



IL57 BROADWAY to I-172

Community Advisory Group

Wednesday, March 23, 2022



Illinois Department of Transportation

AGENDA

- **Welcome / Agenda Review** (2 minutes)
- **Housekeeping** (1 minute)
- **Introductions** (3 minutes)
- **Recap CAG #2** (5 minutes)
- **Purpose & Need** (1 minute)
- **Alternatives Screening** (2 minutes)
- **Alternatives** (40 minutes)
- **Breakout Session** (50 minutes)
- **Detailed Screening Phase** (2 minutes)
- **Questions & Answers** (10 minutes)
- **Next Steps** (3 minutes)
- **Thank You** (1 minute)



Housekeeping

- Covid Protocols
- Restrooms
- Water Station
- Emergencies



Introductions

- ✓ Illinois Department of Transportation
- ✓ Consultant Team
- ✓ CAG Members

CAG #2 Recap

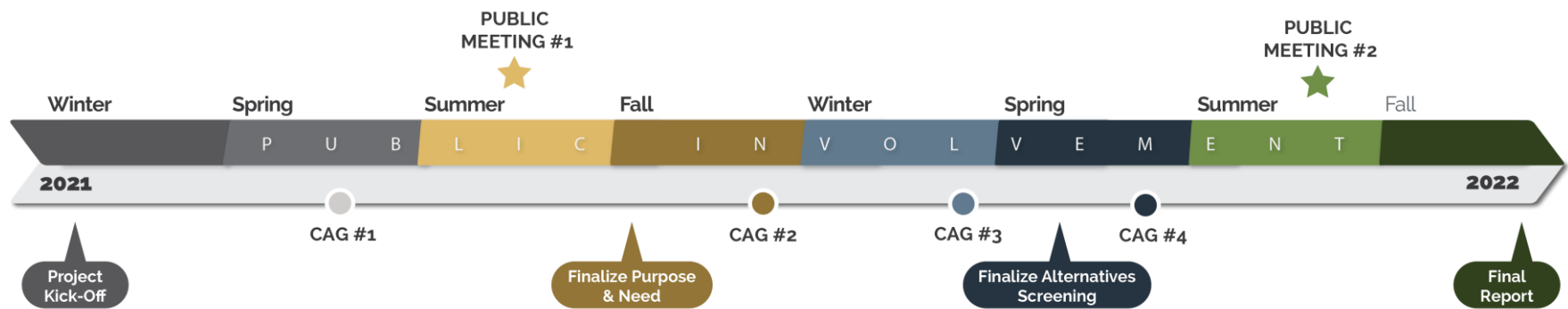
CAG #2

- Held Tuesday, October 26, 2021
- Project update presentation
 - Study limits
 - Defined PEL Study
 - Existing conditions
 - Purpose and Need
- Alternatives identification workshop





Project Timeline



Study Limits



Purpose and Need Statement

Purpose and Need

APPROVED

The **Purpose** for this PEL is to determine potential projects that would

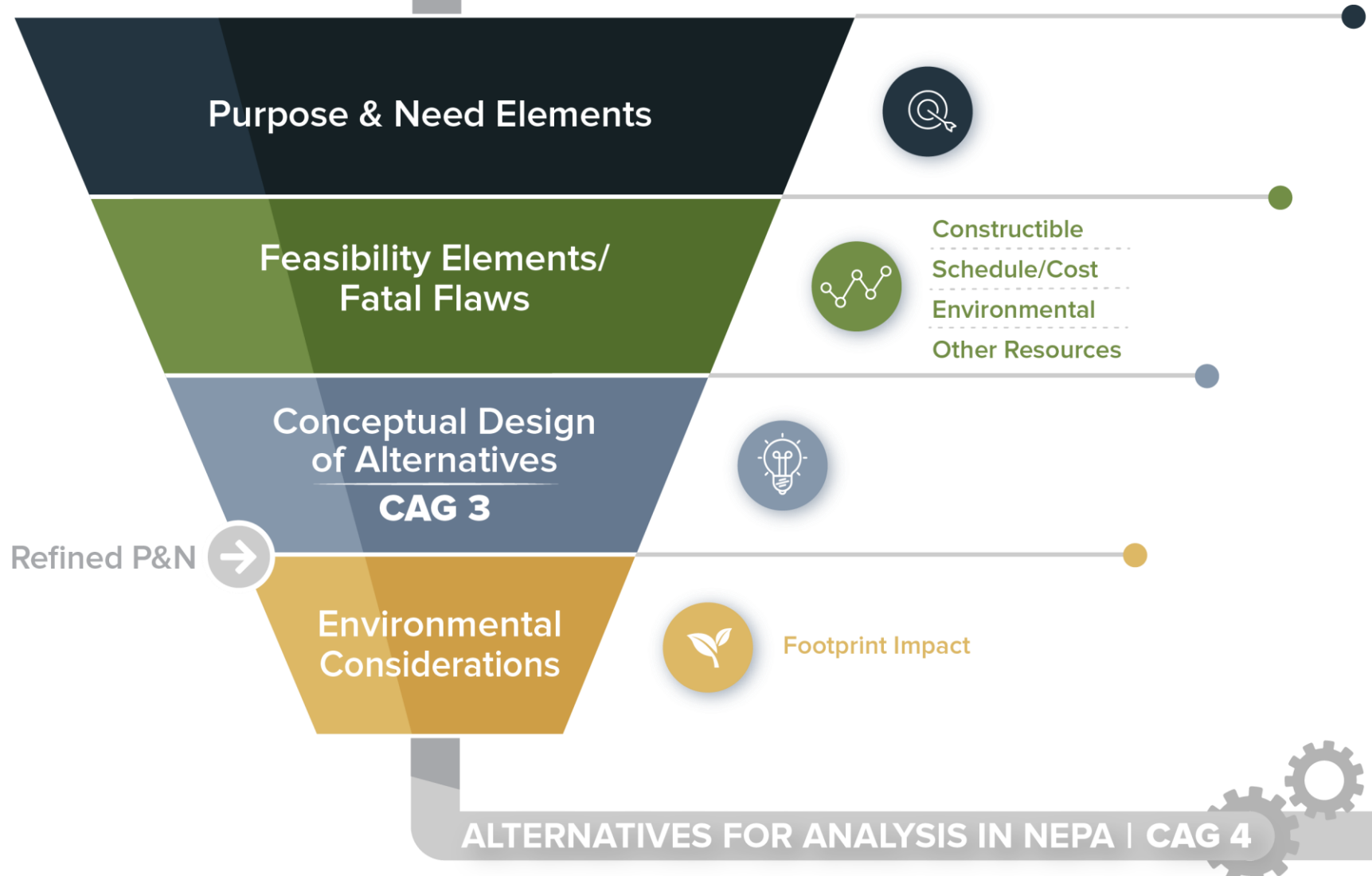
- Improve deficient roadway and intersection geometry,
- Improve corridor safety,
- Improve mobility, and
- Enhance pedestrian and bicycle access where warranted.

The **Need** is to address the issues of

- Roadway condition,
- Substandard roadway and intersections,
- Safety for all roadway users, and
- Pavement flooding.

Alternative Screening

Alternatives Screening Process



Alternatives Screened Out	P&N	Feasibility	Reason
URBAN			
Decouple 3 rd & 4 th Street extended to Locust	X		Study area
York St. one-way to two-way conversion (3 rd to 12 th Streets)	X		Study area
Increased opportunities for public transportation			Jurisdiction
SUBURBAN/INDUSTRIAL			
Upgraded 2-lane highway between Il 57 and I-172 at Payson Rd.	X		Study area
Management of working/transport of goods hours	X		Jurisdiction
Alternative use of technology to transport goods (drones)	X		Jurisdiction
Increased opportunities for public transportation			Jurisdiction
RURAL			
Improve configuration of I-172 ramps to reduce sharp turns	X		Study area
Connection from Kohl (near 12 th St.) thru the bluff to I-172	X		Study area/const
Speed monitoring equipment to slow traffic down	X		Jurisdiction
Lights along the roadway	X		Jurisdiction
Increase flood protection for the Marblehead area	X		Jurisdiction
Bypass Marblehead to the East	X		Study area/const

Purpose & Need Screening - Urban

		U-1 UPGRADE EXISTING	U-2 DECOUPLE 3 rd & 4 th ST.	U-2A ROUND-ABOUT AT 4 th & YORK
P U R P O S E	Improve Deficient Roadway & Intersection GEOMETRY		X	X
	Improve Corridor SAFETY		X	X
	Improve MOBILITY		X	X
	Enhance PEDESTRIAN & BIKE Access Where Warranted	X	X	X
N E E D	Addresses Roadway CONDITION	X	X	X
	Addresses Substandard ROADWAY and INTERSECTIONS			
	Addresses SAFETY for all Roadway Users	X	X	X

Purpose & Need Screening - Suburban

		S-1 UPGRADE EXISTING	S-2 3-LANE SECTION	S-3 4-LANE SECTION	S-4 5-LANE SECTION
P U R P O S E	Improve Deficient Roadway & Intersection GEOMETRY		X	X	X
	Improve Corridor SAFETY	X	X	X	X
	Improve MOBILITY	X	X	X	X
	Enhance PEDESTRIAN & BIKE Access Where Warranted		X	X	X
N E E D	Addresses Roadway CONDITION	X	X	X	X
	Addresses Substandard ROADWAY and INTERSECTIONS	X	X	X	X
	Addresses SAFETY for all Roadway Users	X	X	X	X



Purpose & Need Screening – Rural

		R-1 UPGRADE EXISTING	R-2 SUPER 2	R-3 4-LANE EXISTING	R-4 NEW 4-LANE
P U R P O S E	Improve Deficient Roadway & Intersection GEOMETRY	X	X	X	X
	Improve Corridor SAFETY	X	X	X	X
	Improve MOBILITY	X	X	X	X
	Enhance PEDESTRIAN & BIKE Access Where Warranted				
N E E D	Addresses Roadway CONDITION	X	X	X	X
	Addresses Substandard ROADWAY and INTERSECTIONS		X	X	X
	Addresses SAFETY for all Roadway Users	X	X	X	X
	Addresses Pavement FLOODING	X	X	X	X



Feasibility Screening

	Within IDOT Jurisdiction	Within Defined Study Area	Concept is Generally Constructable <i>Subject to environmental screening</i>
U-1	X	X	X
U-2	X	X	X
U-2A	X	X	X
S-1	X	X	X
S-2	X	X	X
S-3	X	X	X
S-4	X	X	X
R-1	X	X	X
R-2	X	X	X
R-3	X	X	X
R-4	X	X	X



Project Alternatives



Illinois Department of Transportation



3 Sections

URBAN

Broadway to
Payson Avenue



1.3 miles

SUBURBAN / INDUSTRIAL

Payson Avenue to
24th Street



4.8 miles

RURAL

24th Street to
I-172 Interchange



6.5 miles

3 Sections

URBAN

Broadway to
Payson Avenue



1.3 miles

SUBURBAN / INDUSTRIAL

Payson Avenue to
24th Street



4.8 miles

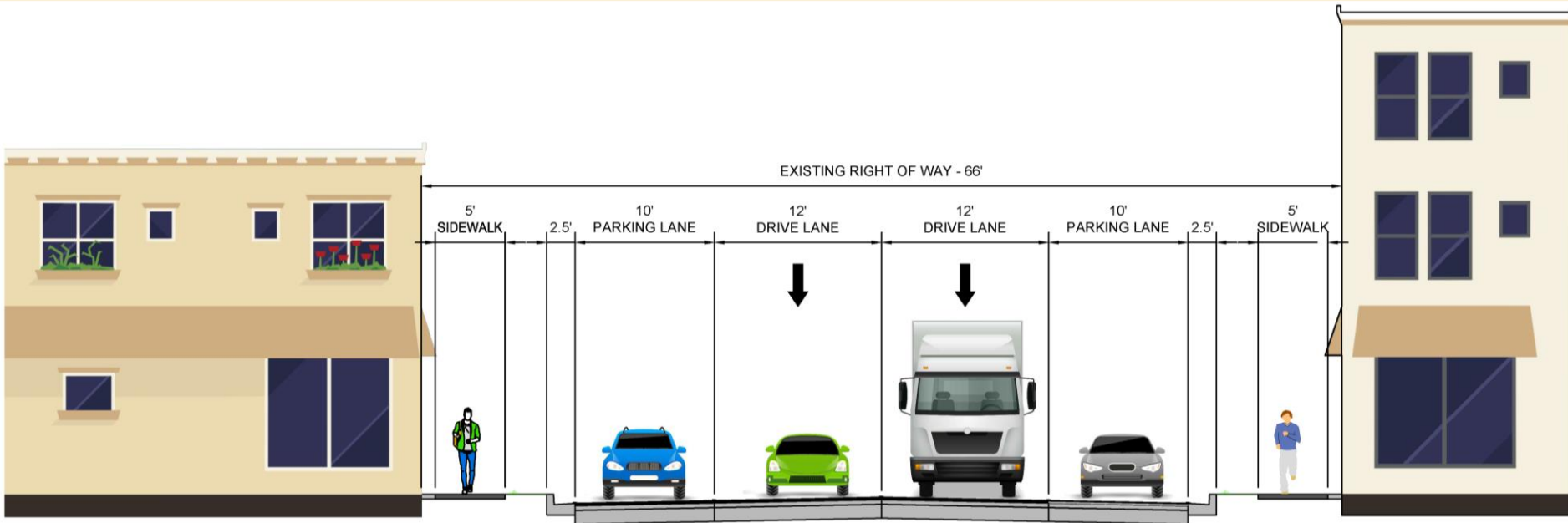
RURAL

24th Street to
I-172 Interchange



6.5 miles

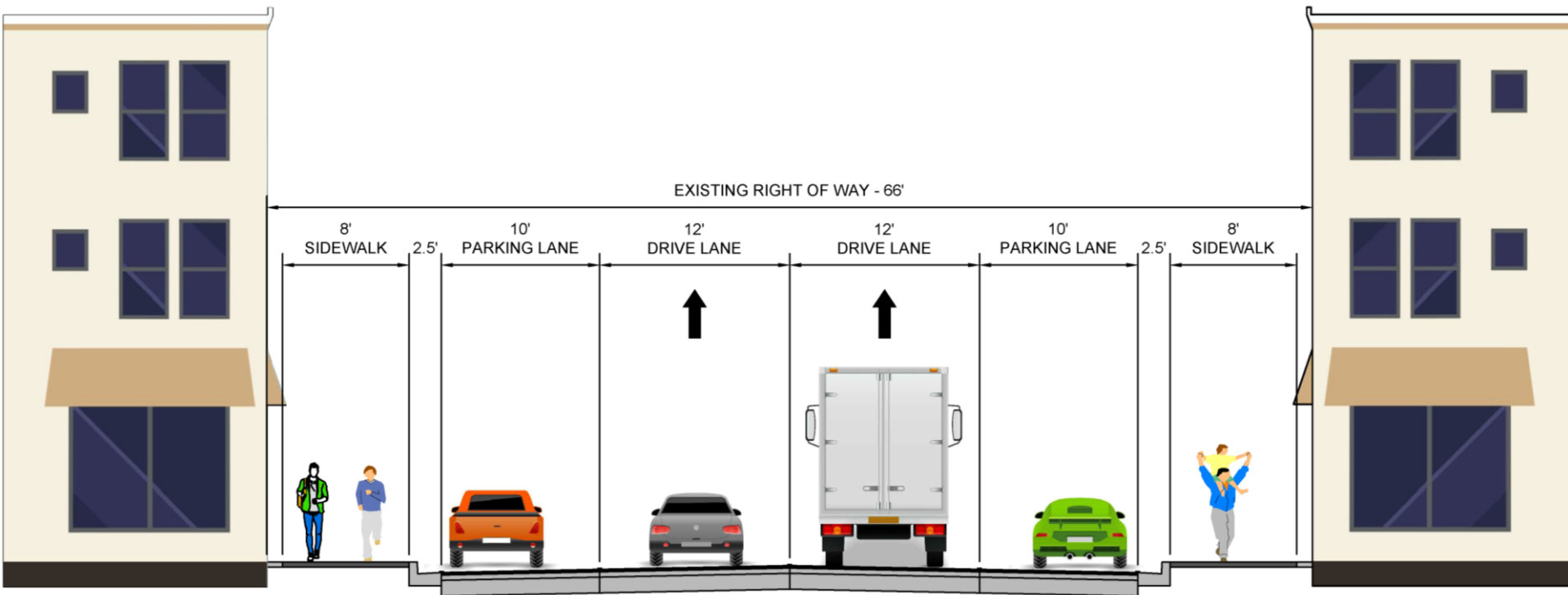
Existing Urban Typical Sections



3rd Street
Broadway Street to York Street
(Looking North)



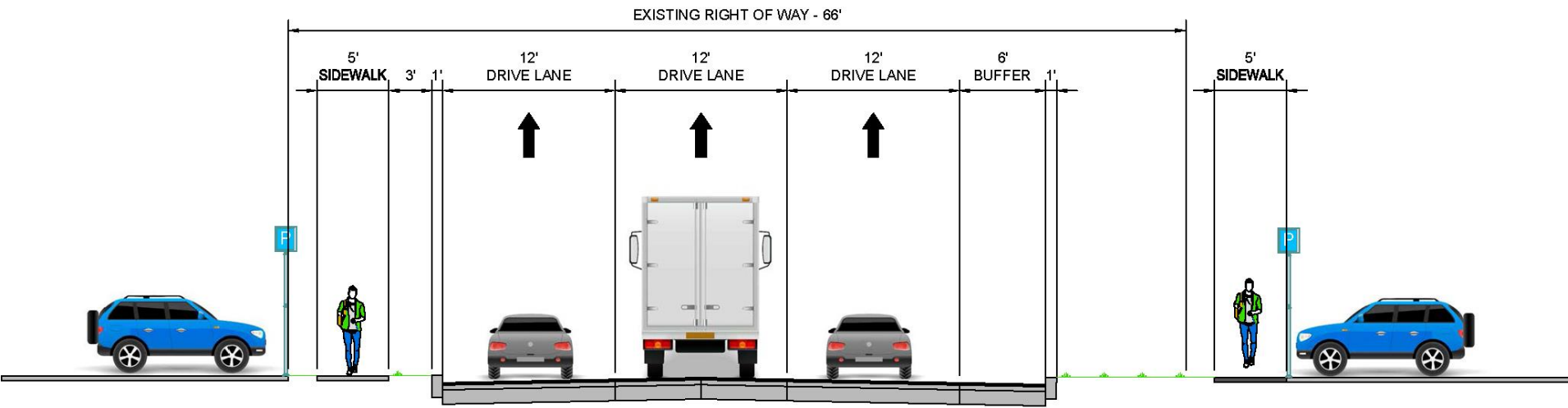
Existing Urban Typical Sections



4th Street
Broadway Street to York Street
(Looking North)

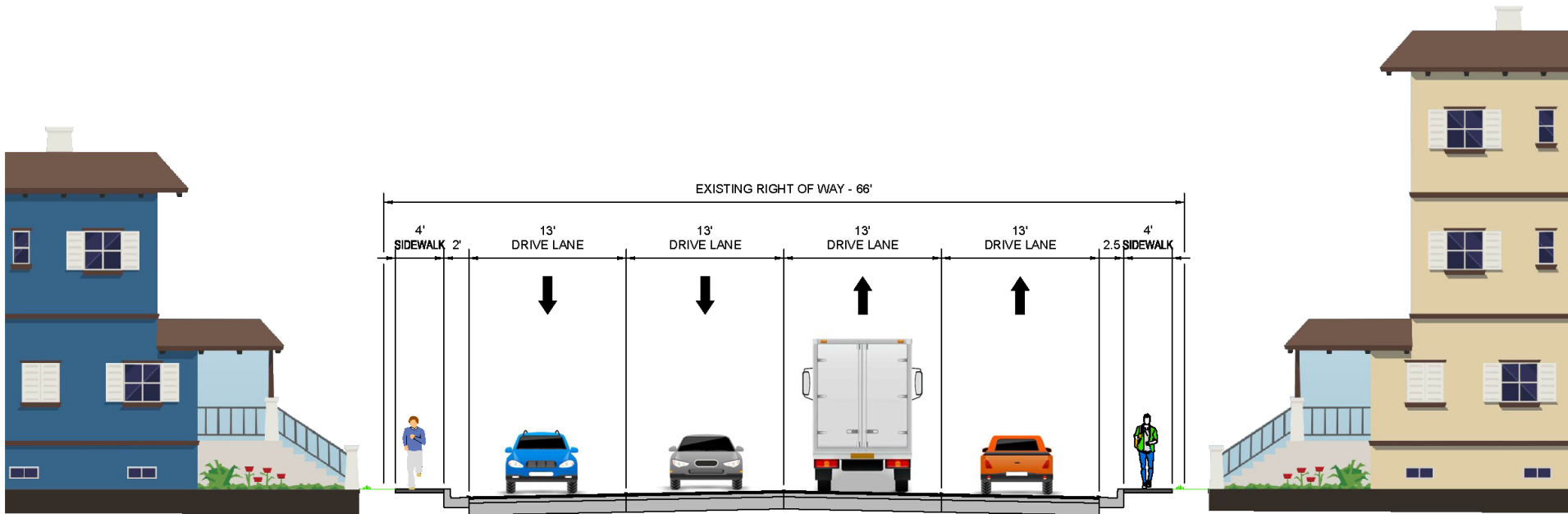


Existing Urban Typical Sections



**York Street
3rd Street to 4th Street
(Looking East)**

Existing Urban Typical Sections



3rd Street
York Street to Payson Avenue
(Looking North)

Urban Alternative – U-1

Upgrade existing conditions, maintenance
along 3rd and 4th Streets:



**Resurface portions
not done in
2020/2021**



**Improve
sidewalks**



**ADA ramps/
crosswalks**



**Intersection
improvements, if
necessary**

Urban Alternative – U-2



DECOUPLE 3rd & 4th Streets



SIGNALIZE York St. & 3rd St. intersection



IMPROVE York St. & 4th St. intersection



3rd St. south of York St. – 2 lanes in each direction

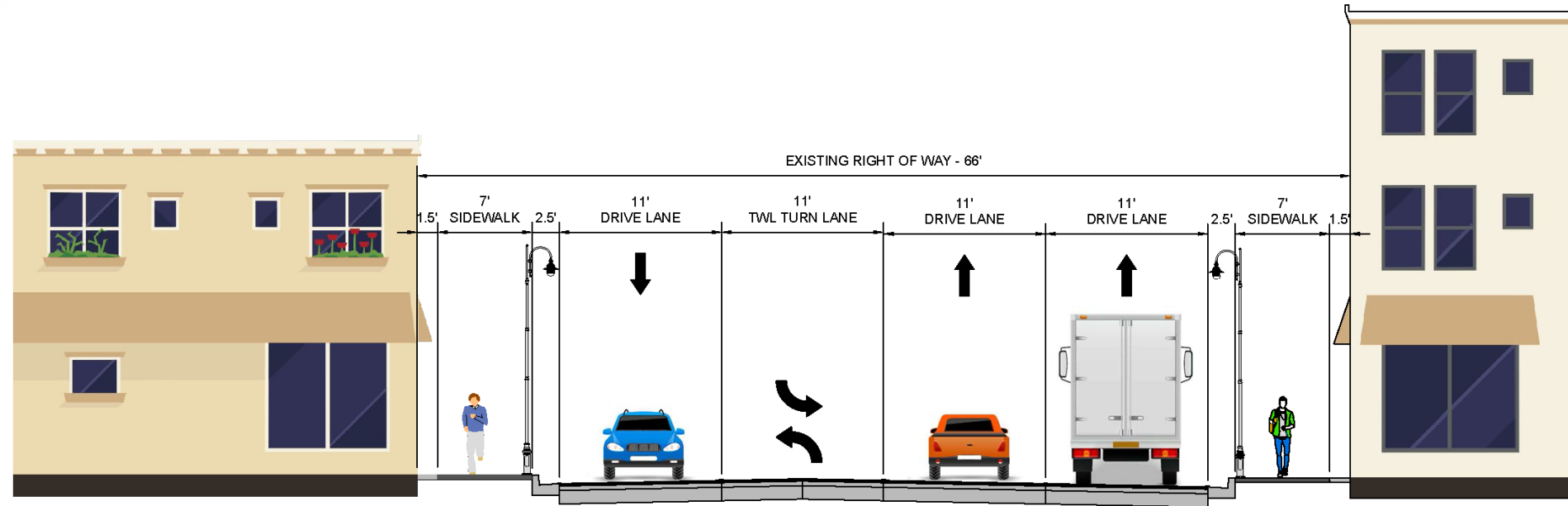
Striped median/2-way left turn lane



Curb and gutter, 3' buffer, 5' sidewalk

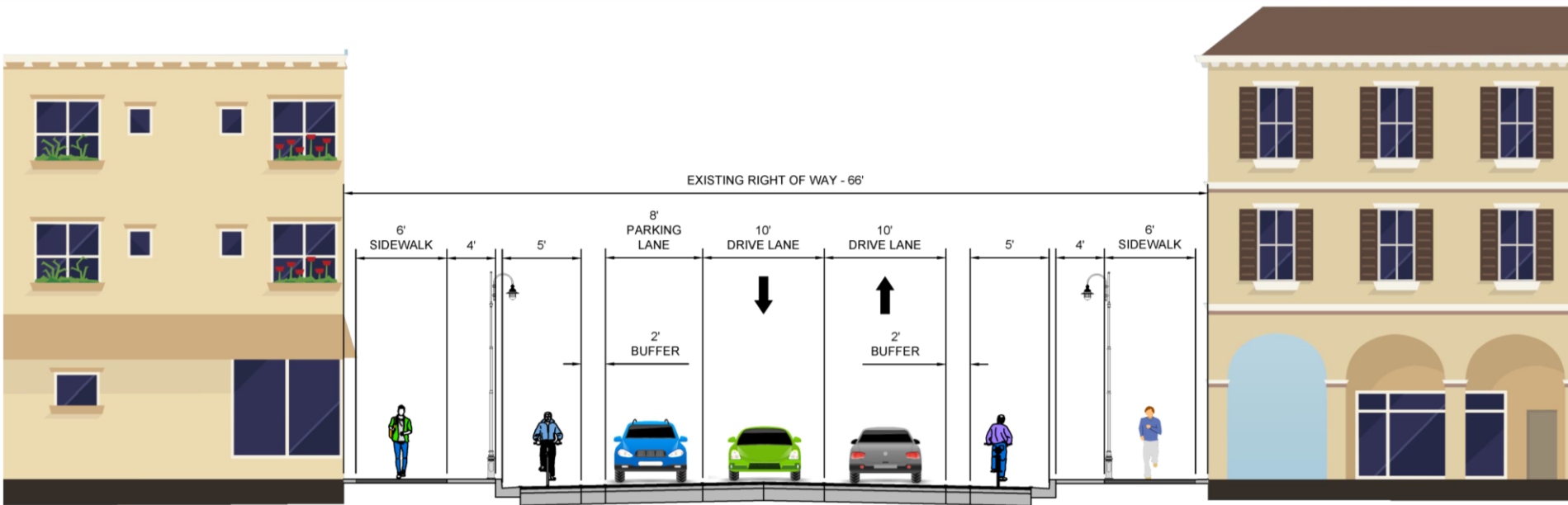


Urban Alternative – U-2



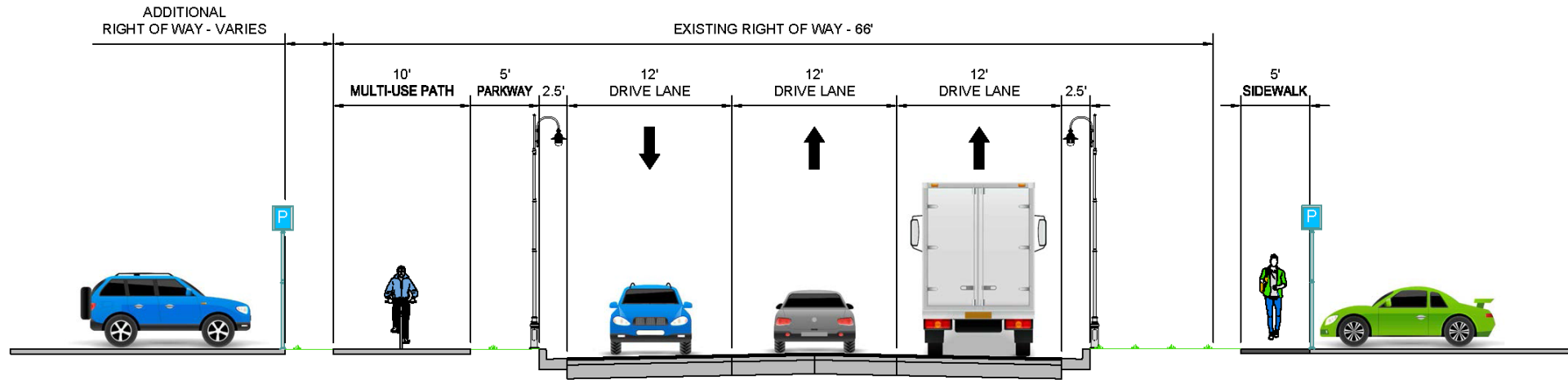
Alternative U-2
3rd Street
Broadway Street to York Street
(Looking North)

Urban Alternative – U-2



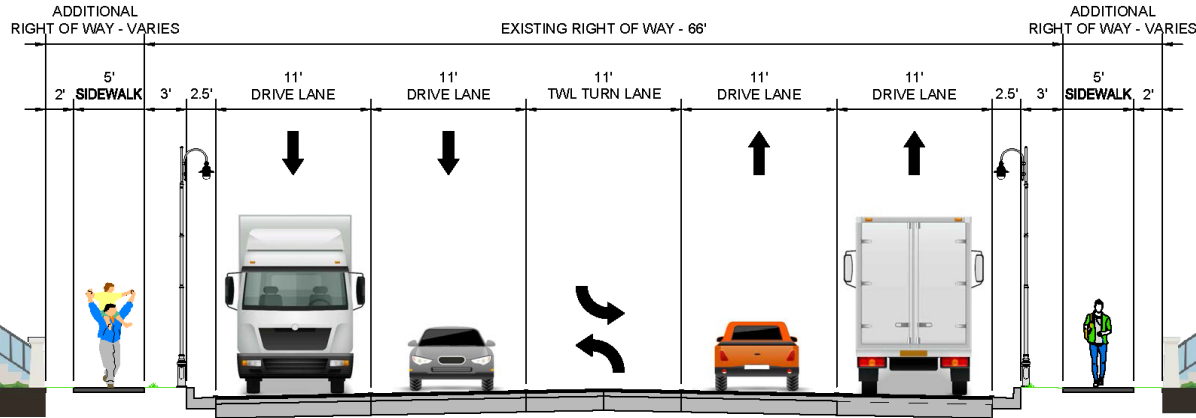
Alternative U-2
4th Street
Broadway Street to York Street
(Looking North)

Urban Alternative – U-2



Alternative U-2
York Street
3rd Street to 4th Street
(Looking East)

Urban Alternative – U-2



Alternative U-2

3rd Street

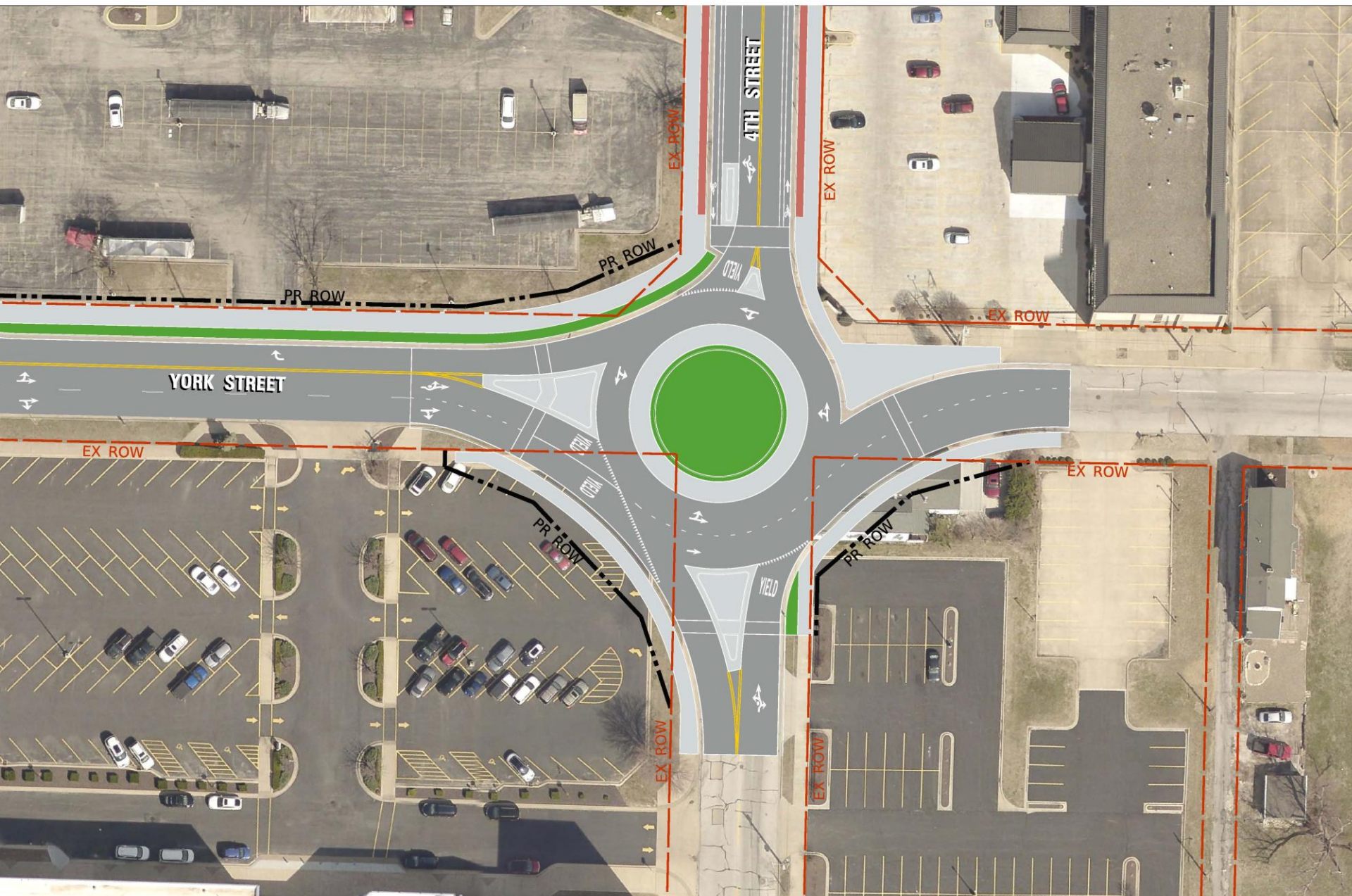
York Street to Payson Avenue
(Looking North)

Urban Alternative – U-2A

Feasibility analysis for roundabout at York and 4th



Urban Alternative – U-2A



3 Sections

URBAN

Broadway to
Payson Avenue



1.3 miles

SUBURBAN / INDUSTRIAL

Payson Avenue to
24th Street



4.8 miles

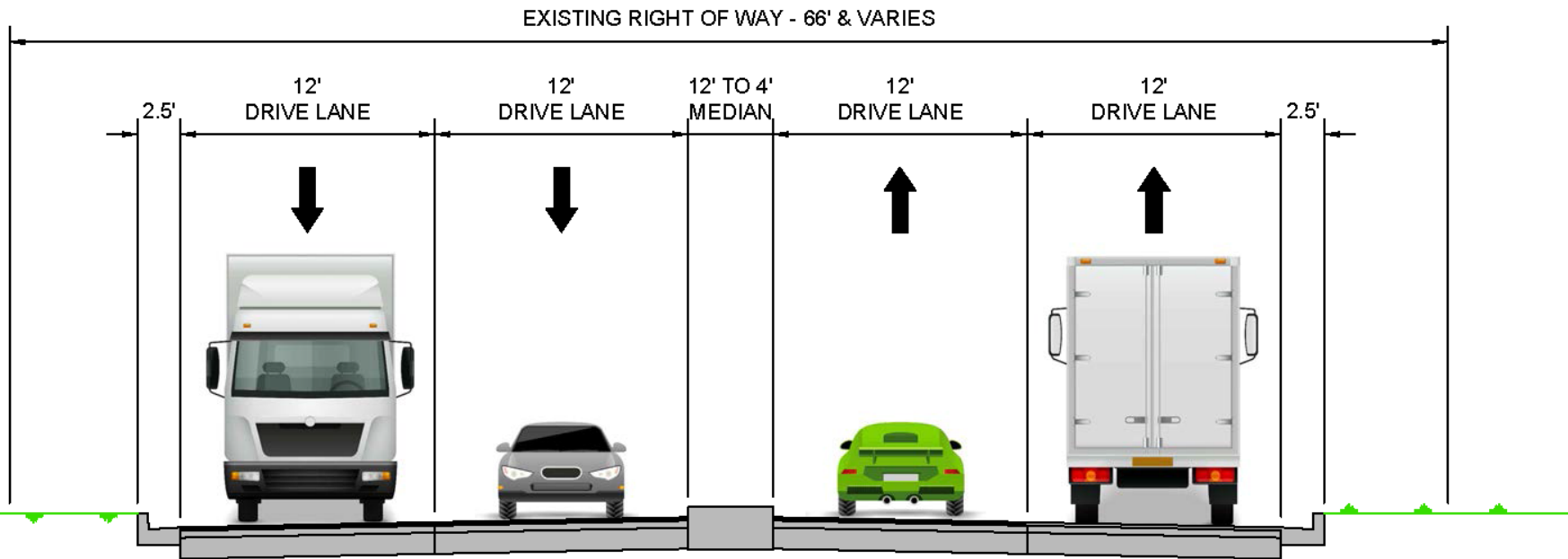
RURAL

24th Street to
I-172 Interchange



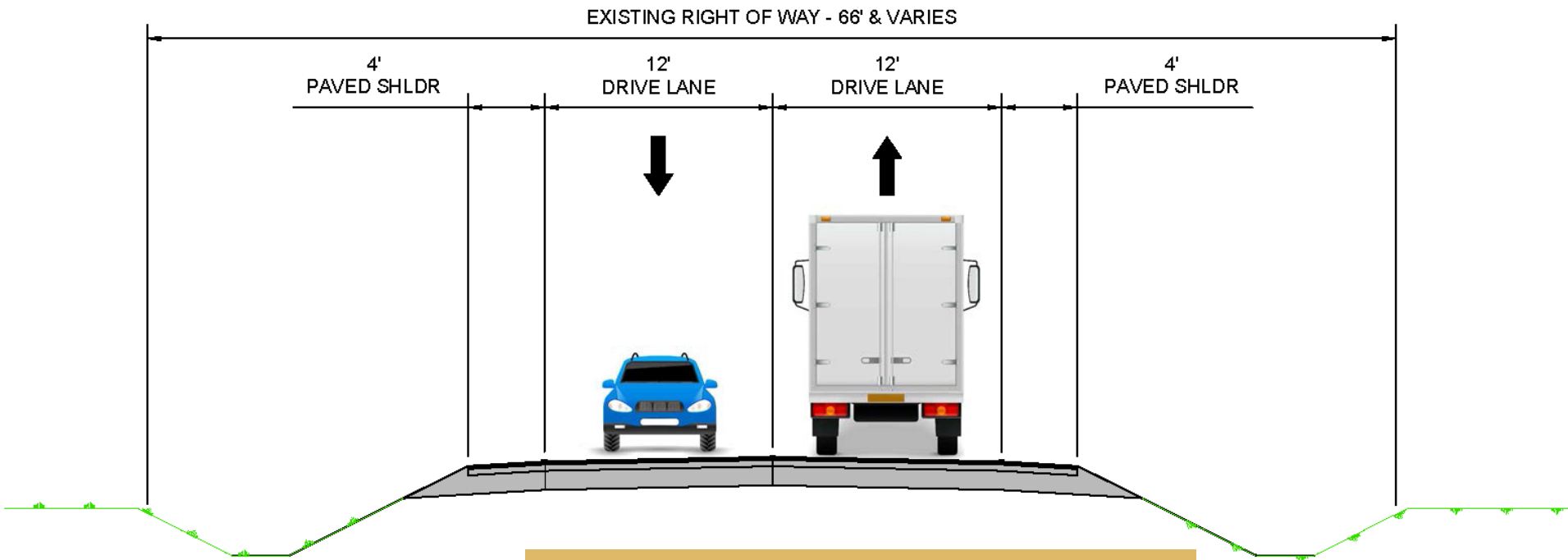
6.5 miles

Existing Suburban/Industrial Typical Sections



IL-57
Payson Avenue to Lock & Dam Road
(Looking North)

Existing Suburban/Industrial Typical Sections



IL-57
Lock & Dam Road to 24th Street
(Looking North)

Suburban Alternative S-1



**Upgrade
existing
conditions**



**4' raised median
north of Lock and
Dam Rd.**



**Add right turn
lane at grain
facility**

Suburban Alternative – S-2

3-Lane Section

Resurface existing **4-LANE** configuration with narrow median north of Lock and Dam Rd

New **3-LANE** section to the south (one lane in each direction separated by a 12-foot 2-way left turn lane) to 24th St.

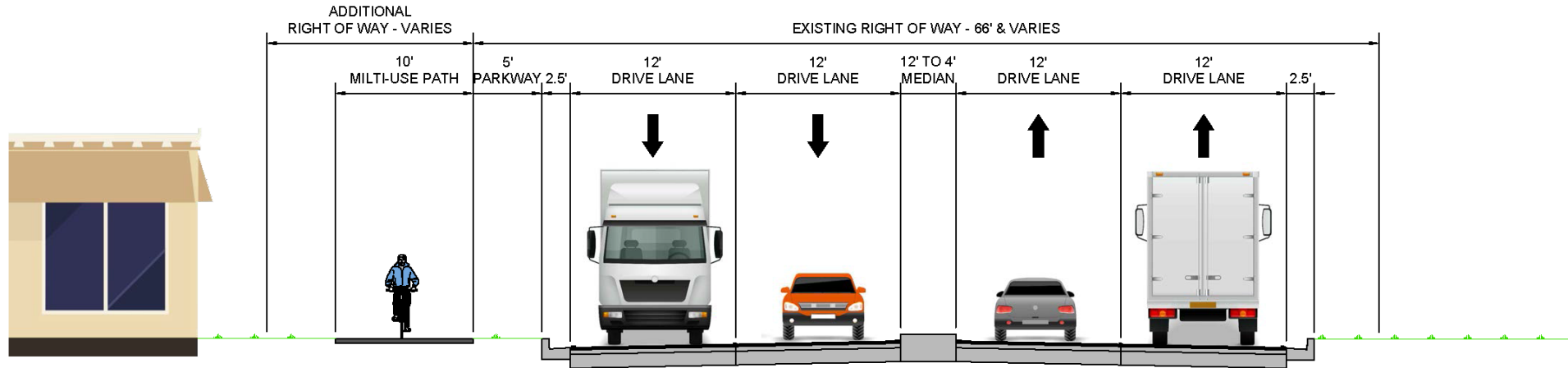
Additional **TURN LANES** at Radio Rd.

Evaluate **PEDESTRIAN/BICYCLE** accommodations

If warranted, a **MULTI-USE PATH** along the west side ending at Radio Rd.

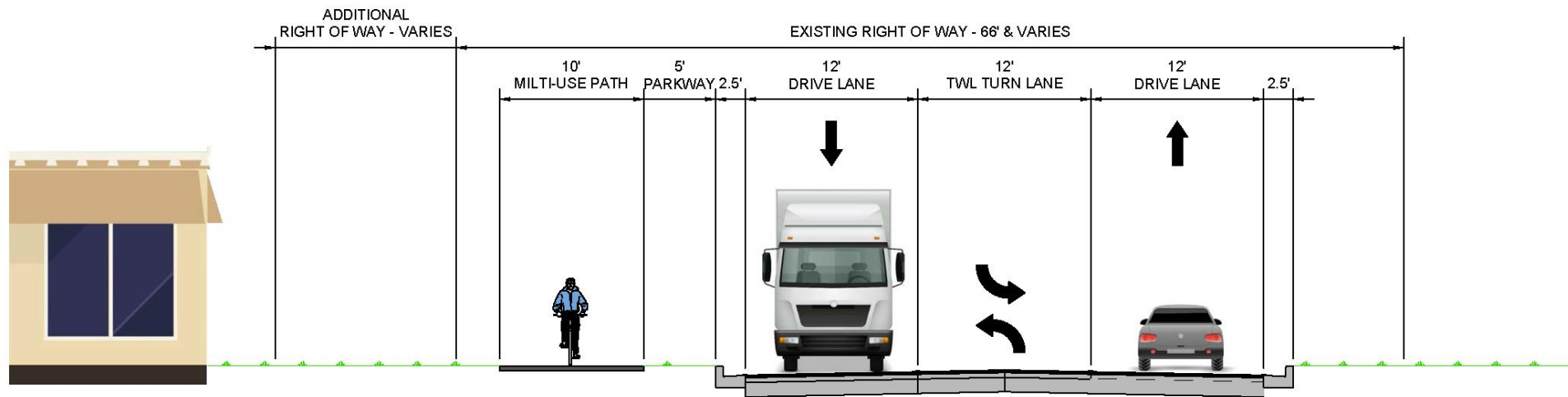
CURB AND GUTTER installed along both edge of pavements to south of Radio Rd., 10' paved shoulder further south

Suburban Alternative – S-2



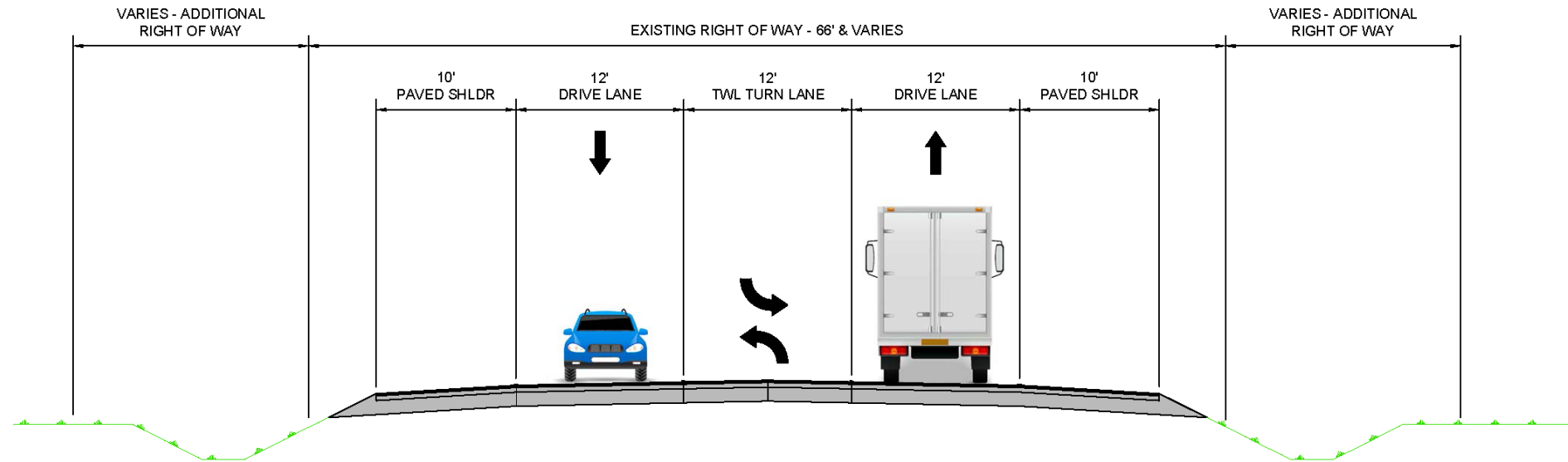
Alternative S-2
Payson Avenue to South Lock & Dam Road
(Looking North)

Suburban Alternative – S-2



Alternative S-2
South of Lock & Dam Road to Radio Road
(Looking North)

Suburban Alternative – S-2



Alternative S-2
South of Radio Road to 24th Street
(Looking North)

Suburban Alternative – S-3

4-Lane Section

Resurface existing **4-LANE** configuration with a narrow median north of Lock and Dam Rd.

New **4-LANE** section to the south (2 lanes in each direction separated by a 4' raised/painted median)

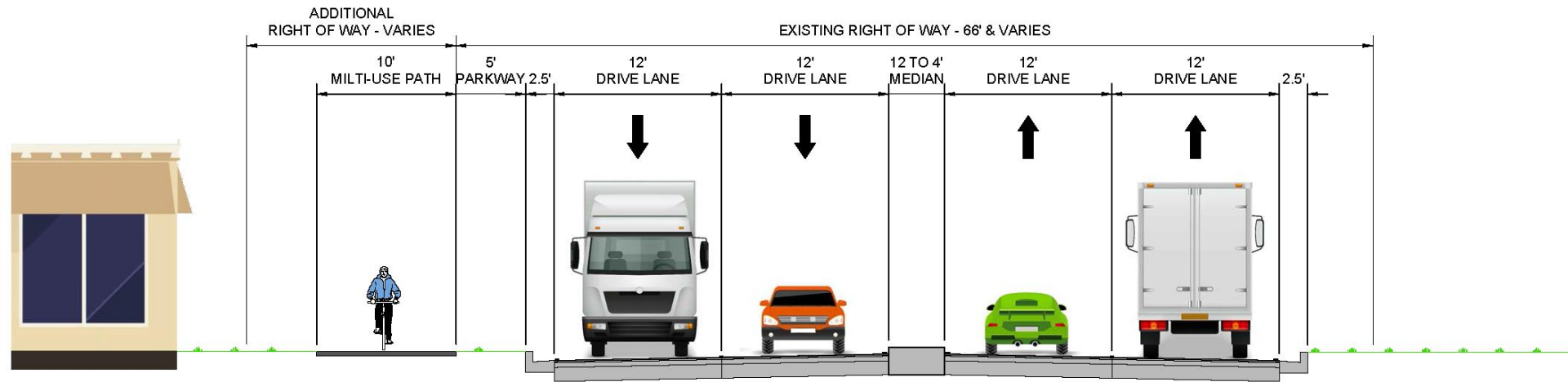
Additional **LEFT TURN** lanes at Radio Rd.

CURB AND GUTTER installed to south of Radio Rd.

MULTI-USE PATH or a grass shelf for a future multi-use path along the west side ending at Radio Rd.

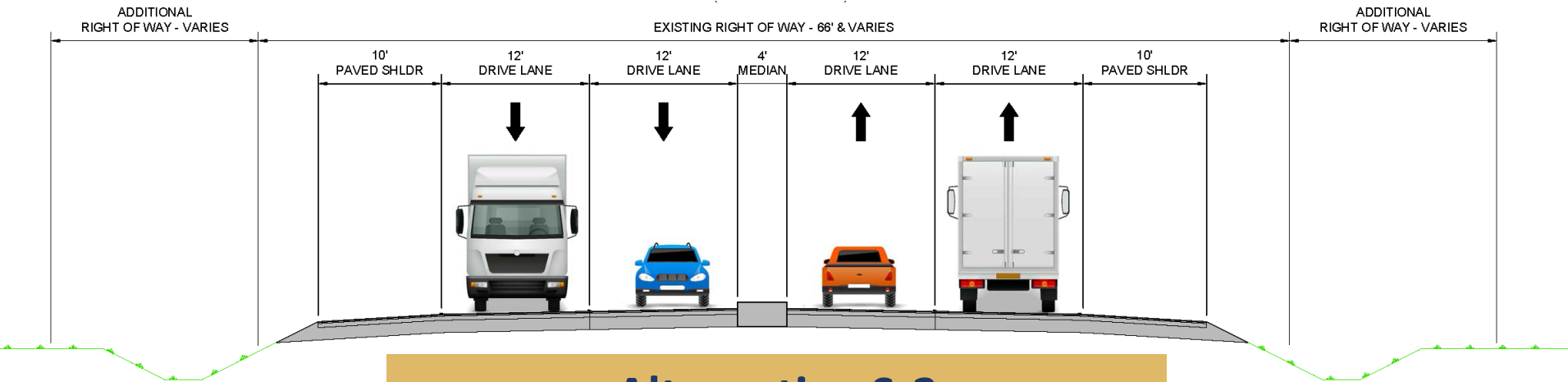
South of Radio Road to 24th St. - 10' **PAVED SHOULDERS** along the outside

Suburban Alternative – S-3



Alternative S-3
Payson Avenue to South of Radio Road
(Looking North)

Suburban Alternative – S-3



Alternative S-3
South of Radio Road to 24th Street
(Looking North)

Suburban Alternative – S-4

5-Lane Section

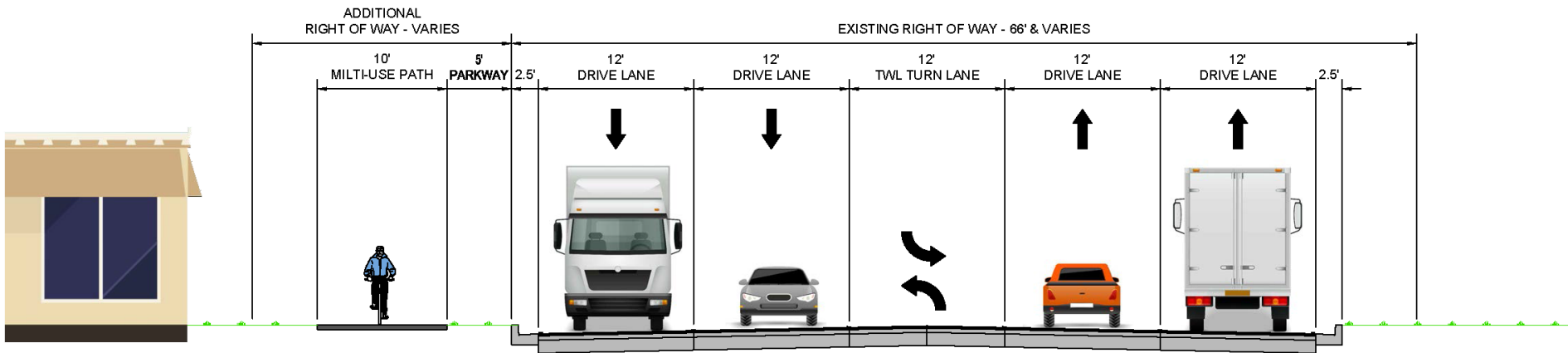
2 LANES in each direction separated by a 12-foot 2-way left turn lane south of Radio Rd.

CURB AND GUTTER along both EOPs from the urban section to south of Radio Rd.

MULTI-USE PATH or a grass shelf for a future multi-use path along the west side ending at Radio Rd.

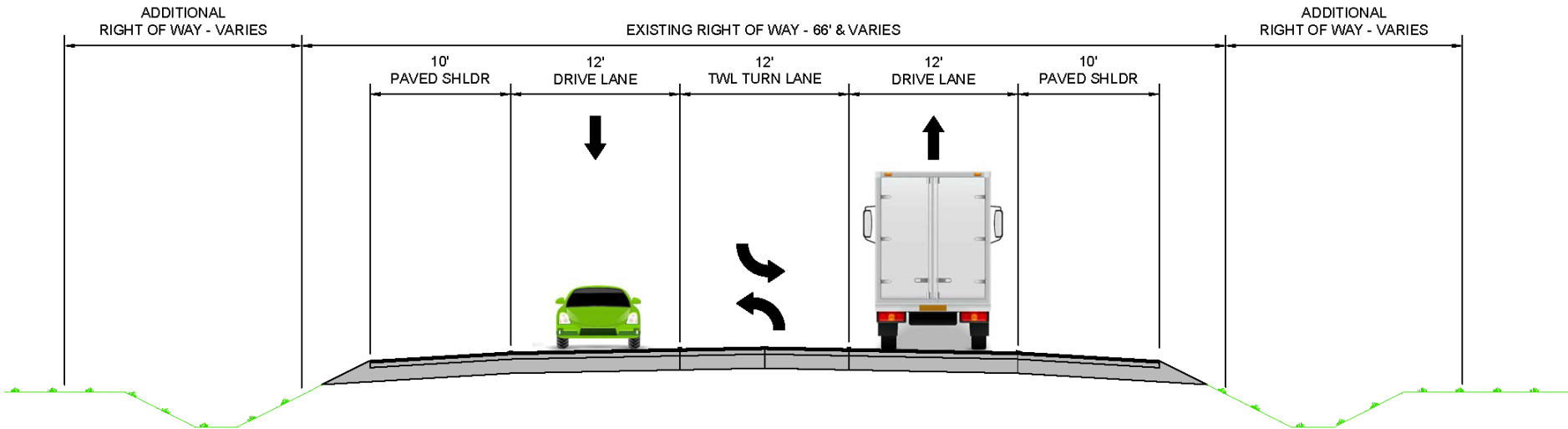
South of Radio Rd. to 24th St. includes **1 LANE IN EACH DIRECTION** separated by a TWLTL, and a 10' paved shoulder along each side

Suburban Alternative – S-4



Alternative S-4
Payson Avenue to South of Radio Road
(Looking North)

Suburban Alternative – S-4



Alternative S-4
South of Radio Road to 24th Street
(Looking North)

3 Sections

URBAN

Broadway to
Payson Avenue



1.3 miles

SUBURBAN / INDUSTRIAL

Payson Avenue to
24th Street



4.8 miles

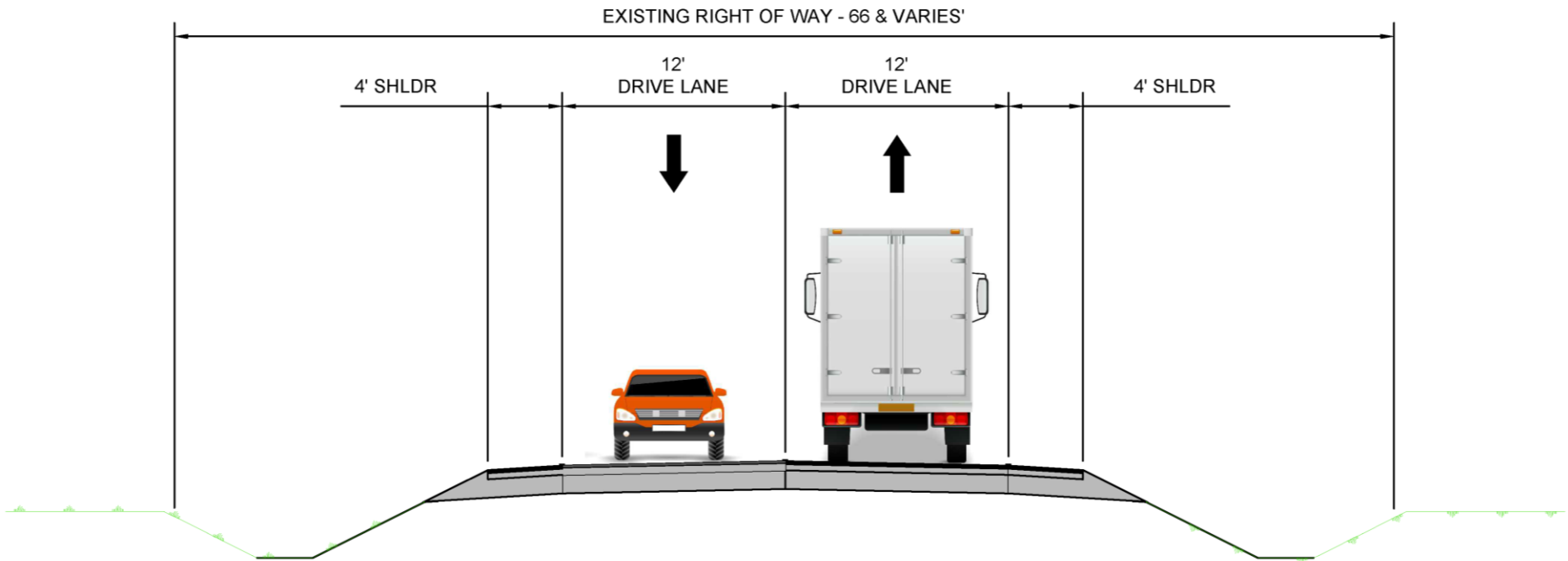
RURAL

24th Street to
I-172 Interchange



6.5 miles

Existing Rural Typical Section



IL-57
24th Street to I-172
(Looking North)

Rural Alternative – R-1

Improved 2-Lanes (one lane in each direction)

Maintain the existing lane configuration and do **LOCAL IMPROVEMENTS**

- Resurfacing south of Marblehead
- Shoulder improvements
- Profile and geometry improvements to reduce no passing zones
- Fix flooding issues

Rural Alternative – R-2

Super 2

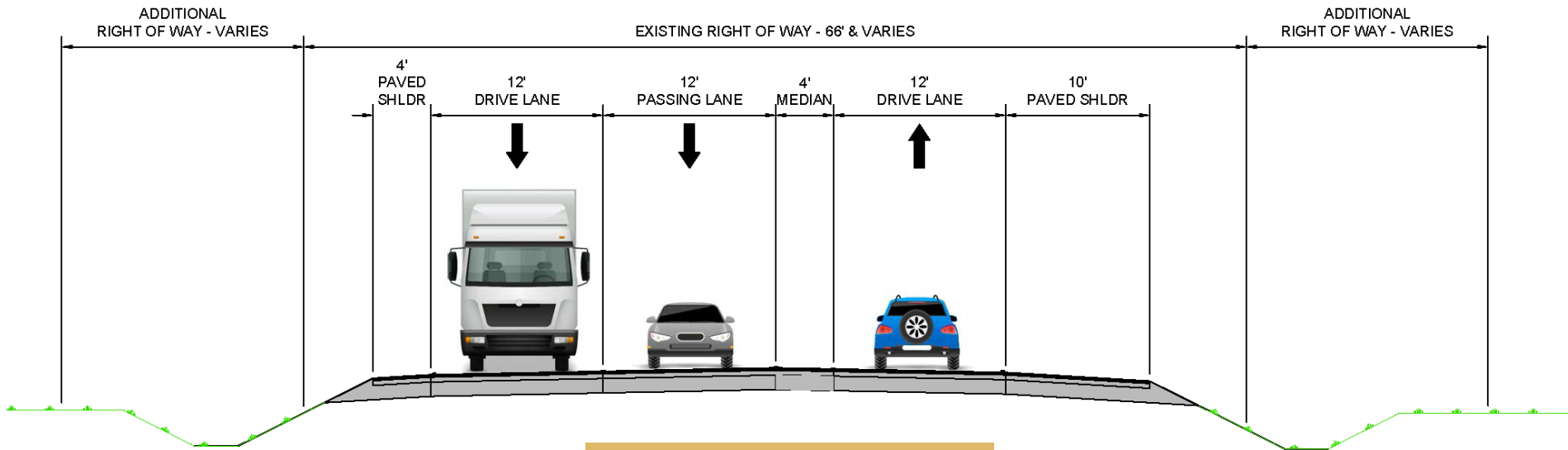
1-LANE in each direction
separated by an intermittent
16' center lane, with paved
outside shoulders vary from
10' to 4'

CENTER LANE will
alternate as a passing for
both directions

Necessary modifications
to fix **GEOMETRY/
FLOODING** issues

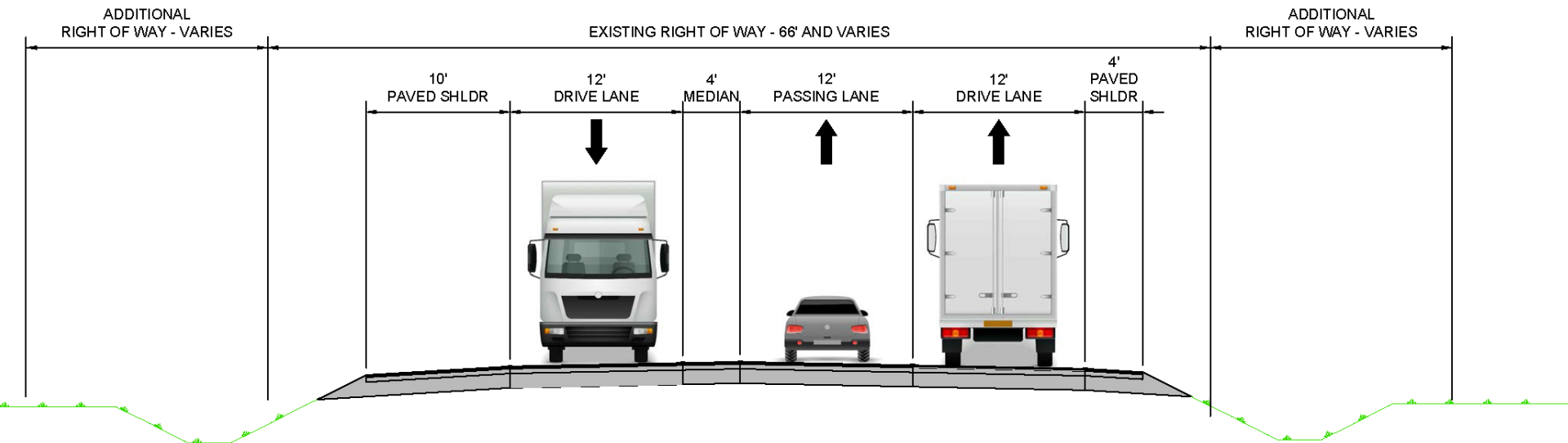
MARBLEHEAD BYPASS
(to the west)

Rural Alternative – R-2 A



**Alternative R-2 A
(Looking North)**

Rural Alternative – R-2 B



**Alternative R-2 B
(Looking North)**

Rural Alternative – R-3

4-Lane Expressway Existing Alignment

IL 57 would become
NB lanes of a **NEW 4-
LANE EXPRESSWAY**

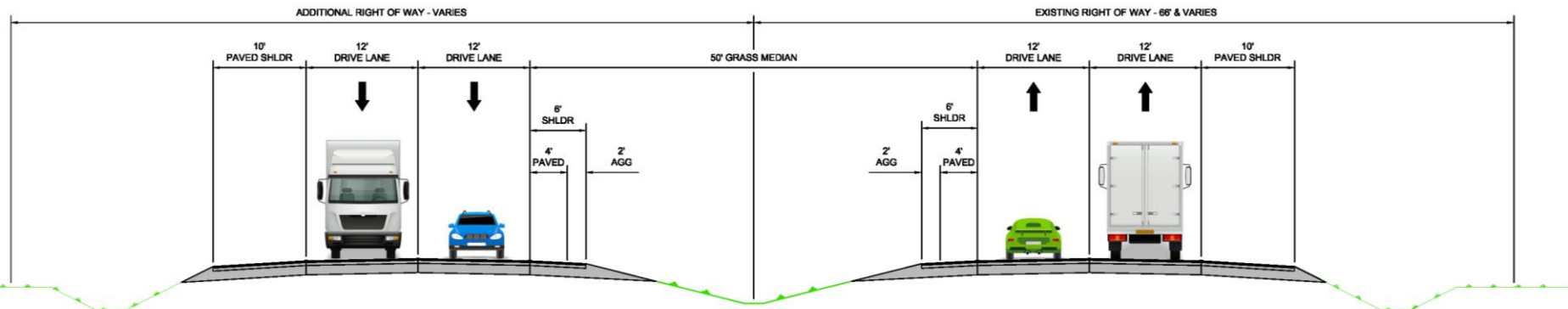
SB lanes would be to the
west separated from the
NB lanes by a **50' GRASS
MEDIAN**

EXISTING GEOMETRY
would be modified to
meet BDE
requirements

Alternative requires
I-172/IL 57
**INTERCHANGE
RECONFIGURATION**

MARBLEHEAD BYPASS
(to the west)

Rural Alternative – R-3



**Alternative R-3
(Looking North)**

Rural Alternative – R-4

4-Lane Expressway New Alignment

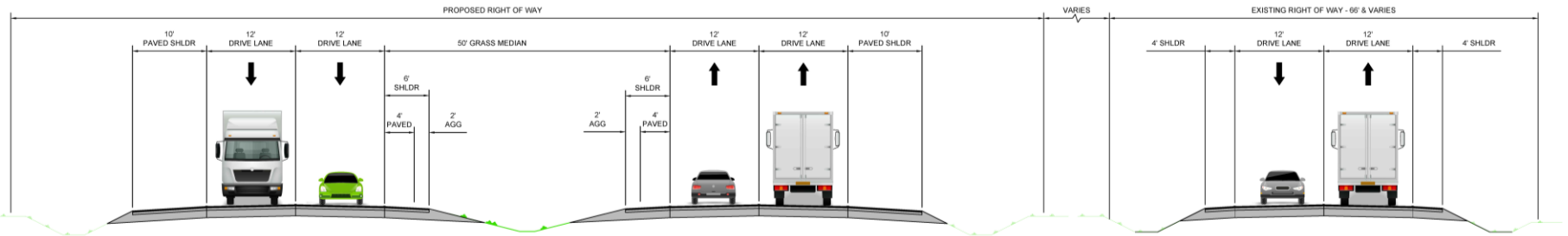
2 LANES in each direction
separated by a 50' grass
median

Existing IL 57 becomes
a **FRONTAGE ROAD**

Located west of existing IL 57
including a **MARBLEHEAD
BYPASS** to the west

Alternative requires
I-172/IL 57
**INTERCHANGE
RECONFIGURATION**

Rural Alternative – R-4



**Alternative R-4
(Looking North)**

**Existing IL-57
(Looking North)**

Breakout Session

Breakout

ALTERNATIVES UP CLOSE

45 minutes total

- **15 minutes** Urban Section
- **15 minutes** Suburban/Industrial Section
- **15 minutes** Rural Section

RETURN FOR DISCUSSION



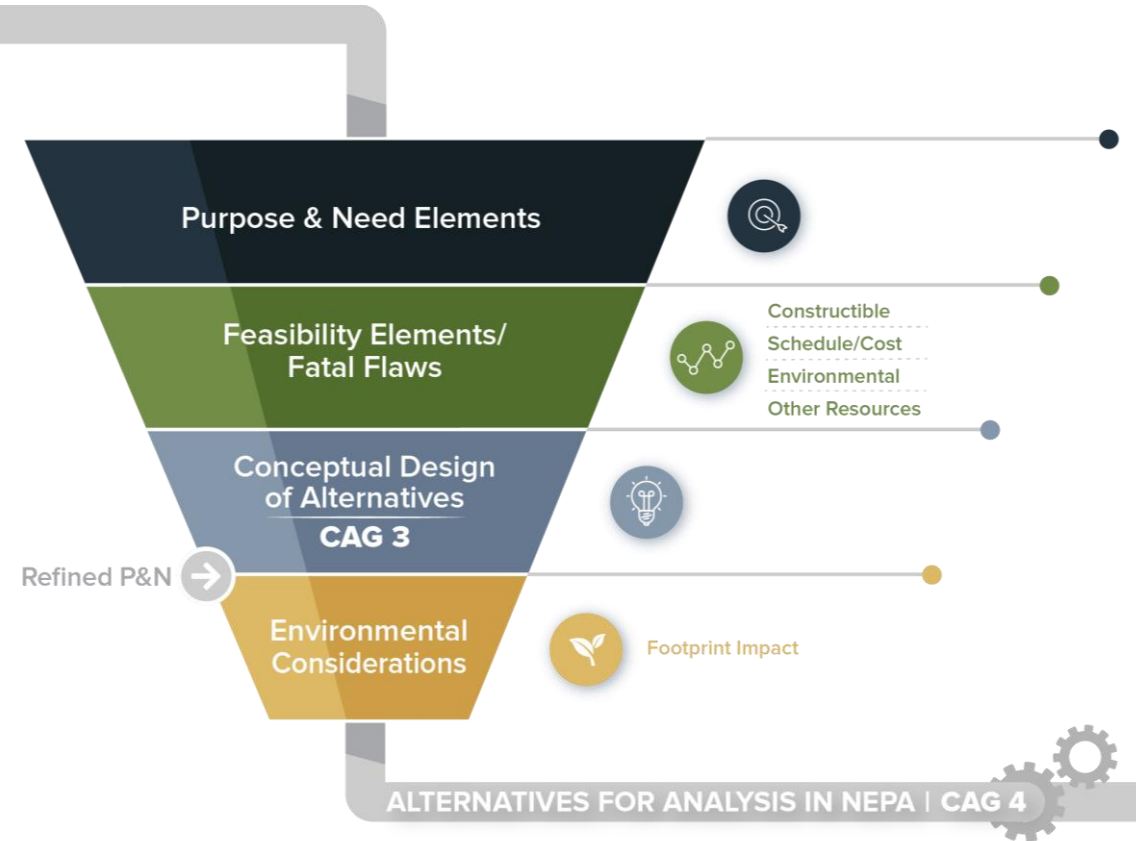
Discussion of Alternatives



Illinois Department of Transportation



Detailed Screening Criteria



- + **FLOODPLAINS**
- + **WETLANDS/ WATERS** of the U.S.
- + **PROTECTED SPECIES**
- + **CULTURAL/HISTORIC** Resources
- + **ROW NEEDS**
- + **IMPACT** to structures/property
- + **ALIGNS** with other area projects

Questions & Answers

Next Steps

- ✓ Refine Alternatives
- ✓ Screening
- ✓ CAG #4 – Late Spring 2022
- ✓ Public Meeting #2 – Summer 2022
- ✓ FHWA Meeting – September 2022

An aerial photograph of a city, likely St. Louis, showing a river, a bridge, and various buildings. The sky is cloudy. A large graphic is overlaid on the image.A circular graphic with a yellow border. Inside, there's a blue upper half with a bridge silhouette and a green lower half with a white winding road. A yellow banner is across the middle.

IL57 BROADWAY to I-172

THANK YOU!



Illinois Department of Transportation