

Knoxville Avenue (Illinois 40) Reconstruction Project



JUNE 2021 PROJECT UPDATE

IDOT is progressing on Phase I preliminary engineering. The Project Team has begun public involvement as part of IDOT's Context Sensitive Solutions (CSS) process. The Project Team is working with a Community Advisory Group (CAG) to ensure that the needs and concerns of the community are identified, and the proposed solutions balance safety, operational, and community needs.

L 40 (Knoxville Avenue) Corridor (from Pennsylvania Avenue to War Memorial Drive):

The first CAG meeting was held virtually on Thursday, September 24, 2020 and focused on the Knoxville Avenue corridor. As a result of discussions with the CAG, additional traffic analysis is being done to assess the impacts of a road diet (lane reduction). This additional analysis is underway. A CAG meeting to identify roadway options and bike/pedestrian accommodations is expected to occur in the next couple of months.

IL 40 (Knoxville Avenue) and War Memorial Drive Intersection:

The second CAG meeting was held virtually on Thursday, March 25, 2021 and focused on the Knoxville Avenue intersection with US Route 150 (War Memorial Drive). The design team started with 20 high-level intersection concepts, in addition to the "no build" option. The team completed an initial screening of the concepts to narrow the list. The initial screening process resulted in four alternatives that were presented to the CAG. The four alternatives consisted of two at-grade concepts and two grade-separated concepts.

The two at-grade concepts are:

- No Build (Keep the Displaced Left Turn) and
- Conventional Intersection.

The two grade-separated concepts are:

- Single Point Urban Interchange, and
- Dog Bone Roundabout with Grade Separation.

CAG members were tasked with discussing the options with the groups they represent and then to provide a list of criteria that they find important to be considered in the evaluation of the intersection concepts. At the next CAG meeting to discuss the intersection, IDOT and the CAG will further evaluate each intersection concept to identify the preferred option. The target date for completion of Phase II engineering is 2025.

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