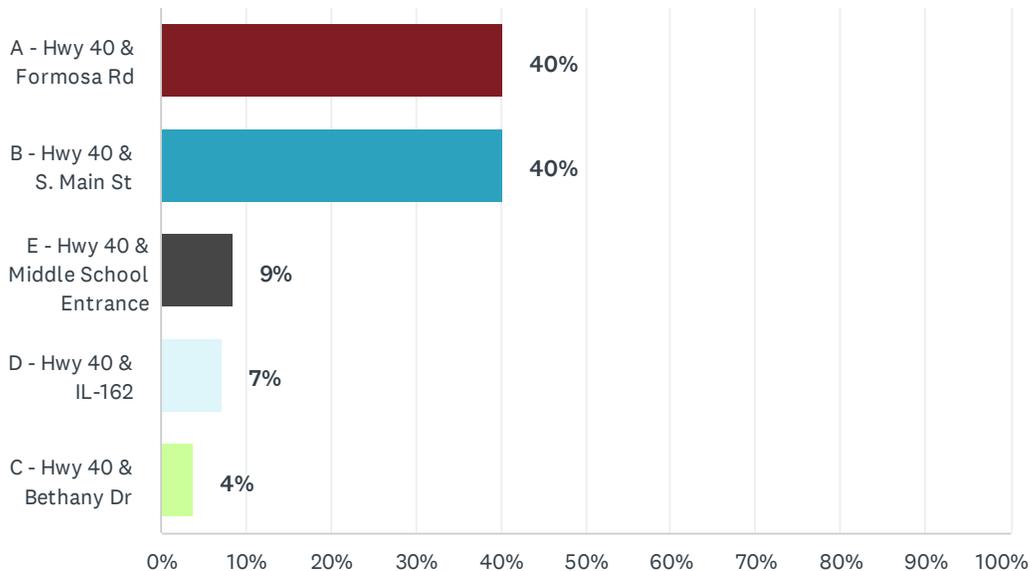
## Q9 Which of the following should be a priority for the Township regarding bicycle facilities?

Answered: 298 Skipped: 21



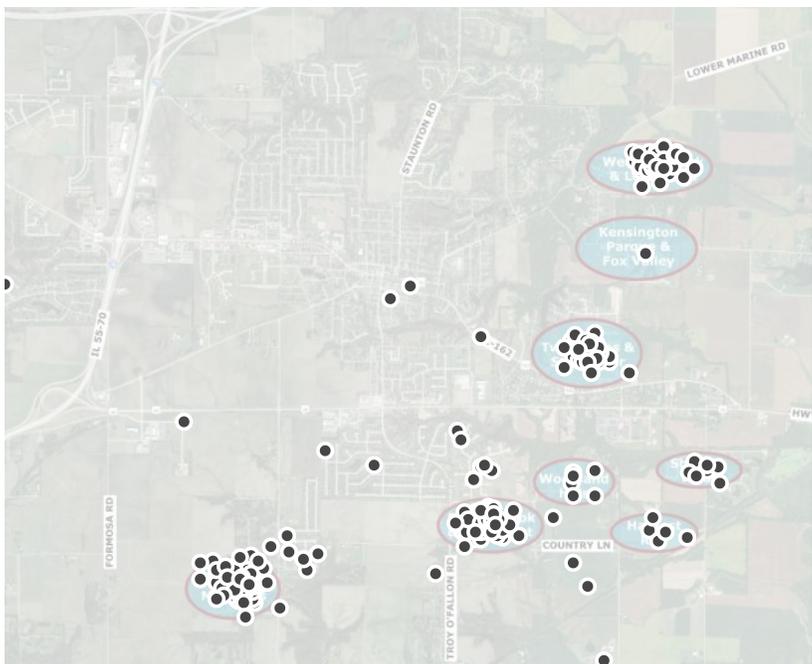
# Q10 If the Township were to upgrade one of the intersections shown with safer pedestrian and bicycle crossings, which one should be the highest priority?

Answered: 293 Skipped: 26



# Q11 Click within a circle on the map below that contains or is nearest to the neighborhood (outside of the City of Troy) that you think is the most important to be able to ride a bike to in Jarvis Township.

Answered: 258 Skipped: 61



Top ranked neighborhoods:

Fawn Meadows

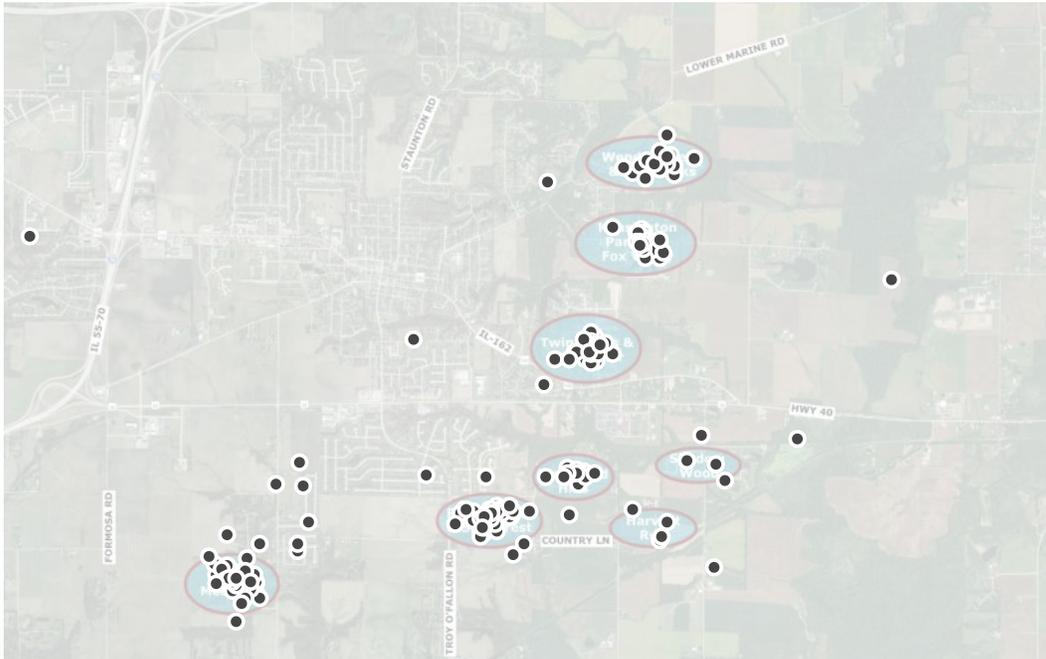
Pebblebrook & Steelcrest

Wendell Creek & Lone Oaks

Twin Lakes & Stonebriar

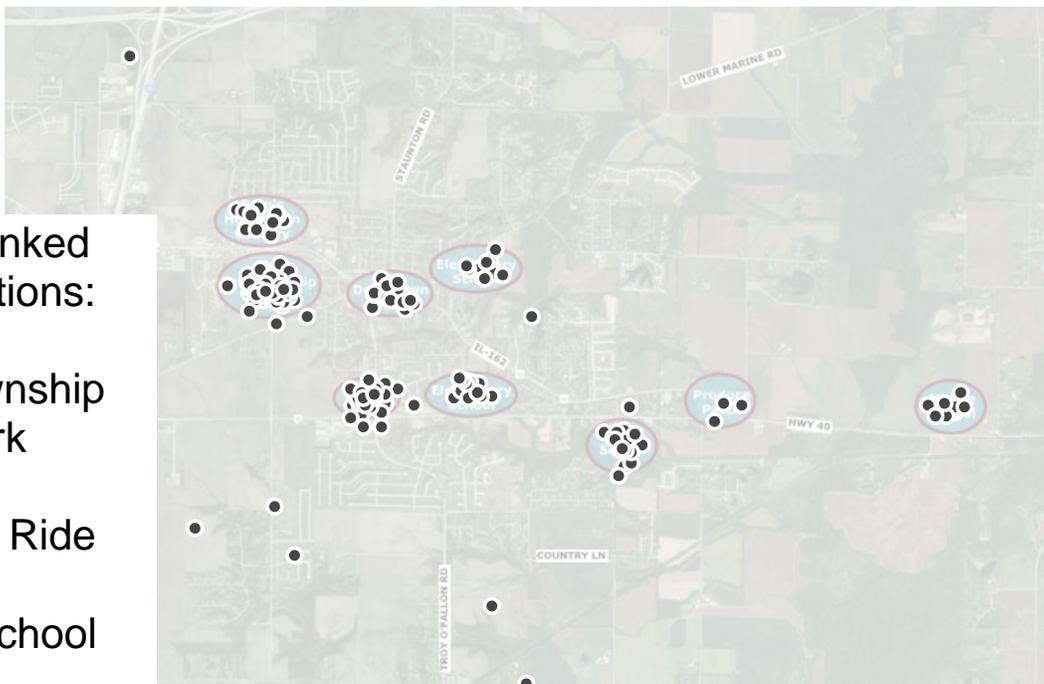
Q12 You may choose an additional neighborhood below or skip to the next question.

Answered: 179 Skipped: 140



Q13 Click within a circle on the map below that contains or is nearest to the destination you think is the most important to be able to ride a bike to in Jarvis Township.

Answered: 268 Skipped: 51



Top ranked destinations:

Tri-Township Park

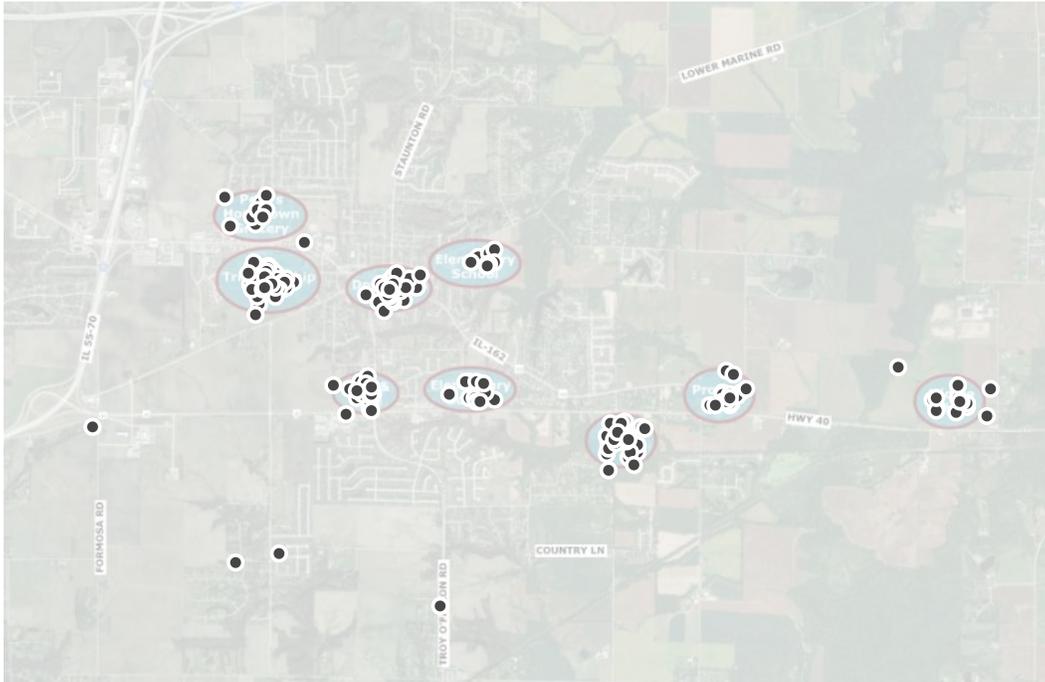
Park & Ride

High School

Downtown Troy

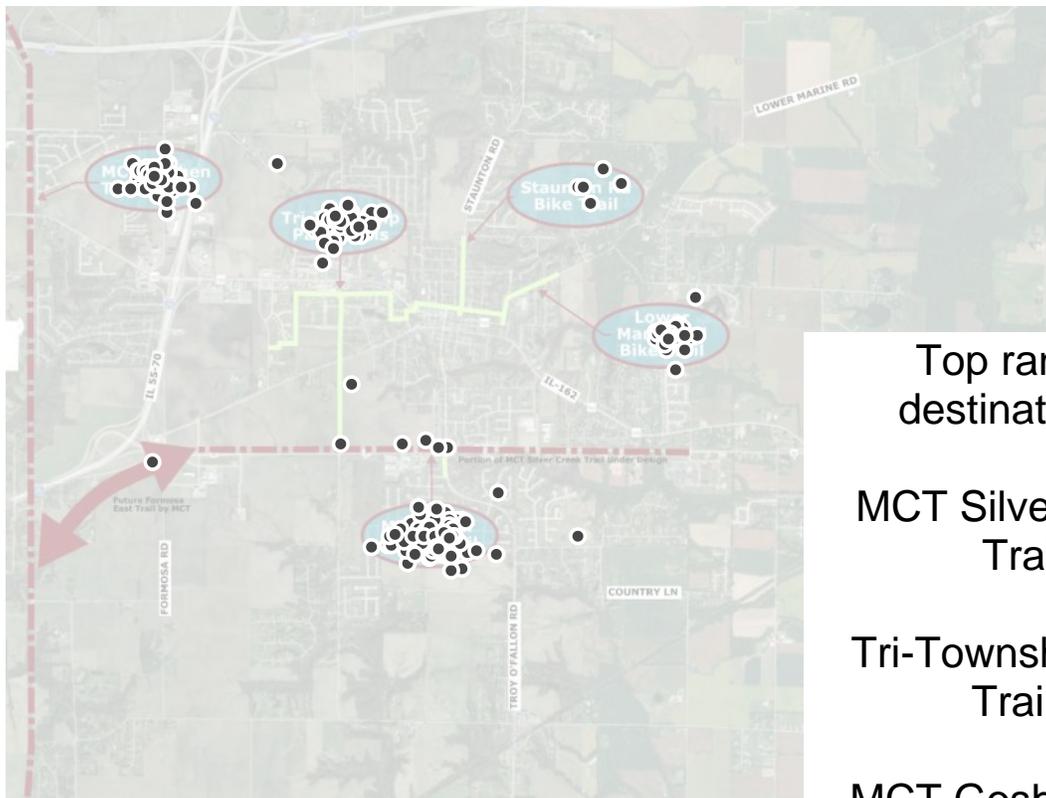
Q14 You may choose an additional destination below or skip to the next question.

Answered: 213 Skipped: 106



Q15 Below is a map of bike trails around Jarvis Township. Please select the circle with the name of the trail you would most like to see the Township add more bike trail connections to.

Answered: 268 Skipped: 51



Top ranked destinations:

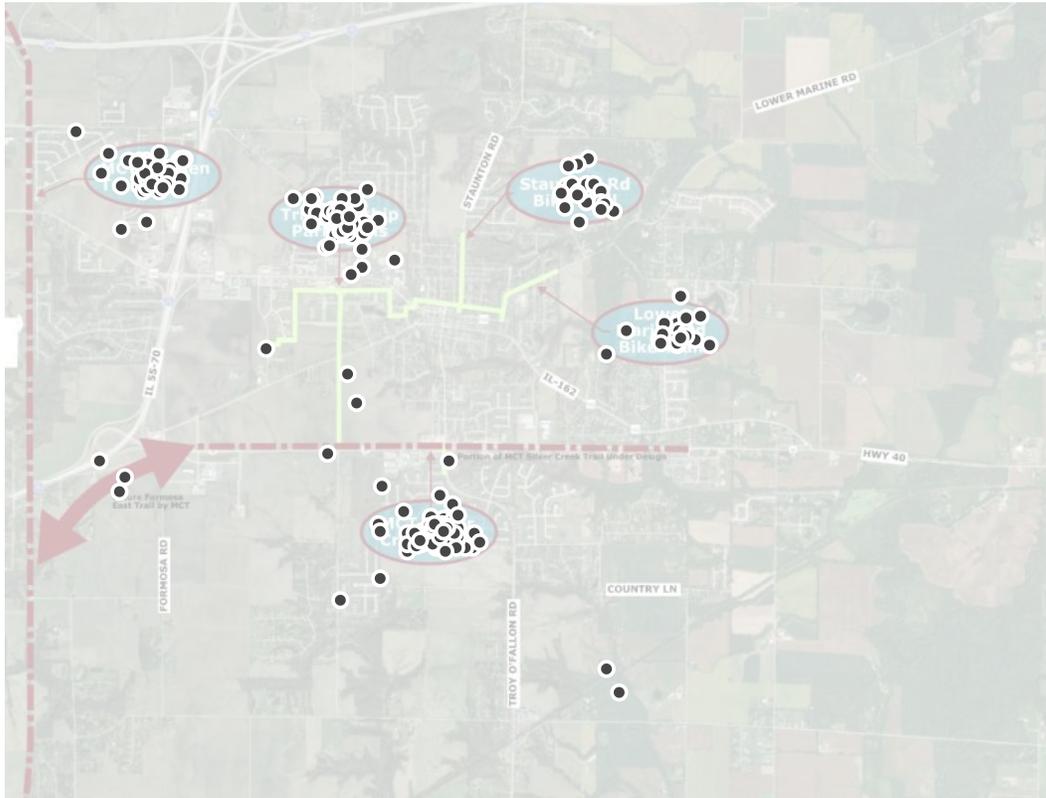
MCT Silver Creek Trail

Tri-Township Park Trails

MCT Goshen Trail **A3.1.7**

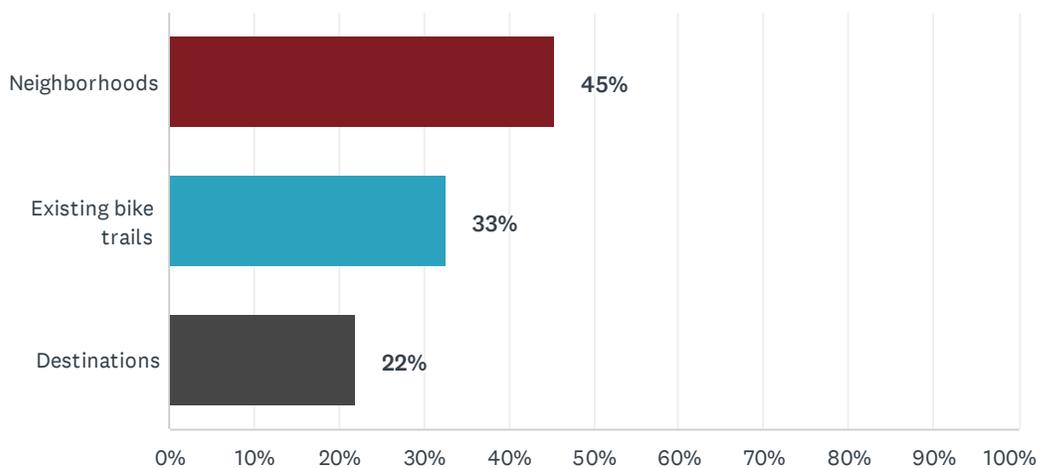
# Q16 You may choose an additional bike trail below or skip to the next question.

Answered: 225 Skipped: 94



# Q17 Which of the following should be the highest priority for the Township when creating more bike trail connections?

Answered: 273 Skipped: 46



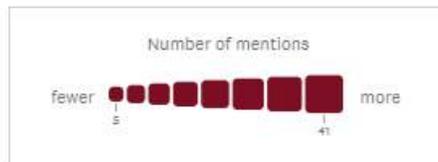
## Q18 Please select the project you think will have the greatest impact on the Township community.

Answered: 271 Skipped: 48

ANSWER CHOICES	RESPONSES	
1. Continue the bike trail along Highway 40 from the High School to the Middle School. (A trail from Main Street in Troy to the High School is currently under design and will be built soon!)	22%	59
2. A bike trail from the subdivisions off of Lower Marine Road to Silver Creek Elementary School and downtown Troy	16%	43
3. A bike trail from the subdivisions off of Country Lane to the MCT Silver Creek Trail on Hwy 40	42%	115
4. A bike trail from downtown Troy to the High School and the MCT Silver Creek Trail on Hwy 40	20%	54
TOTAL		271

## Q19 Please feel free to leave any additional comments regarding biking in Jarvis Township.

Answered: 94 Skipped: 225



# Q19 Please feel free to leave any additional comments regarding biking in Jarvis Township.

Answered: 94 Skipped: 225

#	RESPONSES	DATE
1	The end of Mill Hill Lane is lined up perfectly with Creekside at Henning Elementary. Although the ravine would be tricky it seems like that area would be a perfect connector for Hampton Glen, Steelcrest, and Pebblebrooke. I've wondered if it could go under hwy 40 as opposed to across. There's also an old rail line back there, not sure why the rail line wasn't used at that point to get to the high school- it might have been a much prettier ride/walk.	11/2/2024 8:34 AM
2	I love the progress being made to make biking safer and more accessible in Jarvis Township! Keep up the good work!	10/29/2024 11:55 PM
3	need to connect hwy 40 trail to trail that goes to O'Fallon	10/29/2024 6:58 PM
4	I do not ride my bike outside the neighborhood anymore. The last time I rode to the park, I was crossing 40 at Troy O'Fallon Road. I stopped for the stoplight and waited for the walk signal. When I had the walk signal and was entering the cross walk, an oblivious driver pulled up and stopped in the cross walk. I tried to move in front of his car so that I could cross (I still had the walk signal) but quickly realized that he was not paying attention. He was going to turn right and hit me. I quickly walked my bike backwards but not before the driver started inching forward. His car hit my bike as I scurried backward, and he turned onto Troy O'Fallon Road. He never paused to see why there was someone inches from his car in the street. I have been too scared to ride to bike trail, park, and library ever since. My children miss out on bike rides to the park. I am an adult, was wearing a helmet, and waiting for the signal. This happened on a summer day in the morning. There was no school traffic and traffic was not heavy. I am fearful that myself or someone else will be injured or killed while trying to have fun or get some exercise.	10/28/2024 6:02 AM
5	Connect Troy to highland!	10/27/2024 5:14 PM
6	There should be talk of how to connect the trail that stops at Formosa & 40 to the trail that is just down the south frontage road. Trying to get there isn't always fun.	10/27/2024 3:00 PM
7	The highest priority should be connecting the existing trail along Hwy 40 to the Goshen Trail and larger MCT trail system.	10/27/2024 12:45 PM
8	The Troy/OF and 40 light is too dangerous. More cyclist signs are needed or a bridge over 40 on the south side of the road. I live in the Meadowbrooke subdivision and lots of us walk or bike from here to the Silver Creek trail to the Tri-Township park.	10/27/2024 11:54 AM
9	Need more connections to current MCT trails	10/27/2024 11:15 AM
10	There needs to be a solution when crossing 40 and Troy O'Fallon intersection. All of 40 needs to be widened. There should be an underground passing or bridge for pedestrians. The set up now to cross is dangerous.	10/27/2024 10:05 AM
11	The current plan to connect the Silver Creek trail to the Goshen trail should be reevaluated. The crossing should be towards the north of Troy, not the currently planned south of Troy. This would make it far more accessible to a larger group of residents. In a direction that has far more benefits to the city. Going towards Edwardsville (North crossing) versus going towards Collinsville (South crossing) should be a no brainer. Increasing the value of a proposed subdivision shouldn't be a factor in this equation...	10/25/2024 11:29 AM
12	Thanks	10/25/2024 7:00 AM
13	Thanks for working to make our township more walkable and bikable.	10/24/2024 5:17 PM
14	I live on the most western edge of Jarvis Township. I use the trails multiple times a week. I believe connecting the Silver Creek Trail to the Goshen Trail will allow Troy to have access to many trails.	10/24/2024 4:02 PM

15	The most important thing to do is to gain north and south access to the MCT. The point is to get across I-55 without having to mix it up with cars. To the south, The frontage road to get to the I-55 underpass at Wilson Heights Rd has no shoulder and I've experienced a few close calls from cars, though most cars are very courteous. The neighborhood trails have limited value if you can't get to the MCT and open up to the rest of Madison county. On the north, You can get to the Heritage Trail via Lower Marine Rd and Old Staunton Rd but you're sharing the road with cars and often without even a shoulder, plus sometimes visibility around a corner requires a lot of caution. In the middle, The I-55 overpass at 162 is passable by bicycle, but perilous during high traffic times. A bike/walk parallel bridge would be awesome, with a separated bike trail along 162 to get to the Goshen trail.... Side note for going south, it would be awesome if I could trigger the light at hwy 40 and Formosa Rd, so I can get across the road without a car coming to do it for me. With no cars present, I have to take my chances when there is a gap in traffic going against the red. Which is legal in IL after a reasonable wait but not my favorite thing to do. But just having a button to get me across 40 going north and south would be awesome. And thank you a ton for the bike trail from the park to that intersection. If a bridge is too expensive or in the far future, I'd really appreciate getting the button to trigger the light as an interim. I'm guessing it's probably cost prohibiting, but one can dream. :). And thank you for the conscientious approach to increasing biking access, like this survey.	10/18/2024 10:32 PM
16	Before connecting to more neighborhoods, Troy should be connected to the existing MCT trails. The Troy Township park and the park and ride will provide good parking until the neighborhoods are connected.	10/18/2024 10:01 PM
17	You should have asked if there was a desire for a future connection to the MetroBikeLink Trail via a trail parallel to Troy O'Fallon Road.	10/18/2024 9:25 AM
18	Would like to see a trail down spring valley.	10/15/2024 4:42 PM
19	It would be beneficial to the community for a bike trail to be put in along Springvalley Rd down to Charleston and Fawn Meadows. The safety of the bicyclists and vehicles would both improve from this. I have witnessed way too many near accidents due to a car passing a bicyclist - there are so many blind spots down Springvalley Rd. Thank you for your consideration.	10/14/2024 1:40 PM
20	Fix the traffic issues first then add or improve bike trails as part of the process.	10/12/2024 9:52 AM
21	I think the number one priority needs to be connecting Silver Creek trail to Goshen trail. A lot of people use the MCT trails to get to destinations (ie riding their bike to Hamel along Quercus Grove trail and getting ice cream at Route 66 creamery). With the number of small businesses finally coming to downtown Troy, giving people easy access from Goshen to Silver Creek to Tri-Township park and up to downtown could really help some of those small businesses that we want and need to be successful in Troy's downtown so that we don't end up as a dead small town of the Midwest.	10/11/2024 10:43 AM
22	Thank you for asking!	10/10/2024 12:27 PM
23	We need to stop wasting money on bike trails and improve roads. Spring Valley Road is too narrow for the amount of traffic on it, along with the speed limit being too high. Jarvis township has know about this for years, yet has done nothing to fix the issue.	10/10/2024 8:33 AM
24	Springvalley Rd is a highly used road for cars with many residents and not safe at all for cars, let along bikes and pedestrians. It makes this street unlike other subdivision with side walks extremely dangerous to ride on. Extending to fawn meadows would provide many residents a safe option for bicycle transportation to the rest of Troy and trails to beyond Troy.	10/9/2024 7:04 PM
25	I love to walk through town, but do not feel comfortable crossing highway 40. Even with the additional crossing light and button to stop traffic it is dangerous. Cars have nearly hit me. And I do not feel comfortable with my children even teens to allow them to do the same. It will take a complete change of thinking to the drivers to make this safe.	10/9/2024 10:54 AM
26	Bike trail down spring valley that connects to Troy Ofallon road and crosses to connect to the high school Roads would make a great circle around town. Very beneficial for a large group of kids	10/9/2024 6:26 AM
27	Lower Marine is very dangerous for people to ride their bikes. A bike trail near lower marine would definitely increase the safety.	10/8/2024 8:35 PM
28	A bike trail going down spring valley road toward Spring Valley Estates, Fawn Meadows and	10/8/2024 4:43 PM

Charleston would be best utilized for all of the cyclist who currently ride on this section of the road already. This is a very dangerous area for cyclists & drivers.

29	Spring valley rd is very dangerous for cyclists and Charleston is very densely populated	10/8/2024 4:27 PM
30	Connecting onto the MCT trails from Troy neighborhoods off Rt 40/Spring Valley Road needs vehicle parking to unload bikes to ride.	10/8/2024 4:07 PM
31	MCT trails are incredible. Please get properly linked with them.	10/8/2024 12:48 PM
32	We need a safe connector from Wendall Creek neighborhood to the local MCT Trail system and the park. It's very dangerous to leave our neighborhood and ride our bicycles on lower marine Road	10/8/2024 12:34 PM
33	Connect the Troy Trails to the MCT trails.	10/8/2024 8:46 AM
34	Need a trail down Spring Valley to connect to the trail on 40. Spring valley is way to dangerous to ride a bike on and we don't have a direct access to the trails.	10/8/2024 7:59 AM
35	Far less money needs to be spent on this hobby activity, even if much is through grants.	10/8/2024 6:10 AM
36	Connect to Goshen trail and you have connected to entire MCT system. Troy Rd south of 55 doesn't have a shoulder. Need a Hwy 40 bike crossing and a bike lane on Troy road to connect Troy to Goshen trail and 140 miles of MCT!	10/8/2024 4:10 AM
37	I live in Wendell creek neighborhood. My children go to silver creek elementary school. Lower marine road is extremely dangerous for children to ride bikes on.	10/7/2024 11:14 PM
38	A trail to accommodate the neighborhoods of Fawn Meadows, Charleston and Spring Valley Estates to cross 40 (underground) to connect onto Park ....as well as a connector from Spring Valley Estates to Turtle Creek/Meadowbrook...this would connect hundreds to Troy Park w/ ease! This needs to happen!	10/7/2024 10:05 PM
39	Would love to see a trail along Springvalley connecting Charleston and Fawn Meadows neighborhoods to the trail that was just built between the park and highway 40.	10/7/2024 9:39 PM
40	We need bike trail access or sidewalks down Springvalley Rd from from Fawn Meadows/Charelston/Spring Valley Estates that will connect to the Troy Park. There are so many children who could have access to our Park and downtown if we had safe access to do so!	10/7/2024 9:29 PM
41	Springvalley	10/7/2024 9:17 PM
42	Spring valley!!! We do not have sidewalks and need to be connected.	10/7/2024 8:59 PM
43	Bike trail along Springvalley!!	10/7/2024 8:55 PM
44	Charleston Subdivision access!!!!	10/7/2024 8:43 PM
45	We have so many new neighborhoods being developed but it feels like we're islands out here. It'd be so nice if kids and families could access shared spaces more independently	10/7/2024 8:35 PM
46	We would love one that connects down spring valley to Charleston subdivision.	10/7/2024 8:27 PM
47	Would love a connecting bike path down Springvalley Road!!!!	10/7/2024 8:12 PM
48	The neighborhoods off springvalley were already promised and shown plans for a bike trial to connect to the 40/SpringValley work that was done. I think finishing that should be a priority.	10/7/2024 7:52 PM
49	Bike trail along spring valley road to the park	10/7/2024 7:40 PM
50	I see many runners and bikers on Spring Valley road. It is a very dangerous rode with the small hills and blind spots. This would be a beneficial place to add sidewalk or trail connecting the trail to spring valley by route of the 4-way intersection (40 and spring valley)	10/7/2024 7:39 PM
51	Expand bike trail from Spring Valley Rd	10/7/2024 7:18 PM
52	We would love something down Spring Valley! Lots of neighbors would use it daily.	10/7/2024 7:15 PM
53	Extend sidewalk down spring valley to connect us towards the park. Spring valley is not safe to ride on without an additional sidewalk/trail	10/7/2024 7:07 PM

54	Bike trail connection on spring valley for Charleston neighborhood access	10/7/2024 6:56 PM
55	We need a trail down spring valley. We can't walk or bike to the park because this road is so dangerous.	10/7/2024 6:47 PM
56	I used to ride Troy-Scott Rd to the Base (two or three times a week) The traffic is steady but there is a wide shoulder, it's just there is a lot of debris. If I do that ride now I typically use the bike trail into OFallon then to the base it's scarier near main street in OFallon then Troy-Scott. I wish the shoulder was just a bit wider on 162 to Center Street and on Collinsville Road to get to Formosa and the MCT Goshen. I ride between 2 to 3k per year, would ride more if I had the time. Thanks, Dave Monk	10/7/2024 6:32 PM
57	Please continue down Springvalley to the Charleston neighborhood	10/7/2024 6:31 PM
58	Neighborhoods off Spring valley Rd really need better access to the trail on 40!!!	10/7/2024 6:23 PM
59	Springvalley to hwy 40 would be great.	10/7/2024 6:16 PM
60	The existing trails are a good start, but there's plenty of missing pieces that if filled in would make it excellent for both riding and walking. Looking forward to any improvements!	10/7/2024 5:30 PM
61	Bike trail improvements should be/have been included with the left turn lane addition at Country Lane.	10/7/2024 5:20 PM
62	Appalled at the waste of money on the new trail at the park. Let's ruin your neighborhood next aldermen and mayor.	10/7/2024 4:55 PM
63	Get bikes off country roads.	10/7/2024 2:54 PM
64	Connecting to the MCT trail system is difficult and requires use of highly trafficked or dangerous country roads to access.	10/7/2024 2:49 PM
65	It would be awesome to have a flashing light or some sort of crossing awareness at Avalon and Main as NO ONE stops for those waiting at the crosswalk.	10/7/2024 1:44 PM
66	So many families enjoy biking and walking in the Wendell Creek subdivision but remain disconnected from the city of Troy due to lack of a safer alternate to Lower Marine Road. Many thanks!	10/7/2024 1:10 PM
67	Thank you for soliciting our opinions! I have a younger family of 5 and we love riding our bikes. We are lucky enough to live close enough to the park to be able to get there without bike lanes and such, but it would be great if we were able travel through town on our bikes. You can't ride your bike from the park to McDonald's or Subway. It's too dangerous. You can't drive your bike over the highway intersection without dying.	10/7/2024 1:08 PM
68	I walk and bike a lot. I've almost been hit by a car 3 times at the intersection of 40 and Troy-O'Fallon Rd. The east bound cars on 40 do not stop for the pedestrian cross walk on red lights.	10/7/2024 12:50 PM
69	There are so many of use on country lane that would like to have a safe way to get from our neighborhoods to the rest of the side walks/trails in troy	10/7/2024 12:39 PM
70	I would like to see Pin Oak considered as well	10/7/2024 12:37 PM
71	Make a sidewalk/trail connecting the area at Hwy55/Troy exit to downtown Troy. People are having to walk in the grass or on the side of the road. Sad.	10/7/2024 12:30 PM
72	It's very dangerous trying to bike from Wendell Creek estates to the bike trails. A trail along lower marine would be very nice.	10/7/2024 11:40 AM
73	I look forward to Troy being connected to the MCT and having safer ways to move around town via bicycle.	10/7/2024 11:00 AM
74	We need more direct connections to the existing bike trails	10/7/2024 10:51 AM
75	Having bike lanes on main streets should not be a high cost by painting it on the road, like European cities have this.	10/7/2024 10:06 AM
76	A pedestrian bridge over 55/70 along 162 and extending the trail down 162, connecting Troy park and downtown Troy to the Goshen trails behind country village estates would be amazing.	10/7/2024 10:05 AM
77	Please add a safe connection from Meadowbrooke/Turtlecreek that keeps my baby off of the main roads but allows us access to the trails!	10/7/2024 10:04 AM

78	Connect schools and destinations first, and people will feel safer to venture out and try new methods of transportation.	10/7/2024 10:00 AM
79	Safe passage for bikers, runners, walkers, etc...encourage healthy lifestyles. They also promote communities and a community of people, as well as businesses.	10/7/2024 10:00 AM
80	Trail 4 on the last question would also be excellent. Personally, I feel that the Township should focus on connecting first to the MCT, then making sure that every kid can ride their bike from their home to the park and schools in a safe way. Reference Edwardsville's bike bus, which has proven to be very popular. Selfishly I'd love a trail down 162 but I don't think that serves as many kids as paralleling 40 and getting those folks who live off of Troy-O'Fallon and Country roads trail access.	10/7/2024 9:43 AM
81	Biking on Springvalley Rd (Fawn Meadows) is treacherous. Please consider adding trail or bike lane to access other existing trails.	10/7/2024 9:38 AM
82	We need some walking paths and trails from the subdivisions off of Troy Ofallon Rd. We are in Hampton Glen and we have no sidewalks or any way to get to the main areas without being on the dangerous street. We need some paths!	10/7/2024 9:36 AM
83	Trying to use Lower Marine for anything except driving is dangerous. A trail or sidewalk would be nice so we don't have to drive to walk or bike.	10/7/2024 9:07 AM
84	It would be nice to lower marine road to the subdivisions get improved. There is a large number of young families that would use the trails and take them to school and downtown.	10/7/2024 8:50 AM
85	Appreciate the Township for being aware & actively attempting to take action & involve citizens in decisions. Thank you.	10/7/2024 8:44 AM
86	Would love to be able to safely get from Country Lane (Hampton Glen subdivision which not listed and is a huge subdivision) to Middle School	10/7/2024 8:12 AM
87	The map is already out with the project you're planning. Why ask these questions if they don't matter?	10/6/2024 12:44 PM
88	For Troy specifically... improve safety from Scott Troy/Rd - Hwy 40 intersection. This intersection is super super dangerous. The other spot, is where the trail ends at the light at RP Lumber. The lights do not change with weight of bike/pedestrian, and there are no crossing lanes. Another super dangerous spot.	10/4/2024 9:38 AM
89	A bike path connecting Troy and maryville crossing highway 55 is the most crucial connection needed right now. Otherwise you have to cross the dangerous 40/formosa rd intersection.	10/4/2024 7:02 AM
90	Appreciate the effort to expand biking infrastructure!	10/3/2024 9:35 PM
91	The extra wide sidewalks are phenomenal for bike riders! Thank you!	10/3/2024 9:11 PM
92	I would love to see a safer way for people to cross over 40 by the commuter lot. The trail there is great, but that light is dangerous as many people still don't watch for pedestrians or bikers. Would love to see a bridge, or tunnel to make it safer especially when I see kids using it.	10/3/2024 7:32 PM
93	Need side walk or bike trials to get to business on 162 toward the interstate 55	10/3/2024 4:19 PM
94	Wide, well taken care of sidewalks in place of an actual trail within city limits would be appropriate and then connect them to MCT.	10/3/2024 3:00 PM

## **Appendix**

### **A3 Public Engagement**

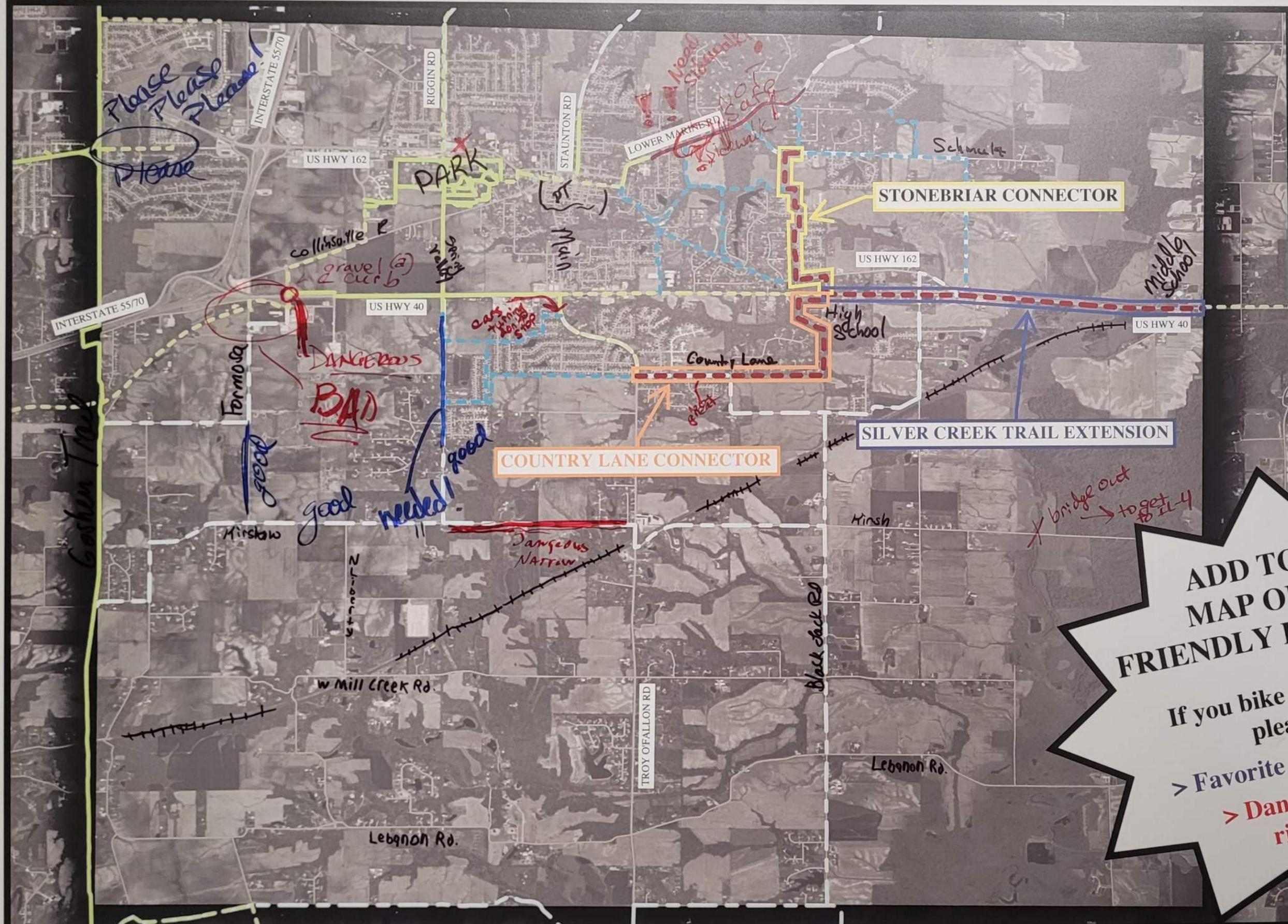
#### A3.2 Open House Feedback Boards



# TOWNSHIP MAP

### Legend

- PRIMARY CORRIDORS
- SECONDARY CORRIDORS
- EXISTING TRAILS
- FUTURE TRAILS BY OTHERS
- FREQUENTLY BIKED ROADWAYS



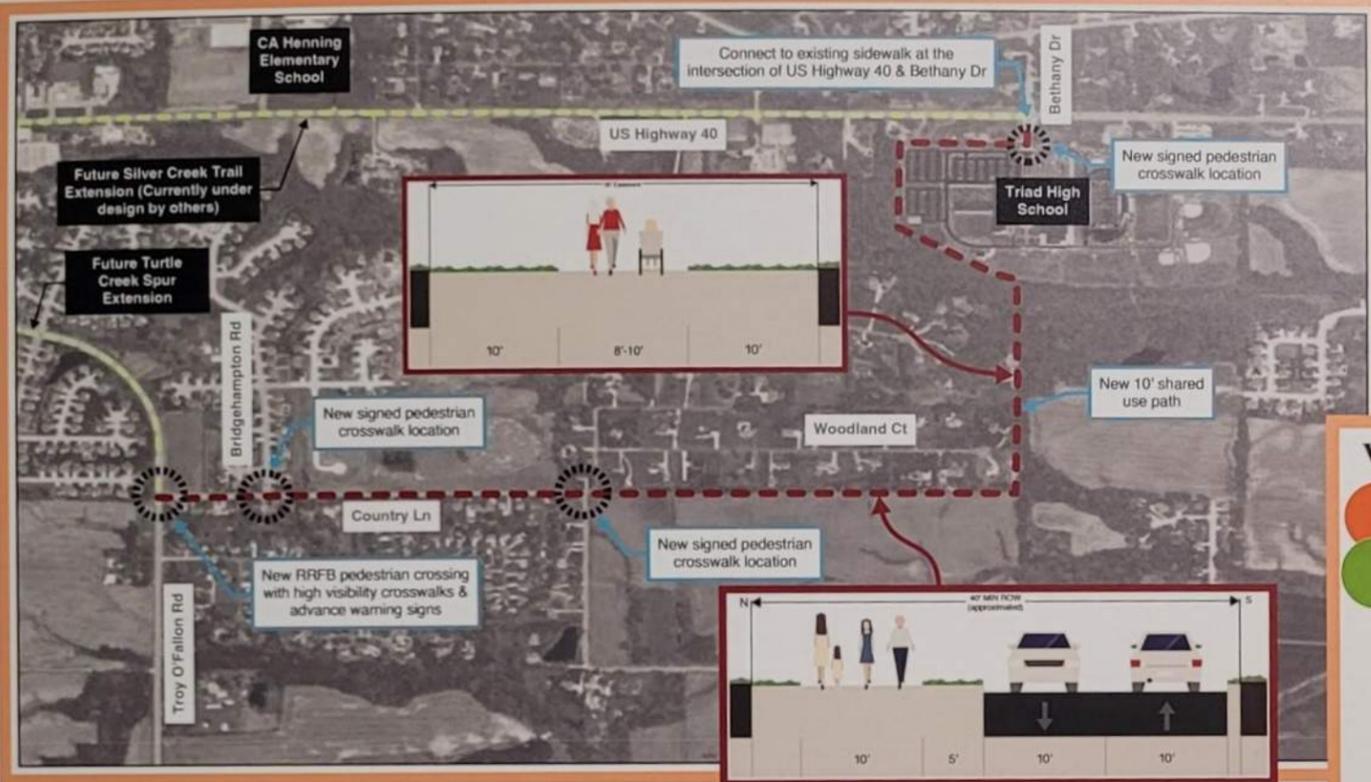
**ADD TO OUR MAP OF BIKE FRIENDLY ROADWAYS!**

If you bike on any roadways please mark...

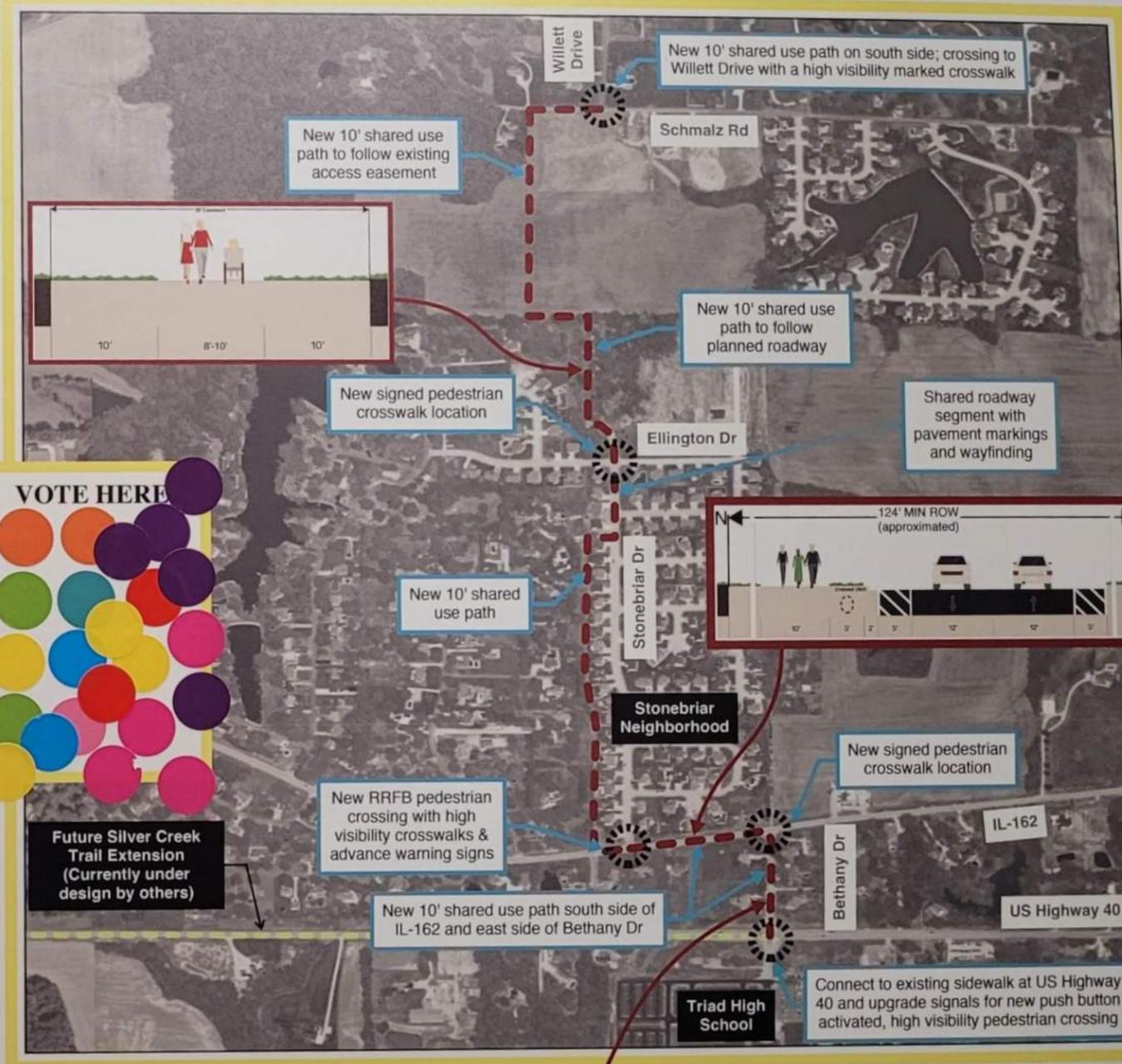
- > Favorite road to ride (Blue)
- > Dangerous roads to ride on (Red)

# FUTURE PROJECTS

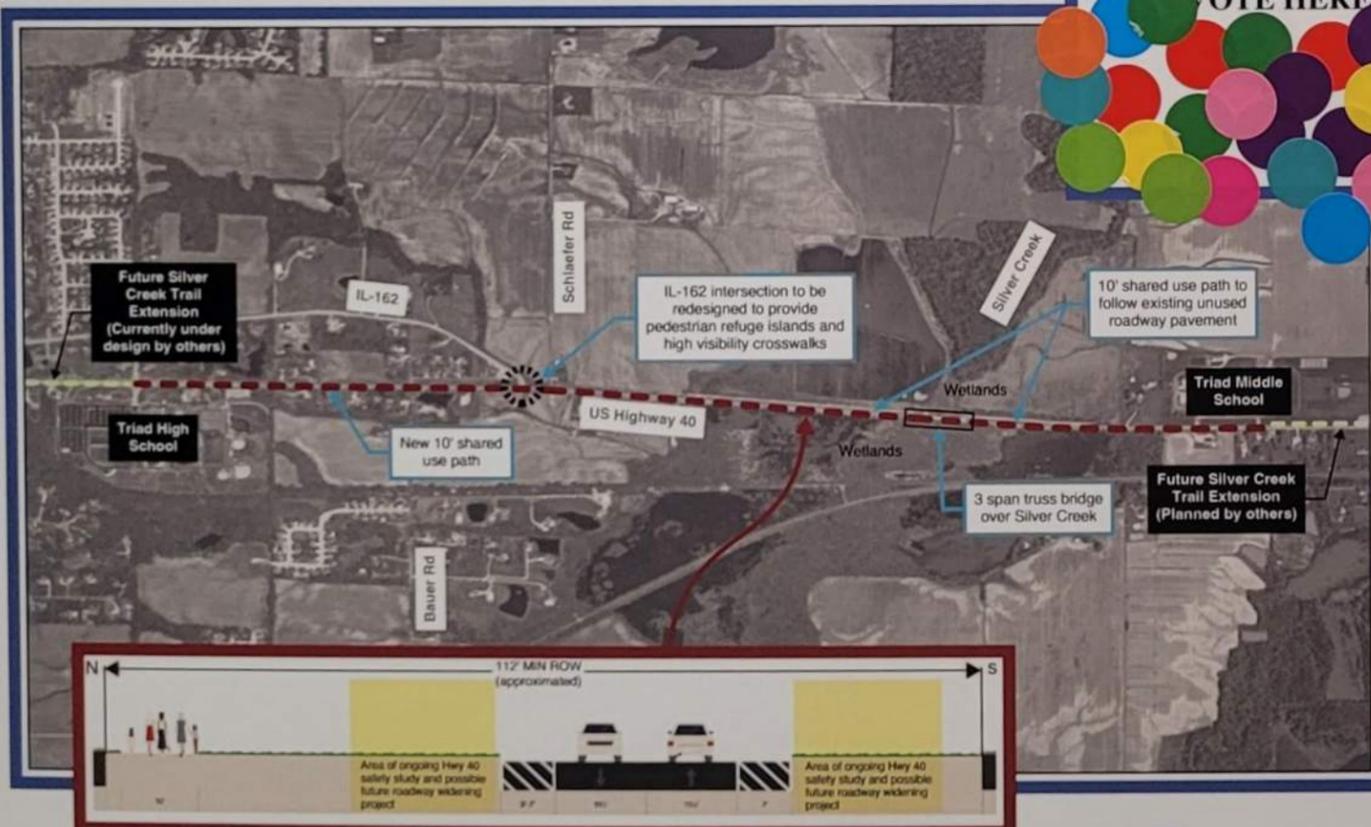
## COUNTRY LANE CONNECTOR



## STONEBRIAR CONNECTOR

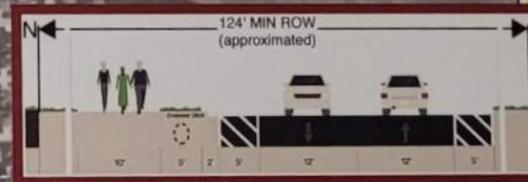
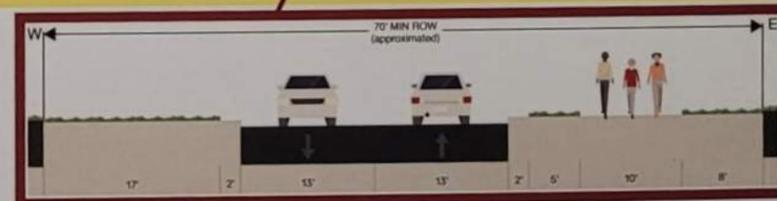


## SILVER CREEK TRAIL EXTENSION



### Legend

- PRIMARY CORRIDORS
- FUTURE TRAILS BY OTHERS



# Appendix

## A3 Public Engagement

### A3.3 Ads and pictures



# Community Survey Advertisements

## Times Tribune

"Madison County's Leading Independent Newspaper"

HOME NEWS SPORTS OBITUARIES E-EDITION SUBSCRIBE PHOTOS EVENTS REGIONAL NEWS SOUND OFF THUMBS UP VIDEOS

### Communities encouraged to participate in St. Jacob and Jarvis Twp. Biking Surveys

By Editor | October 22, 2024 | 0

By Josh Jones  
Times Tribune Editor  
[jjjones@timestribunenews.com](mailto:jjjones@timestribunenews.com)

There is still time for people to respond to a survey that will help determine the future of cycling in St. Jacob and Jarvis Townships.

According to information provided by Oates Associates, they are trying to spread the word on a community biking survey that they are conducting to create a Bicycle Master Plan. A bicycle master plan is a document that outlines a city or region's long-term goals for developing its bicycle infrastructure. These plans can include: bicycle paths, protected bike lanes, bicycle parking, and integration with public transit, according to online sources.

The Jarvis Township survey is titled "Jarvis Bike Plan Survey", which can be found at <https://www.surveymonkey.com/r/rjarvisbikesurvey>

The St. Jacob Township survey is titled "St. Jacob Township Biking and Walking Community Survey" People can participate in the survey by visiting <https://www.surveymonkey.com/r/stjacobcommunitysurvey>

Each survey is listed at only a few minutes long. The surveys will close on Nov. 1.

Search

#### Our Advertisers

Cambridge House  
Maryville

Affordable Assisted Lifestyle  
Community for Adults 65 & Older



Metro East Park and Recreation District

October 14 at 12:47 PM · 🌐



**Help Shape the Future of Biking and Walking in Jarvis Township!**

Jarvis Township is developing their first Bicycle Master Plan, and they need your input. Take a moment to complete the survey and share your thoughts 🙌

<https://www.surveymonkey.com/r/JarvisBikeSurvey>



## Community Survey on Biking

Please take a few minutes to complete this survey regarding biking in Jarvis Township by scanning the QR code or using the URL.



<https://www.surveymonkey.com/r/JarvisBikeSurvey>

**Survey closes November 1, 2024**



Jarvis Township

October 10 at 7:44 AM · 🌐



Still time to provide feedback on the future of trail expansion in Jarvis Township!



## Community Survey on Biking

Please take a few minutes to complete this survey regarding biking in Jarvis Township by scanning the QR code or using the URL.



<https://www.surveymonkey.com/r/JarvisBikeSurvey>

**Survey closes November 1, 2024**



City of Troy, IL

October 3 at 2:42 PM · 🌐



## Community Survey on Biking

Please take a few minutes to complete this survey regarding biking in Jarvis Township by scanning the QR code or using the URL.



<https://www.surveymonkey.com/r/JarvisBikeSurvey>

**Survey closes November 1, 2024**

1 share



# Triad Community Unit #2

Educating Everyone...Takes Everyone

≡ MENU

TRIAD COMMUNITY UNIT #2 // DOCUMENTS

Documents » Parents » Virtual Backpack

Name	Type	Size
 4H Flyer	pdf	955 KB
 2025 - April - GOTR Sign Up	pdf	408 KB
 2024 - October 26 - Trunk-Air-Treat	pdf	374 KB
 2024 - November 20 - CrossFit557_Youth_HS_classes	pdf	2.67 MB
 2024 - October 25 - Trick or Treat flyer 2024	png	500 KB
 2024 - October 26 - DEA National RX Takeback	pdf	782 KB
 2024 - December 1 - RRA Flyer	png	247 KB
 2024 - November 1 - Jarvis Flyer	pdf	484 KB
 2024 - November 1 - St. Jacob Flyer	pdf	543 KB

# Open House #1 Pictures







# Open House #2 Pictures









# Appendix

## A4 Resolution for Master Plan Adoption



**JARVIS TOWNSHIP**

**RESOLUTION NO. 2025 – 04**

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**RESOLUTION OF JARVIS TOWNSHIP, MADISON COUNTY, STATE OF ILLINOIS,  
ADOPTING A TOWNSHIP MASTER BIKE PLAN**

---

**ADOPTED BY THE  
TOWNSHIP BOARD OF JARVIS TOWNSHIP,  
MADISON COUNTY, STATE OF ILLINOIS  
THIS TWENTY-FIRST DAY OF OCTOBER, 2025**

---

**Published in pamphlet form by the authority of the Jarvis Township, Madison County,  
State of Illinois, this Twenty-First Day of October, 2025.**

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**RESOLUTION NO. 2025 – 04**

**RESOLUTION OF JARVIS TOWNSHIP, MADISON COUNTY, STATE OF ILLINOIS,  
ADOPTING A TOWNSHIP MASTER BIKE PLAN**

**WHEREAS**, Jarvis Township, Madison County, State of Illinois, identified an opportunity to secure grant funds from the Metro East Park & Recreation District (MEPRD) and Agency for Community Transit (ACT) to pursue a Master Bike Plan for the Township; and,

**WHEREAS**, Jarvis Township partnered with Oates Associates to conduct such Master Bike Plan study, including an investigation of current and future bike corridors, a public open house, and an online solicitation of Township residents; and

**WHEREAS**, the Township Board of Jarvis Township, wishes to adopt such Master Bike Plan in its final form to advise for future planning activities to extend bike and pedestrian access further for Township residents.

**NOW, THEREFORE, BE IT ORDAINED BY THE SUPERVISOR AND BOARD OF TRUSTEES OF JARVIS TOWNSHIP, MADISON COUNTY, ILLINOIS, AS FOLLOWS:**

1. The recitals set forth above are hereby incorporated herein as if fully set forth.
2. The Master Bike Plan be incorporated into the record as a master planning document for future expansion of biking and pedestrian corridors within and through Jarvis Township.
3. That the Township Supervisor, on behalf of Jarvis Township, Madison County, Illinois, execute such documents and all other documents necessary for the carrying out adoption of said Master Bike Plan, including communication with MEPRD and ACT.
4. This Resolution shall be in effect following its passage, approval and publication as provided by law.
5. Any and all Resolutions, sections or subsections of Resolutions in conflict herewith are hereby repealed.

**PASSED** by the Township Board of Jarvis Township, Madison County, Illinois, and deposited in the office of the Township Clerk this Twenty-First Day of October, 2025.

Those voting aye: Wiesehaus, Aurlen, Hovetter, & Adamik

Those voting nay: N/A

Those absent: Held doerfer

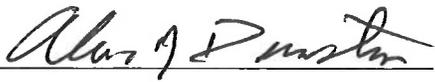
APPROVED:

BY:  \_\_\_\_\_

ALLEN P. ADOMITE, Township Supervisor

Jarvis Township, Madison County, State of Illinois

ATTEST:

BY:  \_\_\_\_\_

ALAN DUNSTAN, Township Clerk

Jarvis Township, Madison County, State of Illinois



# Jarvis Township

*Bicycle Master Plan*