

Planning and Environment Linkages Study IL 57, Broadway Street (IL 104) to I-172

**IL 57 (FAP 502)
IL 104 to I-172
Adams County**

S-96-001-20

Prepared for:



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Appendix H: Agency Coordination and Public Involvement

ABBREVIATIONS AND ACRONYMS

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
BDE	Bureau of Design and Environment
CAA	Clean Air Act
CAG	Community Advisory Group
CERCLIS	Comprehensive Environmental Response Compensation and Liability Information System
CFR	Code of Federal Regulations
CMCS	Center for Medicaid and CHIP Services
CO	Carbon Monoxide
CRS	Condition Rating Survey
CSS	Context Sensitive Solutions
dB	Decibel
dBA	A-weighted Decibel
DNR	Department of Natural Resources
EA	Environmental Assessment
EO	Executive Order
EOP	Edge of Pavement
FAP	Federal Air Primary
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FY	Fiscal Year
GIS	Geographic Information System
HCM	Highway Capacity Manual
HUD	U.S. Department of Housing and Urban Development
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
ILCS	Illinois Compiles Statutes
ILEPA	Illinois Environmental Protection Agency
INAI	Illinois Natural Area Inventory
IPAC	Information for Planning and Consultation
IROADS	Illinois Roadway Analysis Database System
ISAS	Illinois State Archaeological Survey
ISGS	Illinois State Geological Survey
L _{dn}	Day-night Sound Level
L _{eq}	Equivalent Sound Level
LOS	Level of Service
MU	Multi-Unit
MUTCD	Manual on Uniform Traffic Control Devices
MYP	Multi-year Program
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHD	National Hydrography Dataset
NLCD	National Landcover Database
NO ₂	Nitrogen Dioxide

NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
OSFM	Office of the Illinois State Fire Marshall
Pc	Passenger Car
PEL	Planning and Environment Linkages
PHV	Peak Hour Volumes
PM	Particulate Matter
PM _{2.5}	Particle sizes less than or equal to 2.5 microns
PM ₁₀	Particle sizes less than or equal to 10 microns
QRTP	Quincy Regional Transportation Plan
RCRA	Resource Conservation and Recovery Act of 1976
REC	Recognized Environmental Condition
ROW	Right-of-Way
SO ₂	Sulfur Dioxide
SRI	Safer Roads Index
SU	Single-Unit
TAMP	Transportation Asset Management Plan
TWLWL	Two Way Left Turn Lane
USCB	U.S. Census Bureau
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
USPS	U.S. Postal Service
UST	Underground Storage Tank
WOTUS	Waters of the U.S.

1.0 INTRODUCTION

The Illinois Department of Transportation (IDOT), in cooperation with Federal Highway Administration (FHWA), is conducting a Planning and Environment Linkages (PEL) study to establish a long-term vision and strategic plan for future transportation improvements on IL 57 between IL 104 (Broadway Street) in Quincy and I-172 south of Marblehead, a distance of approximately 13 miles (**Figure 1-1**).

This PEL Study will define the project Purpose and Need along with goals and objectives based on input from stakeholders and the public. In addition, an initial range of corridor improvement alternatives will be evaluated to identify those alternatives that best support the project goals; account for project costs and constructability; and avoid or minimize environmental impacts. Alternatives will be evaluated and presented to project stakeholders and the public to gain input and determine which alternatives should be evaluated in greater detail in future preliminary engineering and National Environmental Policy Act (NEPA) review. Therefore, the objective of the PEL Study is to articulate the Purpose and Need, identify potential alternative projects with independent utility and logical termini, and develop alternatives for further study in a future NEPA document. The IL 57 PEL Study follows FHWA PEL guidance regarding the integration of transportation planning and the NEPA process, which encourages the use of planning studies to provide information for incorporation into future NEPA documents (23 Code of Federal Regulations [CFR] 450). As discussed in Section 6, agency coordination and public involvement occurred throughout the PEL process and at key points such as the introduction of the study, the determination of the project's purpose and need, and the identification and assessment of improvement strategies. As part of the PEL process, the FHWA PEL Questionnaire was completed for this study and is located in **Appendix A**.

What is a PEL?

The FHWA developed the PEL program to help transportation decisionmakers consider environmental, community, and economic goals early in the transportation planning process, and use the information, analysis, and products developed during planning to inform the environmental review process.

FHWA promotes the use of PELs, largely to integrate environmental issues and public involvement with project planning and shorten the time required to take projects from planning to implementation.

1.1 Description and Location of Project

The IL 57 PEL study is in Adams County, Illinois near the Mississippi River. The Study Limits include IL 57 between IL 104 (Broadway Street) in Quincy and I-172 south of Marblehead, with a 0.5-mile buffer along these roadways (**Figure 1-1**). This Study Area encompasses the Quincy Downtown district as well as industrial developments, farmland, and a residential community to the south of Quincy. The southern end of the Study Area is located where IL 57 crosses I-172 just north of the community of Fall Creek.

1.2 History of Project

IL 57 is a mostly two-lane roadway that runs approximately 13 miles from Downtown Quincy to I-172 to the south. IL 57 and I-172 are the most direct route to I-72, which is the major east-west highway in the region. IL 57 also provides access to the Quincy South Freight District and serves as a major truck route connecting the Quincy South Freight District to I-172. At the northern end

of the Study Area is IL 104, also known as Broadway, which is the primary east-west route within the city of Quincy and connects Downtown with newer commercial areas around I-172 to the east.

In 2014, IDOT initiated a Phase I Study to consider replacing the eastbound Quincy Memorial Bridge over the Mississippi River. The project involves the removal and replacement of the existing bridge between West Quincy, Missouri and Quincy, Illinois. The existing US 24 Bridge is classified as being in poor condition based on its advanced deterioration in the superstructure, other deterioration identified in the substructure, and other structural elements. Other structural issues with the bridge include substandard deck geometry and lack of adequate waterway clearance. The proposed alignment of the new structure ties in at York Street, two blocks south of the existing bridge in Quincy, Illinois. The Phase I Report will incorporate the findings from this PEL study, as necessary.

During the Quincy Memorial Bridge Phase I Study, stakeholders requested that IDOT consider additional improvements on a more regional approach, beyond the river crossing itself. In response, the City of Quincy, with IDOT funding, prepared a Quincy Regional Transportation Plan (QRTP), which was adopted on September 15, 2020 (City of Quincy 2020). The QRTP evaluated the transportation network within the City of Quincy and adjoining areas of Adams County, Illinois to offer recommendations for future projects and strategy implementations. Assessments were conducted for roadways, freight, transit, and pedestrian and bike facilities at both the regional and downtown geographies. The goals of the QRTP were created based on community and stakeholder input as well as overarching federal and state transportation goals and priorities. The QRTP recommended 25 transportation improvement projects, of which 12 were selected as priority projects based on their anticipated impact and stakeholder and public input, including both improvements to accommodate the new east-bound Mississippi River Bridge and along IL 57 (City of Quincy 2020).

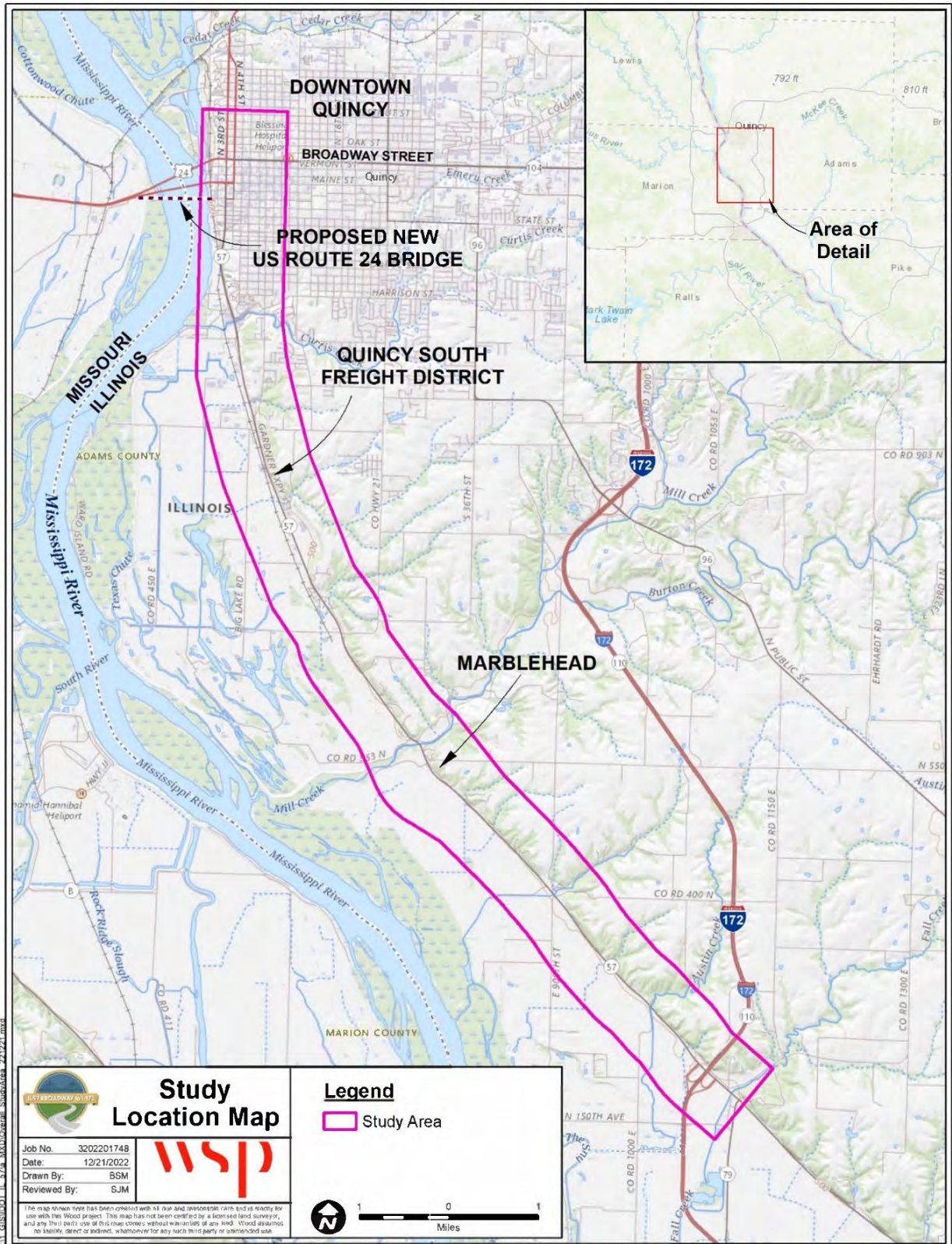


Figure 1-1. Study Area for IL 57 PEL Study

Table 1-1. Other Transportation Projects and Studies in the Region

Project Name	Location	Scope	Status
IL 57 Resurfacing, ADA Improvements and Bridge Repair	South of Maine Street in Quincy to the south corporate limits of Marblehead in Adams County	7.1 miles of pavement resurfacing, shoulder installation, bridge deck replacement for the structures carrying IL 57 over Payson Avenue and Curtis Creek. ADA curb ramp construction at Maine Street, Jersey Street, York Street, Kentucky Street, Maiden Lane, State Street, Ohio Street, RJ Peters Drive, and Gardner Denver Crossing.	Construction began in 2020 and was completed in 2021
Quincy Memorial Bridge Repairs	Eastbound Memorial Bridge over the Mississippi River in Quincy	Hydroscarification of the bridge deck and microsilica overlay. Bridge joint repairs/replacement, structural steel repairs, roadway, and navigation lighting. Repairs are needed to keep the bridge in operation until funding for the construction of the replacement can be made available.	Construction began in 2021 and is expected to be completed in 2022
IL 57 Vertical Realignment	0.2 miles south of Mill Creek in Marblehead	Profile grade raise to address roadway overtopping (0 – 6.8 inches raise for approximately 300 feet)	Completed in 2021
Quincy Memorial Bridge Replacement – Phase I Study	Eastbound Memorial Bridge over the Mississippi River in Quincy	Engineering services necessary to complete the Phase I planning study, combined design report, bridge type study, environmental assessment, and preliminary bridge/roadway plans.	Initiated in 2014 – currently 80% complete; Phase II is funded and identified in the 2022-2027 Multi-Year Program (MYP). Land acquisition, utility relocation, and construction currently remain unfunded
IL 57 Bridge Replacement	Over Mill Creek at Marblehead	The deteriorated condition of the existing structure has made total replacement necessary.	Funding for Phase II design and land acquisition for the near alignment option has been identified in the 2022-2027 MYP. IDOT is also exploring alternatives for a bypass option around Marblehead
IL 57 Bridge Replacement	Harkness Creek at Bluff Hall	Total bridge replacement.	Funding for Phase II design has been identified in the fiscal year (FY) 2022-2027 MYP

1.3 Design Criteria Used and Highway Types Considered

IL 57 is classified as an “other principal arterial”. The geometric design criteria referenced for each section of the Study Area are defined in **Table 1-2**.

Table 1-2. Detailed Geometric Design Criteria

Roadway	Location	Highway Classification	Design Speed	Design ADT (2040)	Design Reference(s)	Primary References
IL 57	Broadway Street to Ohio Street	Other principal arterial (urban)	30 mph	4,950-12,450	BDE Chapters 31-36, 38, 39, 45	BDE Figure 48-6.A & Figure 48-6.C
IL 57	Ohio Street to 12 th Street	Other principal arterial (Suburban)	45 mph	5,500-8,350	BDE Chapters 31-36, 38, 39, 45	BDE Figure 48-6.A & Figure 48-6.C
IL 57	12 th Street to I-172	Other principal arterial (rural)	60 mph	4,650-4,850	BDE Chapters 31-34, 36-38	BDE Figure 47-2.J

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2.0 PURPOSE AND NEED FOR THE IMPROVEMENT

The following sections identify the existing conditions within the Study Area which drive the needs for the transportation improvements identified in the QRTP and support the purpose of this study.

2.1 Existing Conditions

The PEL Study Area can be divided into three sections based on the landscape setting and roadway types (**Figure 2-1**):

- Urban: within the City of Quincy, from Broadway Street to Payson Avenue;
- Suburban/Industrial: from Payson Avenue to 24th Street; and
- Rural: from north of 24th Street to the I-172 Interchange.

For each of these sections, the existing roadway conditions and safety and traffic data were assessed to determine what transportation-related needs are not currently being met. The traffic analysis in this PEL Study includes level of service (LOS) operational analysis for capacity of the three sections of the Study Area.

Traffic analysis for the PEL Study will involve further analysis of the intersections during subsequent phases of the Phase I process. As these analyses are completed, they can be incorporated as part of the purpose and need via attachment or addendum, and they will be included in future studies. After design alternatives are developed, additional traffic data will be collected including turning movement volumes at intersections and hourly section volumes. These turning movements and hourly section volumes will also be used to further analyze the existing conditions.

2.1.1 Urban Section

IL 57 within the Urban Section of the Study Area is approximately 1.3 miles long (0.8 miles along 3rd Street and 0.5 miles along 4th Street/York Street) and is surrounded by residential and commercial developments. The roadway mostly consists of two lanes in each direction with a concrete curb and gutter along both edges of pavement (EOP). Traffic is separated by pavement marking except on the Payson Bridge, where it is separated by a raised concrete median. Commercial or residential driveways are located along this section. The posted speed limit is 30 mph from Broadway Street to Ohio Street and transitions to 45 mph beyond Ohio Street to Payson Street.

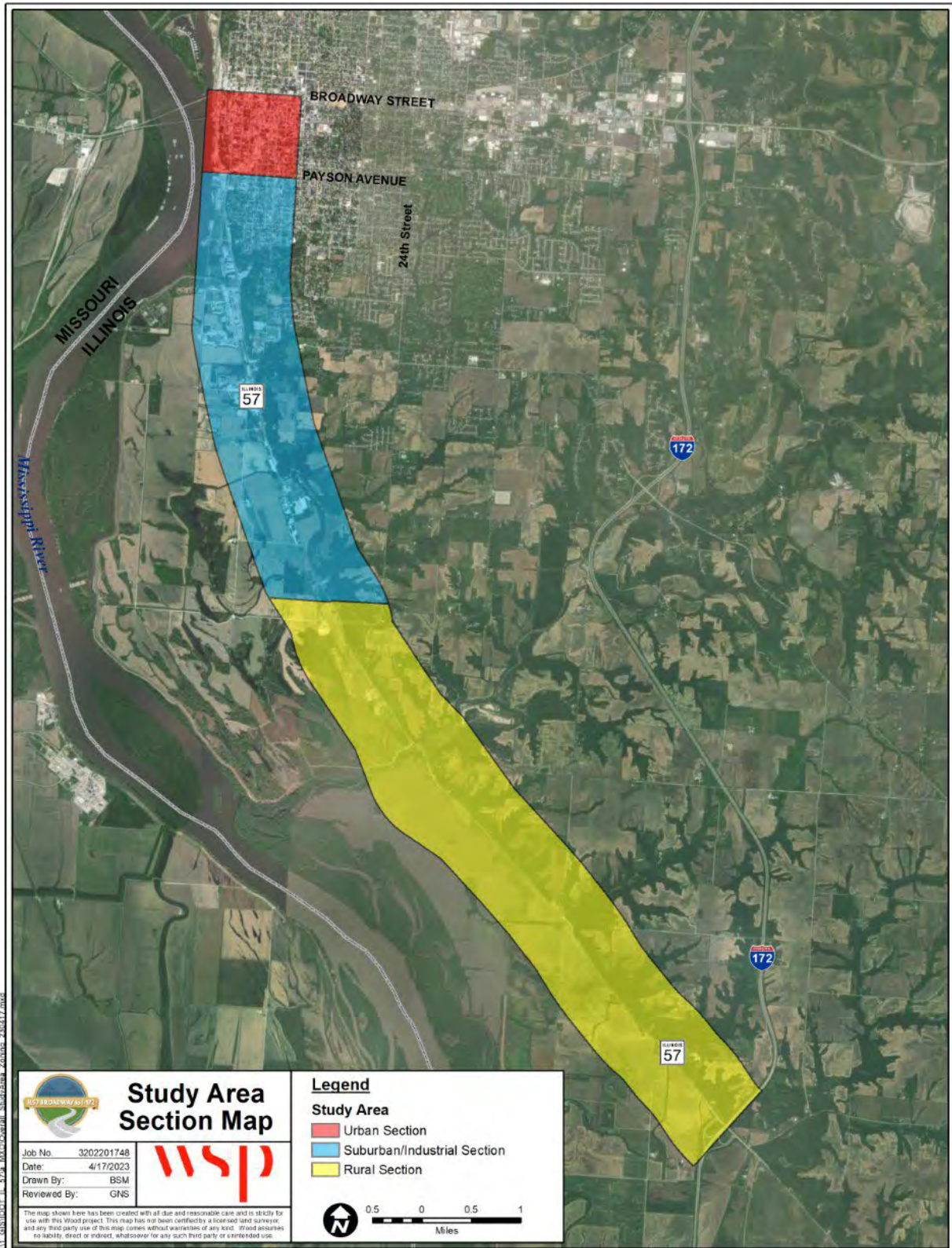


Figure 2-1. Study Area Section Map

2.1.1.1 Existing Roadway Conditions

According to the Illinois Roadway Analysis Database System (IROADS) 2021 Condition Rating Survey (CRS) the existing pavement within approximately half of the Urban Section is in poor condition and needs improvement (**Table 2-1**). The Illinois Transportation Asset Management Plan (TAMP), as described in BDE Chapter 53, states that major rehabilitation or reconstruction is generally the only option for pavement in the poor category. The IL 57 Resurfacing, Americans with Disabilities Act (ADA) Improvements, and Bridge Repair project identified in **Table 1-1** that was completed in 2021 improved the pavement condition along 3rd Street between Maine Street and Payson Avenue and along York Street between 3rd and 4th streets. The remaining portions of the section will need pavement improvement in the near future in order to extend the pavement service life and provide service to the public.

Condition Rating Survey (CRS)

IDOT uses the Condition Rating Survey procedure to evaluate the condition of pavements and to project their performance into the future

CRS Range	State of Repair
9.0 to 7.6	Excellent
7.5 to 6.1	Good
6.0 to 4.6	Fair
4.5 to 1.0	Poor

Table 2-1. CRS Values for the Urban Section, 2021

Roadway Section	CRS Value	State of Repair
3 rd Street Broadway St to Maine St	3.6	Poor
3 rd Street Maine to Payson Ave	9.0	Excellent
4 th Street Broadway St to Maine St	3.2	Poor
4 th Street Maine St to York St	4.5	Poor
York Street 4 th St to 3 rd St	9.0	Excellent

Source: IROADS 2021

At the north end of the section, between Broadway Street and York Street, traffic is split by direction (coupled street) between 3rd Street (southbound) and 4th Street (northbound). These streets are one-way, two-lane roadways with a parking lane on each side of the street.

Most of the 17 intersections in this section are controlled by stop signs at the side streets, except for the North 3rd Street intersections with Broadway Street and Maine Street, and the 4th Street intersections with Broadway Street, Hampshire Street, and Maine Street, which are controlled by traffic signals.

A summary of the sidewalk conditions within the Urban Section based on Google Earth observance is provided in **Table 2-2**. Concrete sidewalks are located on both sides of the streets between Broadway Street and Ohio Street. Based on IDOT BDE Manual Section 48-2.04, the typical sidewalk width is 5 feet with 2- to 3-foot buffer from the back of the curb, or 7 feet without the buffer. Based on BDE Manual section 17.4-03 and 8-1.06 the minimum sidewalk width is 4 feet; for sidewalk width less than 5 feet minimum, passing spaces of 5 feet by 5 feet shall be provided at least every 200 feet. A total of 11 of the 27 sidewalk sections do not meet those requirements or need to be replaced due to a poor condition. In addition, the IL 57 bridge over Payson Avenue has a 3-foot-wide sidewalk on each side, which does not meet the current

minimum requirement of a 5-foot clear width for pedestrians on a structure (IDOT BDE Manual Section 17-4.04) nor the 4-foot sidewalk width minimum requirement (BDE Manual section 17.4-03 and 8-1.06). The IL 57 Resurfacing, ADA Improvements and Bridge Repair Project did not include the addition of sidewalks on the structure over Payson Avenue. Crosswalks and sidewalk curb ramps in the Urban Section are mostly in compliance with ADA requirements; however, sidewalk ramps at most of the driveways need to be updated to meet the ADA requirements.

Table 2-2. Sidewalk Conditions within the Urban Section

	Sidewalk Section	Side	Sidewalk Width (ft)	Parkway	Sidewalk Condition*
3rd Street	Broadway St to Vermont St	RT	5	No	Good/Poor
3rd Street	Broadway St to Vermont St	LT	9	No	Good
3rd Street	Vermont St to Hampshire St	RT	5	5 ft Paved	Poor
3rd Street	Vermont St to Hampshire St	LT	6	5 ft Paved	Good
3rd Street	Hampshire St to Maine St	RT	6	4 ft Paved	Good
3rd Street	Hampshire St to Maine St	LT	8	4 ft Paved	Good
3rd Street	Maine St to York St	RT	5	3 ft Grass	Good
3rd Street	Maine St to Jersey St	LT	7	No	Good
3rd Street	Jersey St to York St	LT	6	5 ft Rock	Good/Poor
3rd Street	York St to Kentucky St	RT	6	No	Excellent
3rd Street	York St to Kentucky St	LT	4	No	Good
3rd Street	Kentucky St to Maiden St	RT	5	20 ft Grass	Excellent
3rd Street	Kentucky St to Maiden St	LT	4	No	Poor
3rd Street	Maiden St to Ohio St	RT	4-5	No	Good
3rd Street	Maiden St to Ohio St	LT	4-5	No	Good/Poor
3rd Street	Ohio St to Payson Ave	RT	No	N/A	N/A
3rd Street	Ohio St to Payson Ave	LT	No	N/A	N/A
4th Street	Broadway St to Vermont St	RT	7	No	Excellent
4th Street	Broadway St to Vermont St	LT	5	2 ft Grass	Poor
4th Street	Vermont St to Hampshire St	RT	7	5 ft Paved	Excellent
4th Street	Vermont St to Hampshire St	LT	7	5 ft Paved	Excellent
4th Street	Hampshire St to Maine St	RT	7	6 ft Grass	Excellent
4th Street	Hampshire St to Maine St	LT	12	No	Excellent
4th Street	Maine St to York St	RT	5	4 ft Paved	Excellent
4th Street	Maine St to York St	RT	5	4 ft Paved	Excellent
York Street	4th St to 3rd St	LT	5	4 ft Grass	Good
York Street	4th St to 3rd St	RT	7	11 ft Grass	Excellent

* Based on 2021 Google Earth observations

Street lighting along South 3rd Street and IL 57 south of York Street is located only at some of the intersections. Decorative light poles are located along both sides of 4th Street within this portion of the Study Area. Additional lighting needs would be assessed as the study advances through the Phase I process.

2.1.1.2 Alignment and Profile Deficiencies

The roadway within the Urban Section is mostly straight without curves, except at the end over Payson Avenue. At this location, there is a horizontal curve that goes over Payson Avenue but there is no superelevation treatment, which does not meet standards for urban roadways. The existing curve has a radius of 5,729.90 feet with a design speed of 45 mph. Given existing condition is normal crown, the existing curve is inadequate whereas minimum curve is 5,930 feet, per IDOT BDE Manual Chapter 32, Figure 32-3.D.

What is Superelevation?

Superelevation is the amount of cross slope or “bank” provided on a horizontal curve to counterbalance, in combination with the side friction, the centrifugal force of a vehicle traversing the curve.

The maximum superelevation, or e_{max} , depends on factors including climatic conditions, terrain conditions, type of area (rural or urban), and highway functional classification.

2.1.1.3 Crashes

Crash reports were obtained from IDOT to determine what the most frequent types of crashes were, where they occurred, and which ones resulted in injuries or fatalities. Crash data from 2015-2020 along the Urban Section is summarized in **Table 2-3**. Of the 123 total crashes, turning crashes account for 29.3% and angle type crashes account for 22.8%. Rear end type crashes are also common (21.1%) within this section. Turning, angle, and rear end crashes are common in urban roadways where turning opportunities onto closely spaced side streets and driveways are more prevalent than on suburban or rural roadways.

Table 2-3. Crash Type for the Urban Section

Crash Type	Year						Total Accidents	Percent of Total
	2015	2016	2017	2018	2019	2020		
Angle	1	3	7	9	6	2	28	22.8%
Animal	0	0	1	0	0	0	1	0.8%
Fixed Objects	1	1	1	1	3	0	7	5.7%
Sideswipe Opposite Direction	0	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	3	3	4	4	3	1	18	14.6%
Other Non-Collision	0	0	0	0	0	0	0	0.0%
Overturned	0	0	0	0	0	0	0	0.0%
Rear End	10	4	2	5	4	1	26	21.1%
Other Objects	1	2	0	0	1	0	4	3.3%
Head On	0	0	1	0	0	0	1	0.8%
Turning	5	7	12	4	7	1	36	29.3%
Parked Motor Vehicle	0	0	0	0	0	1	1	0.8%
Pedestrian	1	0	0	0	0	0	1	0.8%
Total	22	20	28	23	24	6	123	100.0%

Approximately 66.7% of the 123 crashes within this section occurred at intersections. Of these, 27 crashes were angle crashes, 27 were turning movement crashes, and 15 were rear end crashes. The remaining intersection crashes contained four fixed objects, six sideswipes in the same direction, two other object crashes and one front to front crash.

Two intersections within the Urban Section had much higher numbers of crashes compared to the others: IL 57 and Maine Street with 22 crashes (**Figure 2-2**) and North 3rd Street and Broadway Street with 20 crashes (**Figure 2-3**).

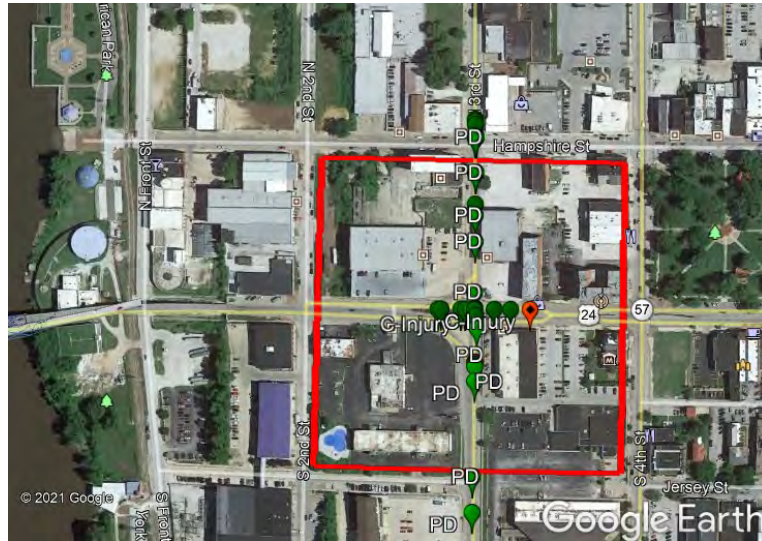


Figure 2-2. Crashes at IL 57 and Maine Street, 2015 – 2020

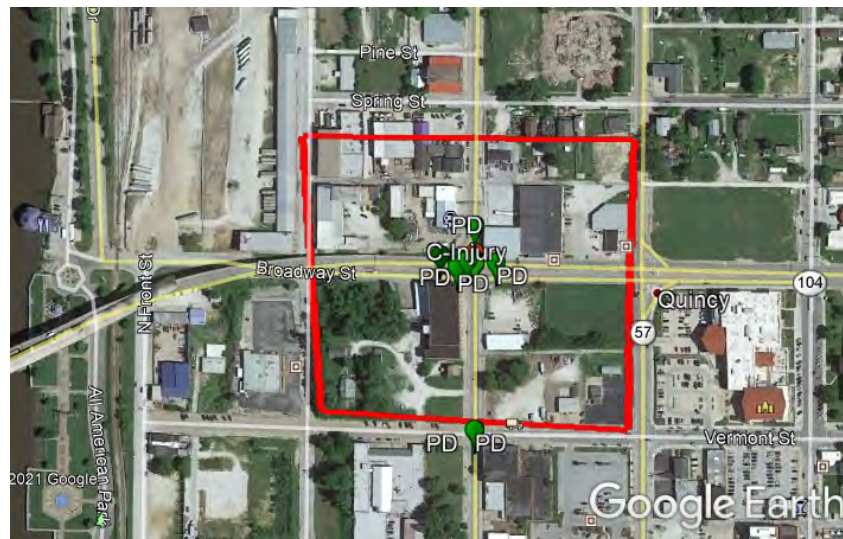


Figure 2-3. Crashes at North 3rd Street and Broadway Street, 2015 – 2020

Seven of the crashes at the signalized intersection of North 3rd Street and Broadway Street were angle type collisions. According to the crash reports, both vehicles involved in these crashes were either going westbound or southbound straight through the intersection. In four of these crashes, the westbound vehicle was at fault. There is a building in the northeast quadrant of this intersection that could be causing a sight issue (**Figure 2-4**), but further analysis of the intersection geometry is needed to determine actual sight distance. There were no noticeable crash trends at the intersection of IL 57 and Maine Street.

The intersection of IL 57 and State Street was identified as a High Safety Tier intersection. State Street is a two lane/two-way urban street stop-controlled at the State Street approaches to IL 57. There is moderate traffic on IL 57 that flows through this intersection and just to the south of the intersection a concrete center median begins which separates two northbound lanes and two southbound lanes. According to Google Earth, neither the eastbound nor westbound approaches contain stop bars at the stop signs for at least the last five years (**Figure 2-5**). In addition, traffic approaching the intersection from the west is on an upgrade as it approaches IL 57, which may limit sight distances (**Figure 2-6**). Further analysis and survey would be needed to verify this.

Safer Roads Index and Safety Tiers

IDOT has established the Safer Roads Index (SRI) and Safety Tiers for state-maintained routes which categorizes roadway segments and intersections based on their level of safety performance and opportunity for improvement. The system allows transportation officials to understand relative performance of a location compared to similar types of roadways or intersections.

SRI Designation	State of Repair
Minimal	Good
Low	Minor
Medium	Moderate
High	Severe
5%	5%



Figure 2-4. Intersection at North 3rd Street and Broadway Street (Red Box Indicates Building Potentially Causing Sight Issue)

According to the IDOT crash report data, there were eleven turning movement crashes reported at the State Street intersection. Five of these crashes involved a westbound vehicle going straight and a northbound vehicle going straight. Sight distance at this intersection may be limited by a house at the southeast quadrant and/or a commercial building at the northeast quadrant of the intersection. Once traffic turning movements are obtained, full intersection analysis can be performed to determine if any additional storage, turn lanes, or signals are warranted.

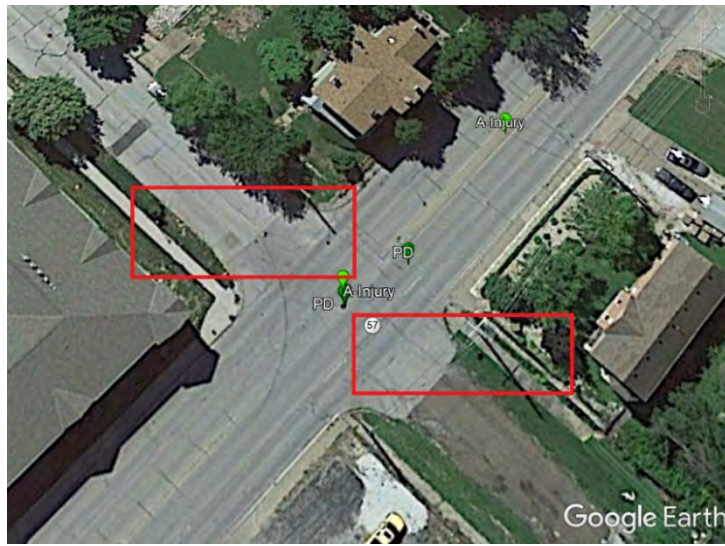


Figure 2-5. Existing Conditions at the State Street Intersection (Red Boxes Indicate Absence of Stop Bars at the Stop Signs)



Figure 2-6. State Street Eastbound Approach to IL 57

2.1.1.4 Injuries and Fatalities

The State of Illinois classifies injury crashes by injury severity, as reported in the individual crash reports. The legal reporting threshold for traffic crashes involving only property damage is \$1,500 if all parties are insured, or \$500 if any driver does not have insurance. The injury classification from most severe to least severe include:

- K – fatal injury
- A – suspected serious injury
- B – suspected minor injury
- C – possible injury
- 0 – no apparent injury

The majority (78%) of the crashes within the Urban Section did not result in any apparent injuries and there were no fatalities (**Table 2-4**). The number of injuries and fatalities by year in this section is summarized in **Table 2-5**. Overall, there has been a general decrease in the number of injuries since 2017.

Table 2-4. Crashes per Injury Classification in the Urban Section, 2015-2020

Injury Classification	Number of Crashes
A	5
B	8
C	14
Fatal	0
No Injury	96
Total	123

Table 2-5. Injuries and Fatalities within the Urban Section, 2015-2020

Injury Classification	Injuries by Year						Total	Percent of Total
	2015	2016	2017	2018	2019	2020		
Fatal	0	0	0	0	0	0	0	0%
A-Injury	1	1	1	1	1	0	5	19%
B-Injury	3	2	0	1	2	0	8	30%
C-Injury	3	2	6	2	1	0	14	52%
Total Injuries & Fatalities	7	5	7	4	4	0	27	100%

2.1.1.5 Traffic

Table 2-6 summarizes the existing average daily traffic (ADT) for 2019 volumes within the Urban Section. Except for one-way sections in downtown Quincy from Broadway Street to York Street and the ramps, the ADT volumes presented in the table are for both directions of traffic. The 2019 existing peak hour volumes (PHV) are summarized in **Table 2-7**. In general, truck traffic represents less than 10% of both the AM and PM PHVs in all portions of the Urban Section except for southbound State to Jefferson.

Table 2-6. Existing ADT Summary within the Urban Section (2019) (veh/day)

Section	Description	ADT	Multi-unit Trucks	Single-unit Trucks
IL 104 (Broadway St)	Between 3rd and 4th Sts	9,450	182	230
IL 57 (3rd St)	North of Broadway	5,700	300	475
	Broadway to Hampshire	4,450	150	350
	Hampshire to Maine St	4,200	150	225
	Maine to York	6,100	275	275
	York to State	8,000	475	425
IL 57 (York St)	Between 3rd and 4th Sts	7,850	153	215
IL 57 (4th St)	Between York St to Broadway	11,200	550	375
IL 57	State to Jefferson	7,500	800	850

Table 2-7. Existing Peak Hour Volumes within the Urban Section (2019) (veh/hr)

Section	Description	AM (veh/hr)	MU% AM	SU% AM	PM (veh/hr)	MU% PM	SU% PM
IL 104 (Broadway St)	Between 3rd and 4th Sts	402	2.0%	2.0%	473	2.0%	2.0%
IL 57 (3rd St)	North of Broadway	242	5.0%	8.0%	285	5.0%	8.0%
	Broadway to Hampshire	418	8.6%	1.9%	322	7.1%	2.2%
	Hampshire to Maine St	384	4.9%	3.1%	392	1.5%	1.0%
	Maine to York	455	5.5%	4.0%	552	2.2%	2.9%
	York to State – NB	287	5.6%	5.9%	287	3.8%	3.1%
	York to State – SB	367	6.5%	4.1%	472	1.9%	3.0%
IL 57 (York St)	Between 3rd and 4th Sts	667	2.0%	3.0%	785	2.0%	3.0%
IL 57 (4th St)	Between York St to Broadway	864	2.4%	5.3%	853	1.5%	2.7%
IL 57	State to Jefferson – NB	277	3.2%	7.6%	319	6.0%	6.0%
	State to Jefferson – SB	313	7.0%	11.5%	347	12.7%	10.1%

MU = multi-unit trucks
 SU = single-unit trucks

What is LOS?

LOS is a standard measure of traffic flow and estimates the average amount of delay that traffic experiences.

- In general, LOS of "A", "B", or "C" represents satisfactory operation.
- LOS "D" typically represents adequate operation but may need review.
- LOS of "E" or "F" is considered unacceptable, indicating operations with excessive delays and at or over capacity.

The PM PHVs were used in the LOS evaluation as they are higher than the AM PHVs. Due to low posted speed in most portions of the Urban Section, the LOS could only be calculated for the portion of the section between State Street to Jefferson Street. Based on this, the Urban Section has an LOS of "A". Based on the IDOT BDE Manual Figure 48-6.A, the design criteria LOS for an urban two-way arterial is "C". Therefore, the LOS for this section is within the IDOT design criteria.

2.1.2 Suburban/Industrial Section

The Suburban/Industrial Section is approximately 4.8 miles long and is mostly surrounded by industrial and commercial developments with some residences at the southern limit. IL 57 between Payson Avenue and Lock and Dam Road consists of two lanes in each direction separated by a raised or a striped median. Between Lock and Dam Road and 24th Street, IL 57 is a two-lane road with additional turning lanes at 8th Street and Radio Road intersections. Concrete curb and gutter or paved/aggregate shoulder are located along outside EOPs for most of the section.

The posted speed limit along this section varies between 40 and 50 mph. The existing design speed varies from 45 to 50 mph.

2.1.2.1 Existing Roadway Conditions

The CRS values of the existing pavement are summarized in **Table 2-8**. The IL 57 Resurfacing, ADA Improvements, and Bridge Repair project between Maine Street and south of Marblehead, completed in 2021, improved the condition of the existing pavement previously in a poor to fair condition. This project also updated sidewalk curb ramps at intersections to meet ADA requirements and installed paved shoulders and rumble strips.

Table 2-8. CRS Values for the Suburban/Industrial Section, 2021

Roadway Section	CRS Value	State of Repair
Payson Avenue to 24th Street	9.0	Excellent

Source: IROADS 2021

At the southern end of the section a variable width paved shoulder is located on both sides of the roadway. Multiple access points (driveways), predominantly commercial/ industrial, are located along this section that vary in width and number per property.

Access to IL 57 from the side streets is controlled by stop signs on Jackson Street, Harrison Street, RJ Peters Drive, Williamson Street, Lock and Dam Road, 8th Street, 12th Street, County Road 750 N, Lori Drive, and Lew Court. Traffic signals are present at the intersections of IL 57 and Jefferson Street and Radio Road as well as at the Gardner Denver entrance. Approximately 0.23 miles south of Radio Road, IL 57 crosses an industrial railroad track, which is controlled by the signals. Lighting is provided locally along the IL 57 roadway, including signalized intersections and in front of Trinity Logistics Group, south of Lock and Dam Road.

The only crosswalks and sidewalks within this section are associated with the industrial development on both sides of IL 57 at the RJ Peters Drive intersection and at the Gardner Denver entrance.

Immediately south of RJ Peters Drive intersection, IL 57 passes over Curtis Creek and the bridge has been updated as a part of the IL 57 Resurfacing, ADA Improvements, and Bridge Repair project completed in 2021. The reconstructed bridge has two lanes in each direction separated by a four-foot-wide median and a three-foot shoulder on each side. The reconstructed bridge does not include a sidewalk.

Bicycle accommodation is currently provided via a four-foot paved shoulder along both edges of pavement between Jefferson Street and RJ Peters Drive and from Lock and Dam Road and Radio Road. There is currently no bicycle accommodation on the bridge over Curtis Creek connecting the existing bicycle accommodation north of RJ Peters Drive and south of Lock and Dam Road. Neither the 1999 Quincy Greenway and Trails Plan (Klinger & Associates, 1999) nor the QRTP propose bike accommodation.

2.1.2.2 Alignment and Profile Deficiencies

There is a total of 11 horizontal curves within the Suburban/Industrial Section. The sight distance and radius for all 11 curves meet BDE requirement for a speed of 45 or 50 mph. All of the curve

lengths meet the BDE minimum requirement. The intersection sight distance for all the intersections within this section meets the BDE standard.

2.1.2.3 Crashes

The crash data from 2015-2020 along the Suburban/Industrial Section is summarized in **Table 2-9**. A total of 76 crashes occurred in this section and the most common types were fixed object and rear end type crashes, which account for 25% and 23.7% of the total crashes, respectively. Of the 19 fixed object crashes, seven were attributed to emotional, fatigued or drug/alcohol impaired drivers, one happened during sleet/hail while the driver was not impaired, and nine were due to the driver running off the roadway. **Table 2-10** provides a breakdown of fixed object crashes along the Suburban/Industrial Section. The objects hit were traffic signals, unclassified fixed objects, curb, traffic barrier, poles or posts, guardrails, and trees/shrubs. Six of the fixed object crashes occurred at or near the IL 57 / Radio Rd intersection, where two of them involved the traffic signals while the other four involved traffic running off the road and hitting a pole or post.

Table 2-9. Crash Type for the Suburban/Industrial Section

Crash Type	Year						Total Accidents	Percent of Total
	2015	2016	2017	2018	2019	2020		
Angle	0	1	0	0	0	0	1	1.3%
Animal	2	0	0	1	2	0	5	6.6%
Fixed Objects	3	2	4	4	5	1	19	25.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	1	0	1	0	1	3	3.9%
Other Non-Collision	1	1	1	0	1	0	4	5.3%
Overtaken	1	1	0	0	0	0	2	2.6%
Rear End	4	4	2	1	6	1	18	23.7%
Other Objects	0	0	0	0	1	1	2	2.6%
Head On	0	1	1	0	0	1	3	3.9%
Turning	5	4	1	3	1	0	14	18.4%
Parked Motor Vehicle	0	0	2	0	1	1	4	5.3%
Pedestrian	0	0	0	0	0	1	1	1.3%
Total	16	15	11	10	17	7	76	100.0%

According to the crash data, seven of the 19 fixed object crashes were attributed to emotional, fatigued, or drug/alcohol impaired drivers. Ten of the crashes occurred during darkness hours and only one alcohol impaired fixed object crash occurred during daylight hours. There were seven crashes at the intersection of IL 57 and Jackson Street, all of which were front to rear crashes that were faulted by vehicles traveling southbound on IL 57. Four of these crashes involved a stopped vehicle or vehicles waiting to turn left onto Jackson Street. Further study is needed to determine if any fixed objects are located within the clear zone and if they can be removed or protected with barrier.

Table 2-10. Fixed Object Crash Data for the Suburban/Industrial Section (2015-2020)

Fixed Object Hit	Total	Percent of Total
Curb	2	11%
Traffic Signal	4	21%
Concrete Traffic Barrier	1	5%
Guardrail Face	2	11%
Other Pole or Post	2	11%
Tree or Shrub	2	11%
Other Fixed Object	6	32%
Total	19	100%

The intersection of IL 57 and Radio Road was identified as a High Safety Tier intersection. This intersection is a large signal-controlled intersection that experiences high volumes of heavy truck traffic. This section of IL 57 is a two-lane highway separated by a raised concrete median and contains auxiliary left and right turn lanes from the northbound and southbound directions (**Figure 2-7**). The geometry of the intersection gives northbound left turning traffic the option to turn right into an auxiliary loop and cross IL 57 at a wider angle. The geometry of this loop runs parallel to IL 57 then curves into IL 57 at a sharp angle. According to the crash report, turning movement, rear end, an overturned vehicle, and fixed object crashes occurred at this intersection between 2015 – 2020. Four of the crashes included injuries – two A-injuries and two B-injuries. Three of the crashes that occurred at this location included a vehicle crashing into a traffic signal pole or a utility pole. One of the traffic signals at this intersection is placed within an island (**Figure 2-8**). The crashes at this intersection are split evenly between darkness and daylight hours, as well as wet and dry conditions.

**Figure 2-7. Intersection of Radio Road and IL 57**



Figure 2-8. Island Traffic Signal at Intersection of Radio Road and IL 57

The intersection of IL 57 and 12th Street was also identified as a High Safety Tier intersection. IL 57 remains a two-lane highway but is undivided to the south with a speed limit of 45 mph. Just north of 12th Street lies a narrow bridge that crosses over a creek with guardrail on each side of the roadway. On the southeastern corner of this intersection is Hultz Expressway Mobile Home Park. According to the crash report, the segment between this intersection and the trailer stockyard to the north has experienced rear-end crashes, head-on crashes, turning movement crashes, and a fixed object crash in the last six years. These crashes included one A-Injury (Turning) and two B-Injuries (Front to Front and Front to Back).

The segment of IL 57 between Lock and Dam Road and just north of 8th Street is classified as a High Safety Tier segment. This segment includes a very short 4-lane segment divided by a narrow, raised median with narrow shoulders just south of Lock and Dam Road, which transitions into a two-lane roadway with narrow shoulders through 8th Street. Along this segment lies a large industrial plant where truck traffic is heavy, turning in and out of the plant. According to Google Earth, this segment lacks pavement marking throughout the entirety of this segment. The crash report displays that there are many turning movement crashes, fixed object crashes and animal crashes. Within this segment, there were two crashes that included C-Injuries, and two B-injuries that occurred between the years between 2015 and 2020. The two C-Injuries contained a turning movement crash and a fixed object crash. The two B-injury crashes included a fixed object crash and a head on-collision that was caused by an alcohol impaired driver.

2.1.2.4 Injuries and Fatalities

The majority (62%) of the crashes within the Suburban/Industrial Section did not result in any apparent injuries and there was one crash that resulted in two fatalities (**Table 2-11**). The fatal crash occurred in 2015 and was a fixed object crash involving one vehicle containing a drug impaired driver. The crash occurred during nighttime conditions where the driver's vehicle ran off the road into a building or structure.

Table 2-11. Crashes per Injury Classification in the Suburban/Industrial Section, 2015-2020

Injury Classification	Number of Crashes
A	3
B	10
C	15
Fatal	1*
No Injury	47
Total	76

* One crash with two fatalities

The number of injuries and fatalities by year in this section is summarized in **Table 2-12**. Overall, there has been a general decrease in the number of injuries since 2015.

Table 2-12. Injuries and Fatalities within Suburban/Industrial Section, 2015-2020

Injury Classification	Injuries by Year						Total	Percent of Total
	2015	2016	2017	2018	2019	2020		
Fatal	1	0	0	0	0	0	1	5%
A-Injury	0	1	0	1	1	0	3	16%
B-Injury	4	2	1	1	1	1	10	53%
C-Injury	2	1	1	1	0	0	5	26%
Total Injuries & Fatalities	7	4	2	3	2	1	19	100%

2.1.2.5 Traffic

Table 2-13 summarizes the existing ADT for 2019 volumes within the Suburban/Industrial Section, and the 2019 existing PHVs are summarized in **Table 2-14**. Truck traffic accounts for over 10% of the PM PHV within the majority of this section.

Table 2-13. Existing ADT Summary within the Suburban/Industrial Section (veh/day)

Description	ADT	Multi-unit Trucks	Single-unit Trucks
Jefferson to RJ Peters Rd	7,150	800	475
RJ Peters to S 8th St	5,100	750	525
S 8th St to Radio	6,300	675	675
Radio Rd to S 12th St	4,950	700	350
S 12 th St to S 24 th St	4,200	525	375

**Table 2-14. Existing Peak Hour Volumes within the Suburban/Industrial Section (2019)
(veh/hr)**

Description	AM (veh/hr)	MU% AM	SU% AM	PM (veh/hr)	MU% PM	SU% PM
Jefferson to RJ Peters Rd - NB	272	3.3%	8.8%	345	5.5%	5.8%
Jefferson to RJ Peters Rd - SB	292	3.4%	13.4%	295	2.4%	6.4%
RJ Peters to S 8th St - NB	193	4.7%	13.5%	234	8.1%	10.7%
RJ Peters to S 8th St - SB	204	12.3%	22.5%	261	12.3%	10.3%
S 8th St to Radio - NB	220	5.9%	10.0%	306	8.0%	8.0%
S 8th St to Radio - SB	269	6.7%	7.1%	294	9.5%	10.5%
Radio Rd to S 12th St - NB	279	4.3%	13.3%	163	3.1%	13.5%
Radio Road to S 12th St - SB	147	4.1%	17.0%	249	4.0%	11.2%
S 12th St to S 24th St - NB	194	4.1%	8.8%	176	4.5%	5.7%
S 12th St to S 24th St - SB	112	9.8%	12.5%	236	8.1%	13.6%

MU = multi-unit trucks
 SU = single-unit trucks

The PM PHVs were used in the LOS evaluation as they are higher than the AM PHVs. Based on this, the LOS for the Suburban/Industrial Section is “B”. Based on the IDOT BDE Manual Figure 48-6.A, the design criteria LOS for a suburban two-way arterial is “C”. Therefore, the LOS for this section is within the IDOT design criteria.

The turning movements for 2022 volumes included AM and PM peak hours. Both AM and PM would be evaluated for intersection capacity during existing conditions. The signalized intersections and two-way stop-controlled intersections were analyzed using HCS2023, which is based on the principles of the Highway Capacity Manual, 7th Edition. Unsignalized intersection level of service is based on control delay, which is an estimate in seconds per vehicle of the travel time experienced due to the presence of stop control as opposed to free flow travel. Signalized intersection delay is similarly based on control delay, or the time experienced during the stop phase of a signal.

Table 2-15 and 2-16 show the level of service for 2022 at the unsignalized and signalized project intersections in the suburban section. The resultant delays for two-way stop control intersection analysis are reported below for the cross streets only since the IL 57 movements are free flow.

Table 2-15. 2022 Two-Way Stop Controlled Intersection LOS

IL 57 Intersection Cross Street	Direction	2022 Existing LOS (delay)*	
		AM	PM
Lock and Dam Rd	EB	B (10.8)	B (11.6)
	WB	-	-
S 8 th St	EB	A (9.1)	B (10.6)
	WB	B (10.6)	B (14.3)
S 24 th St	EB	B (11.2)	B (11.9)
	WB	B (11.1)	B (11.8)

*Delay values are in seconds per vehicle

Analysis of the signalized intersections were based on AM and PM peak hour volumes at the two intersections using a typical signal phase timing.

Table 2-16. 2022 Existing Signalized Intersection LOS

IL 57 Intersection Cross Street	Control Type	2022 Existing LOS (delay)*	
		AM	PM
Jefferson St	Signal	A (6.8)	A (6.8)
Radio Rd	Signal	A (9.4)	B (13.0)

*Delay values are in seconds per vehicle

2.1.3 Rural Section

Starting at 24th Street, IL 57 is a two-lane rural roadway with a variable width paved shoulder along both sides of the pavement. This section is approximately 6.5 miles long and is surrounded by industrial and residential developments toward the north end and agricultural land throughout the remaining portion. Marblehead, an unincorporated community is located approximately 4.8 miles north of the I-172 interchange. Numerous field, commercial, and residential entrances are located along the roadway, varying from gravel to paved surfaces.

The posted speed limit within the Rural Section varies from 30 mph to 55 mph. Specifically, the speed limit within the unincorporated community of Marblehead from North 553rd Lane to south of North 545th Place is 30 mph. The speed limit north of the unincorporated community varies from 45 to 55 mph, and south of the community it is 55 mph.

2.1.3.1 Existing Roadway Conditions

The CRS values of the existing pavement are summarized in **Table 2-15**. The IL 57 Resurfacing, ADA Improvements, and Bridge Repair project improved the condition of the existing pavement to south of Marblehead by resurfacing the shoulders and installing rumble strips. The IL 57 Vertical Realignment project to address roadway overtopping raised the profile of a 300-foot section of IL 57 by up to 6.8 inch approximately 0.2 miles south of Mill Creek. The pavement conditions in the other portions of this section are “fair” based on the CRS value.

Table 2-17. CRS Values for the Rural Section, 2021

Roadway Section	CRS Value	State of Repair
24th St to South of N 550th Ave	9.0	Excellent
South of N 550th Ave to North of E 1000th St	5.6	Fair
North of E 1000th St to North of I-172 Interchange	5.0	Fair
Within I-172 Interchange	6.1	Good

Source: IROADS 2021

All of the IL 57 intersections with sideroads are controlled by stop signs located on the sideroads approaches and no signalized intersections are located within the section. There are no pedestrian and bicycle facilities or street lighting from the 24th Street intersection to the I-172 interchange.

All bridges within this section accommodate a single lane in each direction with a shoulder on each side of the roadway. Immediately north of Marblehead, IL 57 crosses Mill Creek by a curved bridge. The bridge replacement Phase II study is included in the FY 2022-2027 MYP. IDOT is currently evaluating options for the bridge including parallel alignments and a Marblehead bypass option. If the bypass option is selected as the preferred alternative, additional funding would be required as the current project assumes replacement on or adjacent to the existing bridge. IL 57 also crosses over Austin Creek and Harkness Creek just north of County Road 400 N. Funding for the Harkness Creek Bridge replacement Phase II design is included in FY 2022-2027 MYP.

2.1.3.2 Alignment and Profile Deficiencies

Passing sight distance within the Rural Section is limited and no passing zones cover approximately 41% of the section, which reduces motorist's options to pass slow moving trucks. North of Marblehead there are two horizontal curves that do not meet the minimum curve length required per BDE Manual Figure 32-2.G. The radii and sight distances of the curves north of the community are adequate.

At the intersection of IL 57 and County Road 745, the skew angle is 68 degrees from perpendicular, which is far greater than the 30-degree maximum allowable from perpendicular. This skew angle significantly reduces driver visibility on northbound IL 57. Within the vicinity of this intersection, there have been two turning crashes, one of which was a B-injury. All the other intersection sight distances north of Marblehead are adequate. In the Marblehead area, the intersection of IL 57 and 550th Avenue has a skew angle of 71 degrees from perpendicular, and the intersection sight distance length is below the BDE requirement. There are two horizontal

What is a skew angle?

The most desirable two-road intersection angle is 90 degrees. However, because of physical and other constraints, many roads meet at angles less than 90 degrees. Such locations are referred to as skewed intersections, and the difference between 90 degrees and the smallest acute angle between the intersection legs is referred to as the intersection skew angle.

curves within Marblehead that exceed the e_{max} per BDE Manual Figure 47-2.M. South of Marblehead, the horizontal curves meet requirements for sight distance, curve length and maximum radii for a design speed of 60 mph. All the skew angles are less than the 30-degree

maximum acceptable except for IL 57 at County Road 900. The skew angle at County Road 900 is 46 degrees from perpendicular.

2.1.3.3 Crashes

The crash data from 2015-2020 along the Rural Section is summarized in **Table 2-16**. A total of 75 crashes occurred along the Rural Section of IL 57, most of which are animal type crashes (37.3%) and fixed object crashes (30.7%). Crashes involving fixed objects consisted of a variety of objects including trees, raised medians, guardrails, traffic barriers, signs, utility posts, or ditches/embankments. Of the 23 fixed object crashes that occurred in the Rural Section, six involved alcohol impaired drivers and six resulted in injuries (one A-injury, three B-injuries, and two C-injuries). Over half of the crashes in the Rural Section (49 of 75, or 65.3%) occurred during dusk/darkness hours, including 28 of the animal-related crashes and 23 of the fixed object crashes. Nine of the fixed object crashes occurred when the surface conditions were icy or had a snow/slush covering. As described in Section 2.1.3, there is no street lighting along the Rural Section from the 24th Street intersection to the I-172 interchange.

Table 2-18. Crash Type for the Rural Section

Crash Type	Year						Total Accidents	Percent of Total
	2015	2016	2017	2018	2019	2020		
Angle	0	0	0	0	0	0	0	0.0%
Animal	4	3	5	6	6	4	28	37.3%
Fixed Objects	6	4	3	3	5	2	23	30.7%
Sideswipe Opposite Direction	0	0	0	1	1	1	3	4.0%
Sideswipe Same Direction	0	0	0	0	0	1	1	1.3%
Other Non-Collision	0	2	0	0	0	1	3	4.0%
Overturned	0	1	0	2	1	1	5	6.7%
Rear End	2	1	0	1	0	0	4	5.3%
Other Objects	0	0	0	0	0	0	0	0.0%
Head On	2	0	1	0	1	0	4	5.3%
Turning	2	0	2	0	0	0	4	5.3%
Parked Motor Vehicle	0	0	0	0	0	0	0	0.0%
Pedestrian	0	0	0	0	0	0	0	0.0%
Total	16	11	11	13	14	10	75	100.0%

The pavement markings along the northern portion of the Rural Section south to Marblehead were improved in 2021 as part of the IL 57 Resurfacing, ADA Improvements and Bridge Repair project. The portion of this section between Marblehead and Bluff Hall lacks clear pavement markings along the edge of pavement as well as the center line. **Figure 2-9** is a representative photo of the lack of pavement markings visibility/reflectivity that is present along portions of this section. Further study is needed to determine if any fixed objects are located within the clear zone and if they can be removed or protected with barrier.

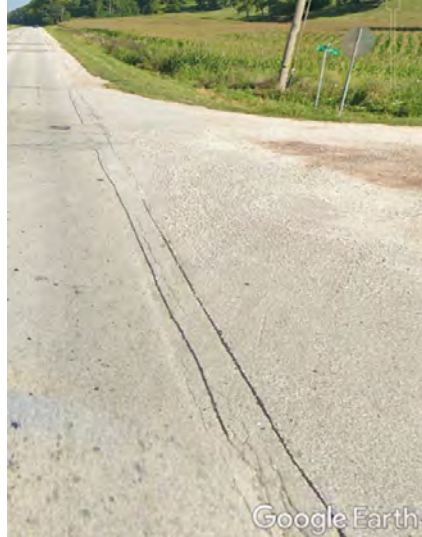


Figure 2-9. Existing Lack of Pavement Markings Along Rural Section

2.1.3.4 Injuries and Fatalities

The majority (68%) of the crashes within the Rural Section did not result in any apparent injuries; however, there were two fatalities (**Table 2-17**). In 2015, a head on crash involving two vehicles caused one fatality and two injuries. The crash occurred under daylight and wet road conditions, with a fatigued driver that crossed into the path of the oncoming vehicle. In 2020, the fatal crash involved a single vehicle running off the road under daylight and dry roadway conditions, in which the vehicle overturned. Drug impairment was cited in the crash report.

Table 2-19. Crashes per Injury Classification in the Rural Section, 2015-2020

Injury Classification	Number of Crashes
A	7
B	10
C	5
Fatal	2
No Injury	51
Total	75

The number of injuries and fatalities by year in this section is summarized in **Table 2-18**. Overall, there has been a slight decrease in the number of injuries since 2015.

Table 2-20. Crashes with Injuries and Fatalities within Rural Section, 2015-2020

Injury Classification	Injuries by Year						Total	Percent of Total
	2015	2016	2017	2018	2019	2020		
Fatal	1	0	0	0	0	1	2	8%
A-Injury	1	0	1	2	1	2	7	29%
B-Injury	2	4	2	1	1	0	10	42%
C-Injury	1	2	0	1	1	0	5	21%
Total Injuries & Fatalities	5	6	3	4	3	3	24	100%

2.1.3.5 Traffic

Table 2-19 summarizes the existing ADT for 2019 volumes within the Rural Section. The 2019 existing peak hour volumes are summarized in **Table 2-20**.

The PM PHVs were used in the LOS evaluation as they are higher than the AM PHVs. Based on this, the LOS for the Rural Section is “A”. Based on the IDOT BDE Manual Figure 47-2.J, the design criteria LOS for an rural two-way arterial is “B”. Therefore, the LOS for this section is within the IDOT design criteria.

Table 2-21. Existing ADT Summary within the Rural Section (veh/day)

Description	ADT	Multi-unit Trucks	Single-unit Trucks
S 24th St to N 550th Ave	4,350	500	325
N 550th Ave to I 172	4,150	500	275
I 172 to South	1,100	80	100

Table 2-22. Existing Peak Hour Volumes within the Rural Section (2019) (veh/hr)

Description	AM (veh/hr)	MU% AM	SU% AM	PM (veh/hr)	MU% PM	SU% PM
S 24th St to N 550th Ave - NB	200	2.0%	10.5%	193	2.6%	5.2%
S 24th St to N 550th Ave - SB	122	6.6%	9.0%	224	6.7%	13.4%
N 550th Ave to I 172 - NB	183	2.2%	13.1%	189	2.1%	5.3%
N 550th Ave to I 172 - SB	122	6.6%	9.0%	215	3.7%	8.4%
I 172 to South - NB	184	5.4%	13.6%	169	8.3%	13.6%
I 172 to South - SB	131	9.9%	7.6%	200	6.5%	13.5%

MU = multi-unit trucks
SU = single-unit trucks

2.2 Other Corridor Projects/Studies

In 2018, the city of Quincy adopted the Quincy Next Strategic Plan, which was initiated to formulate a plan to retain and recruit talent, support the growth of area companies, and attract new businesses to the community. Development of the plan included engaging the community and local stakeholders to help devise strategies that would guide Quincy over the next 10-15 years to take advantage of its existing and potential growth opportunities. In regard to transportation and connectivity, the plan identifies existing issues with truck traffic from US Route 24 and IL 57 through the city's downtown area, one-way streets, and a lack of bicycle and pedestrian infrastructure (City of Quincy 2018).

As described in Section 1.2, the City of Quincy, with IDOT funding, prepared the 2020 QRTP that evaluated the transportation network within the City of Quincy and adjoining areas of Adams County, Illinois to offer recommendations for future projects and strategy implementations. The goals of the QRTP were created based on community and stakeholder input as well as federal and state transportation goals and priorities. The QRTP recommended 25 transportation improvement projects, of which 12 were selected as priority projects based on their anticipated impact and stakeholder and public input, including improvements along IL 57 (City of Quincy 2020). A summary of other transportation projects and studies recently completed, currently underway, or anticipated in the region are summarized in **Table 2-21**.

Table 2-23. Other Transportation Projects and Studies in the Region

Project Name	Location	Scope	Status
IL 57 Resurfacing, ADA Improvements and Bridge Repair	South of Maine Street in Quincy to the south corporate limits of Marblehead in Adams County	7.1 miles of pavement resurfacing, shoulder installation, bridge deck replacement for the structures carrying IL 57 over Payson Avenue and Curtis Creek. ADA curb ramp construction at Maine Street, Jersey Street, York Street, Kentucky Street, Maiden Lane, State Street, Ohio Street, RJ Peters Drive, and Gardner Denver Crossing.	Construction began in 2020 and was completed in 2021
Quincy Memorial Bridge Repairs	Eastbound Memorial Bridge over the Mississippi River in Quincy	Hydroscarification of the bridge deck and microsilica overlay. Bridge joint repairs/replacement, structural steel repairs, roadway, and navigation lighting. Repairs are needed to keep the bridge in operation until funding for the construction of the replacement can be made available.	Construction began in 2021 and was completed in 2022
IL 57 Vertical Realignment	0.2 miles south of Mill Creek in Marblehead	Profile grade raise to address roadway overtopping (0 – 6.8 inches raise for approximately 300 feet)	Completed in 2021
Quincy Memorial Bridge Replacement – Phase I Study	Eastbound Memorial Bridge over the Mississippi River in Quincy	Engineering services necessary to complete the Phase I planning study, combined design report, bridge type study, environmental assessment, and preliminary bridge/roadway plans.	Initiated in 2014 – currently 80% complete; Phase II is funded and identified in the 2022-2027 Multi-Year Program (MYP). Land acquisition, utility relocation, and construction currently remain unfunded
IL 57 Bridge Replacement	Over Mill Creek at Marblehead	The deteriorated condition of the existing structure has made total replacement necessary.	Funding for Phase II design and land acquisition for the near alignment option has been identified in the 2022-2027 MYP. IDOT is also exploring alternatives for a bypass option around Marblehead
IL 57 Bridge Replacement	Harkness Creek at Bluff Hall	Total bridge replacement.	Funding for Phase II design has been identified in the fiscal year (FY) 2022-2027 MYP

2.3 Summary

2.3.1 Project Need

Based on the existing conditions detailed above, the need for improvements in the Study Area are related to road geometry, intersection safety, and a lack of pedestrian/bicycle accommodations where warranted.

The lack of bicycle accommodations is inconsistent with the 1999 Quincy Greenway and Trails Plan, which was developed to assist the City of Quincy and the Quincy Park District in identifying and preserving potential greenways and integrating existing bike and walking paths into a city-wide network. The plan proposed alignments for a new and expanded greenway and trail system to connect residential areas to major attractions like Quincy University, Mississippi riverfront parkways, schools, and other city parks. The bike network proposed in the QRTP modifies the 1999 Quincy Greenway and Trails Plan to reflect current best practices and community priorities for bike connectivity.

In addition, based on public input in the QRTP and the Community Advisory Group (CAG), transportation improvements may be required to address frequent flooding in the Marblehead area that affects system reliability and the extensive no passing zones in the Rural Section that result in queuing behind slow moving traffic and driver frustration. These potential needs will be further investigated through additional evaluation of existing conditions during Phase I.

Therefore, the following needs have been identified for each section of the Study Area:

- Urban Section
 - Pavement condition along the portions that were not included in the Resurfacing, ADA Improvements and Bridge Repair project is rated Poor, which consists of approximately half of the section
 - Sidewalk widths do not meet BDE Manual requirements
 - Sidewalk ramps at most driveways do not meet ADA requirements
 - Lack of bike accommodation that meets the plans in the Quincy Greenway and Trails Plan and QRTP
 - Traffic congestion at 4th and York if new Quincy Memorial Bridge is constructed with no other changes to current lane configuration
- Suburban/Industrial Section
 - Lack of bike accommodation that meets the plans in the Quincy Greenway and Trails Plan and QRTP
 - Safety concerns at Radio Road intersection due to intersection angle
 - Relatively high percentage of rear end crashes
- Rural Section
 - Substandard geometry for design speed near Marblehead
 - Degrading pavement condition south of Marblehead along portion of IL 57 not included in the Resurfacing, ADA Improvements and Bridge Repair project

- Frequent flooding causing system reliability issues. Some of this may be relieved by IDOT's planned IL 57 Vertical Realignment project, which will raise the profile grade south of Marblehead
- Extensive no passing zones (41% of section) and low posted speed limit resulting in traffic queueing

As a result, the overall needs to be addressed by the study include roadway condition, substandard roadway and intersections, safety for all roadway users, and pavement flooding. Each of these needs will be investigated through additional evaluation of existing conditions and coordination with stakeholders and the public.

2.3.2 Project Purpose

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, along IL 57 between IL 104 and I-172.

3.0 EXISTING SETTINGS OR CONDITIONS

This chapter includes an analysis of the natural, social, and economic resources within the project Study Area that may be affected by the proposed transportation improvements on IL 57. Various environmental resource categories were selected for analysis based on the characteristics of the Study Area. These resources are generally consistent with NEPA and with FHWA and IDOT guidelines. This chapter provides information about each of the following resources:

- Land Use
- Demographic Characteristics
- Environmental Justice
- Existing Bicycle/Pedestrian Generators
- Air Quality
- Noise
- Geology
- Groundwater
- Parks and Recreational Facilities
- Natural Areas
- Historical Sites
- Floodplains and Waterways
- Wetlands
- Surface Water Resources
- Special Waste Sites
- Endangered Species

3.1 Description of Project Area

As described in Section 1.1, the IL 57 PEL Project is located in Adams County, Illinois near the Mississippi River. The project encompasses the Quincy Downtown district as well as industrial developments, farmland, and a residential community to the south of Quincy. The southern end of the Study Area is located where IL 57 crosses I-172 just north of the community of Fall Creek.

3.2 Project Limits

The Study Limits include approximately 13 miles of IL 57 between IL 104 (Broadway Street) in Quincy and I-172 south of Marblehead, with a 0.5-mile buffer along these roadways (**Figure 1-1**).

3.3 Land Use

3.3.1 Zoning

The project Study Area falls within the jurisdiction of the city of Quincy and Adams County. Quincy is the largest city within a 100-mile radius, and it serves as a commercial center for many people throughout the area. The city of Quincy governs zoning districts within the corporate city limits and all contiguous unincorporated territory within 1.5 miles of the corporate limits. There are a total of seven districts within Quincy's corporate limits and the surrounding 1.5-mile territory (City

of Quincy 1980). These districts are further broken down into specific districts and are classified as follows:

- Rural (RU)
 - RU1 – Rural District
- Resort (RE)
 - RE1 – Resort District
- Residential (R)
 - RS – Single-Family District
 - R1A – Single-Family District
 - R1B – Single-Family District
 - R1C – Single-Family District
 - R2 – Two-Family district
 - R3 – Multi-Family District
- Neighborhood Residential (NR)
 - NR1 – Neighborhood Residential District
 - NR2 – Neighborhood Residential District
- Commercial (C)
 - C1A – Limited Local Commercial District
 - C1B – Limited Local Commercial District
 - C2 – Commercial District
 - C3 – Planned Commercial District
- Downtown (D)
 - D1 – Downtown Retail District
 - D2 – Downtown General Business District
 - D3 – Downtown Riverfront District
 - D4 – Downtown office and medical Facility District
 - D5 – Downtown Industrial District
- Industrial (M)
 - M1 – Light Industrial District
 - M2 – Heavy industrial District
 - M3 – Planned Industrial District

The Urban Section of the Study Area contains resort, residential, commercial, downtown, and some industrial zoned areas (City of Quincy 2012). Residential areas are comprised of two-family and multi-family residences. The commercial areas are a mixture of general commercial and limited local commercial uses, which provide areas for the sale of goods and services, education, and medical care. A larger portion of the Urban Section is considered under the downtown district with general business, retail, riverfront, and industrial businesses in this area. Downtown districts provide a wide variety of retail commercial uses, including those used for convenience shopping and those which attract shoppers from a larger market area. Businesses at the street level in the downtown district provide retail and services that promote active street level usage. Those businesses above street level provide a wider range of services and needs, including residential uses. Downtown riverfront areas provide a concentration of entertainment, hospitality, and tourism related businesses while downtown industrial use allows for traditional river uses such as manufacturing and warehousing activities. Industrial districts in the Urban Section consist of light

and heavy industrial uses and take the form of manufacturing, distribution, warehousing, and extraction and processing of raw materials. Light and heavy industrial areas often include commercial facilities that provide support services to the industries in the area (City of Quincy 1980).

The Suburban/Industrial Section of the Study Area predominantly contains rural, residential, and industrial land uses (City of Quincy 2012). Rural areas include large-lot residential and agricultural uses in rural or undeveloped areas and this designation is the default zoning designation in the jurisdiction outside of city limits. The residential areas within the Suburban Section include single-family dwellings with varying lot widths, areas, and yard setbacks along with two- and multi-family dwellings such as duplexes, two-unit residences, and mobile home parks. Industrial uses include light and heavy industry typically containing manufacturing, distribution, and warehousing activities but also involving mineral and natural resources extraction, processing, and fenced junk and salvage yards. There are some commercial areas scattered throughout the suburban section of the Study Area that consist of office, service, retail, and auto-related uses (City of Quincy 1980).

The Rural Section of the Study Area is located almost entirely outside of the zoning jurisdiction of Quincy. Adams County does not have land use planning and zoning requirements, or standards established within its Code of Ordinances (Adams County 2022a). The Rural Section of the Study Area within the city of Quincy zoning districts is classified under rural and industrial uses (City of Quincy 2012). The Rural Section of the project Study Area consists of single-family homes on large lots surrounded by agricultural uses as well as mobile home parks. The industrial land uses within this section of the project Study Area include manufacturing, distribution, and warehousing. Various locations of automobile-related businesses are also located in this section.

3.3.2 Land Cover

Land cover within the approximately 7,900-acre Study Area was evaluated using the National Land Cover Database (NLCD) (Dewitz 2021) and is summarized in **Table 3-1** and shown in **Figure 3-1**. The most dominant land cover within the Study Area consists of agricultural land with cultivated crops (45.5 percent) and hay/pastureland (3.8 percent), comprising just under 50 percent of the Study Area. Developed land comprises 27.7 percent of the Study Area, and undeveloped land covers a total of 21.7 percent of the Study Area and consists primarily of deciduous forest (17.3 percent).

Table 3-1. Land Cover Within the Study Area

Land Cover Type Per Section	Study Area (acres)	Percent of Study Area
Urban	506.7	6.4%
Developed, High Intensity	324.5	4.1%
Developed, Low Intensity	13.5	0.2%
Developed, Medium Intensity	134.1	1.7%
Developed, Open Space	1.8	0.0%
Hay/Pasture	0.2	0.0%
Open Water	32.6	0.4%
Suburban/Industrial	2,878.7	36.4%
Barren Land	6.9	0.1%
Cultivated Crops	900.9	11.4%
Deciduous Forest	409.1	5.2%
Developed, High Intensity	273.0	3.5%
Developed, Low Intensity	353.1	4.5%
Developed, Medium Intensity	559.7	7.1%
Developed, Open Space	113.3	1.4%
Emergent Herbaceous Wetlands	4.5	0.1%
Hay/Pasture	119.0	1.5%
Herbaceous	0.8	0.0%
Mixed Forest	31.4	0.4%
Open Water	59.4	0.8%
Woody Wetlands	47.9	0.6%
Rural	4,522.4	57.2%
Barren Land	8.7	0.1%
Cultivated Crops	2,699.2	34.1%
Deciduous Forest	961.3	12.2%
Developed, High Intensity	28.8	0.4%
Developed, Low Intensity	189.0	2.4%
Developed, Medium Intensity	133.6	1.7%
Developed, Open Space	68.9	0.9%
Emergent Herbaceous Wetlands	8.7	0.1%
Evergreen Forest	1.6	0.0%
Hay/Pasture	183.7	2.3%
Herbaceous	2.9	0.0%
Mixed Forest	70.8	0.9%
Open Water	3.4	0.0%
Shrub/Scrub	2.9	0.0%
Woody Wetlands	158.9	2.0%
Total	7,907.8	100.0%

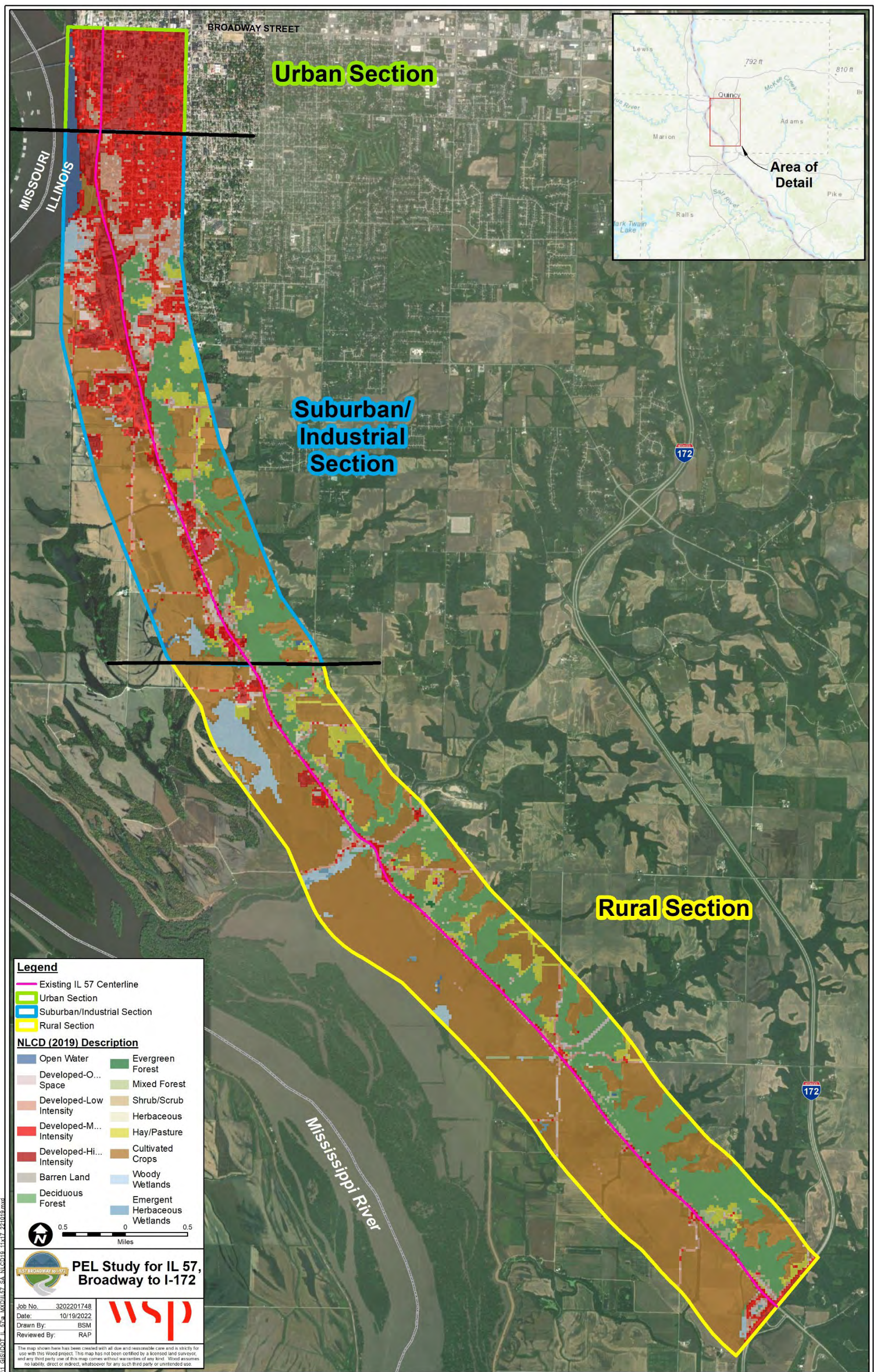


Figure 3-1. Land Cover in the Study Area

Land cover throughout the Study Area varies between each section of the project. The Urban Section is the smallest section of the Study Area and covers a total 507 acres (6.4 percent). It has the least diversity in land cover types compared to the other sections of the Study Area and consists predominantly of high (64.0 percent) and medium intensity development (26.5 percent) (**Table 3-1**).

The Suburban/Industrial Section covers a total of 2,879 acres (36.4 percent of the Study Area). Developed land comprises 45.2 percent of the Suburban/Industrial Section and agricultural lands cover 35.4 percent, with 31.3 percent in cultivated crops and 4.1 percent in hay/pasture. The remaining 19.4 percent is undeveloped land consisting primarily of deciduous forest (14.2 percent) (**Table 3-1** and **Figure 3-1**).

The Rural Section covers a total area of 4,522 acres (57.2 percent of the Study Area) and predominantly contains agricultural (63.8 percent) and undeveloped (26.9 percent) lands. Only 9.3 percent of the Rural Section is composed of developed lands (**Table 3-1** and **Figure 3-1**).

3.3.3 Fire Districts

There are three fire districts within the Study Area, including Quincy, Tri-township, and Payson-Fall Creek (Adams County 2022b). The Quincy Fire Department encompasses the city limits of Quincy for a total of approximately 16 square miles. The department consists of five stations and 58 firefighters (Quincy Fire Department 2021). The Tri-township Fire District encompasses an area of 104 square miles within the townships surrounding the Quincy city limits, including Riverside Township, Ellington Township, Melrose Township, and a small portion of Burton Township (Adams County 2022b). Tri-township has one fire station and nine full-time and seven part-time firefighters (Hopf 2020). The Payson-Fall Creek fire district is located at the southwest corner of Adams County in Plainville, Illinois. It includes the southern side of Burton Township, Fall Creek Township, Payson Township, and the west side of Richfield Township (Adams County 2022b).

3.3.4 School Bus Routes

The Study Area is located within Quincy Public School District #172 and the Payson Community Unit School District #1 (Adams County 2022b). The Quincy Public School District is composed of five elementary schools, a junior high school, and a senior high school. The Study Area is located within the Lincoln-Douglas and Baldwin elementary school boundaries. Baldwin elementary school serves the Urban Section of the Study Area, and the Lincoln-Douglas elementary school serves the Suburban and part of the Rural Section of the Study Area (Quincy Public Schools 2018). The bus routes for the Quincy Public School District do not follow a posted route schedule and are determined by the bus driver based on the locations of the students' permanent home or daycare addresses. Based on a phone conversation with the Quincy Public School District Transportation Department, the buses that serve the Study Area frequently travel IL 57 from Jefferson Street to the southern end of the School District near Marblehead. North of Jefferson Street to Maine Street in downtown Quincy, there are no bus stops along IL 57; buses are routed around IL 57 to adjacent side streets. From Jefferson Street southward to Turtle Lake Road, there are no bus stops along IL 57; however, buses travel this section to access stops in the surrounding area. South of Turtle Lake Road to the southern edge of the school district there are five (5)

houses that have the potential to require stops. The necessity for the bus to stop at these residences is based on the occupancy of children and varies each school year.

The Payson School District is significantly smaller and more rural than the Quincy School District and serves the Rural Section of the Study Area, south of Marblehead. The Payson School District consists of Payson Seymour Elementary, Payson Junior High School, and Payson High School. Bus routes do not follow a posted route schedule and are determined by the bus driver based on the students' permanent home or daycare addresses. Based on a phone conversation with the central Payson School District office, there is one school bus that is responsible for the children in the Study Area. In total, there are 5 stops for 11 children along IL 57 within the district.

3.3.5 Mail Routes

The Study Area lies within two postal code areas, 62301 and 62302. Postal code area 62301 is located within the Quincy city limits and contains approximately 11.5 square miles. The Study Area is located within 62301 from Broadway Street to Curtis Creek. Postal code area 62305 buffers the Quincy city limits and encompasses approximately 133 square miles. The Study Area is located within 62305 from Curtis Creek to I-172.

There are two (2) U.S. Postal Service (USPS) city mail routes and three (3) USPS rural mail routes along IL 57 within the Study Area (USPS 2022). See **Table 3-2** for an overview of each mail route. The two (2) city routes are located in postal code area 62301 and serve a total of 900 addresses. The three (3) rural routes are located within postal code area 62305 and serve a total of 1,841 addresses.

Table 3-2. Mail Route Overview

Route	Postal Code Area	Residential Addresses	Business Addresses	Household Size
C007	62301	246	174	1.74
C008	62301	383	97	2.19
R004	62305	634	28	2.27
R005	62305	506	7	2.55
R009	62305	657	9	2.51

3.4 Demographic Characteristics

3.4.1 Community and Population Characteristics

The Study Area is located within Adams County in Illinois and spans between Quincy and Melrose townships. The Study Area contains 1.5 linear miles of IL 57 within Quincy city limits, and the remaining 11.5 miles passes through the unincorporated communities of Marblehead and Fall Creek. The most recent data from the U.S. Census Bureau (USCB) was used to quantify certain demographic characteristics within the Study Area. Data at the township level was used to accurately represent the individuals within the Study Area that would be most impacted by the IL 57 improvements and regional transportation needs.

The Urban Section of the Study Area is composed of the downtown area of Quincy, which consists of residential and commercial developments typically containing retail, riverfront, office, and medical facilities, as well as multifamily residential areas. The Suburban/Industrial Section is located within the city of Quincy and Melrose township. It contains industrial and commercial developments, single and double family homes, and some rural residences. The Rural Section is within Melrose and Fall Creek townships and consists of industrial and residential development along with large areas of agricultural land.

The data shown in **Table 3-3** represents the distribution of population throughout Adams County. In 2020, Adams County had a total of 65,737 residents (USCB 2020). The city of Quincy is the urban center of Adams County and contained approximately 60 percent of inhabitants with a total population of 39,463. Melrose Township, located just south of the Quincy city limits, had a population of approximately 5,748 people in 2020. Fall Creek township, located in the Rural Section south of Melrose township, had a population of 536 in 2020 (USCB 2020).

As shown in **Table 3-3**, over the past ten years, the population of Illinois decreased by 0.14 percent. The population of Adams County showed a decrease as well, with a loss of 2.04 percent. Similarly, the city of Quincy had a 2.88 percent decline in population from 2010 to 2020, which counted for approximately 85 percent of the population decline in Adams County. On the contrary, Melrose township and Fall Creek township had population increases of 0.03 percent and 1.32 percent, respectively. This increase represents an overall migration of individuals from urban to rural communities in the same timeframe.

Table 3-3. Study Area Population

	Quincy City	Melrose Township	Fall Creek Township	Adams County	Illinois
2010	40,633	5,746	529	67,103	12,830,632
2020	39,463	5,748	536	65,737	12,812,508
% Change 2010-2020	-2.88%	0.03%	1.32%	-2.04%	-0.14%

Source: (USCB 2020 and USCB 2010)

Average household sizes remained predominantly constant from 2010 to 2020. The largest change in average size was in Melrose Township with a decrease of 9.6 percent. This is consistent with the rise in the population of those 65 and older as younger adults move out of the area (**Table 3-3**; USCB 2010b and USCB 2020b).

As shown in **Table 3-4**, from 2010 to 2020, populations of individuals under 18 as well as those 65 and over increased within the state of Illinois. The population of individuals between 18 and 65 decreased showing a migration of this age group out of Illinois. The same trend can be seen in the city of Quincy with the population of those Under 18 increasing by 35 percent and those 65 and over increasing by 13 percent. Ultimately, the 65 and over age group within Quincy was higher than the state average, indicating an older population. Adams County saw a dramatic decrease in people under the age of 18, with an increase in those 65 and over, maintaining a population higher than the state average for that age group. Melrose Township did not see a large decrease in people under 18 but did see a spike in populations 65 and over. In contrast, Fall

Creek Township saw a sharp increase in people under the age of 18. Overall, Adams County maintains an older population of people 65 years and older. Fall Creek township has a higher percentage of people under the age of 65 indicating the presence of newer families in that area (USCB 2010c and USCB 2020c).

Table 3-4. Study Household and Age Characteristics

Jurisdiction Year	Average Household Size	Years of Age		
		% Under 18	% 18 to 65	% 65 and over
Quincy City				
2010	2.28	15.8%	58.9%	18.3%
2020	2.26	21.4%	57.9%	20.7%
Melrose Township				
2010	2.60	20.4%	62.5%	13.4%
2020	2.35	19.4%	60.5%	20.1%
Fall Creek Township				
2010	2.78	17.0%	60.0%	13.0%
2020	2.79	33.8%	55.8%	10.4%
Adams County				
2010	2.38	17.1%	59.2%	17.5%
2020	2.36	7.5%	57.1%	20.2%
State of Illinois				
2010	2.61	18.1%	63.0%	12.3%
2020	2.54	22.5%	61.8%	15.7%

Source: USCB 2010b, USCB 2010c, USCB 2020b, and USCB 2020c

3.4.2 Minority Population Characteristics

As shown in **Table 3-5**, Adams County has a much smaller minority population based on race and ethnicity than the state average in 2020. Within Adams County, Melrose Township has a very small minority population of African American, Hispanic, and Asian people. Fall Creek township has no minority populations based on race and ethnicity. The city of Quincy maintains the highest minority percentage within the Study Area, with the highest minority population being 8.5 percent African American (**Table 3-5**) (USCB 2010c and USCB 2020c). Adams County and the city of Quincy have a higher disabled population percentage than the state average of 11.2 percent (USCB 2020d).

Table 3-5. Percent Distribution of Minority Populations

Jurisdiction Year	Race and Ethnicity					Disabled*
	African American	American Indian	Asian	Hispanic	Other Race	
Quincy City						
2010	6.2%	0.8%	1.3%	1.8%	1.3%	
2020	8.5%	0.5%	1.4%	2.0%	1.0%	18.2%
Melrose Township						
2010	2.2%	0.0%	0.2%	0.0%	0.0%	
2020	0.9%	0.0%	0.8%	1.6%	0.0%	7.2%
Fall Creek Township						
2010	0.0%	0.0%	0.0%	0.0%	0.0%	
2020	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%
Adams County						
2010	4.2%	0.5%	0.8%	1.3%	0.8%	
2020	5.4%	0.4%	1.2%	1.6%	0.8%	15.4%
State of Illinois						
2010	15.3%	0.6%	4.9%	15.2%	7.8%	
2020	15.4%	0.8%	6.5%	17.2%	8.1%	11.2%

Source: USCB 2010c, USCB 2020c, and USCB 2020d

*Percentages based on civilian noninstitutionalized population

3.4.3 Economic Characteristics

The primary areas of industry within Adams County are educational services, health care, social assistance, retail trade, and manufacturing (USCB 2020e). As shown in **Table 3-6**, all locations within the Study Area, aside from Melrose Township, had a lower median household income than the state average of \$68,428. The city of Quincy had the lowest median household income at \$46,935, whereas Melrose township had the highest at \$75,596 (USCB 2020f). The unemployment rate within Adams County is less than the state average of 6.0 percent. Melrose Township has the lowest unemployment rate at 1.7 percent and Fall Creek Township had the highest at 13.3 percent (USCB 2020f).

Table 3-6. Economic Setting of the Study Area as of 2020

	Quincy City	Melrose Township	Falls Creek Township	Adams County	Illinois
Median household income (dollars)	\$46,935	\$75,596	\$64,167	\$55,052	\$68,428
Unemployment Rate*	5.2%	1.7%	13.3%	4.1%	6.0%

Source: USCB 2020f

*Based on Civilian Labor Force

3.5 Environmental Justice Considerations

On February 11, 1994, President Clinton signed Executive Order (EO) 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. This EO was issued to provide that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

The FHWA Order 6640.23A (FHWA Order) on Actions to Address Environmental Justice in Minority Populations and Low-Income Populations establishes policies and procedures to use in complying with EO 12898 (FHWA 2012). The FHWA Order defines minority and low income as follows:

- Low-Income means a person whose median household income is at or below the Department of Health and Human Services poverty guidelines.
- Minority means a person who is:
 - Black: a person having origins in any of the black racial groups of Africa;
 - Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
 - Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
 - American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
 - Native Hawaiian and Other Pacific Islander: people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Demographic information from the 2020 U.S. Census indicates that residents of the Study Area, including the city of Quincy, Melrose Township, and Fall Creek Township, are 88 percent white, 7.4 percent African American, 0.4 percent American Indian, 1.3 percent Asian, 0.9 percent Other Race, and 1.9 percent Hispanic. The Council on Environmental Quality defines Minority Population as being identified where either the minority population of the affected area exceeds 50 percent, or the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis. None of the minority populations exceed 50 percent; therefore, there are no minority populations within the Study Area.

The median family income for the Study Area was \$62,260. The U.S. Department of Health and Human Services 2020 poverty guideline for a family of four is \$26,200 (CMCS 2020), and 14.7 percent of the residents in the three townships of the Study Area were below the poverty line. **Figure 3-2** identifies the locations of census block groups within the Urban and Suburban/Industrial sections of the Study Area that meet the specified criteria as environmental justice low-income populations.

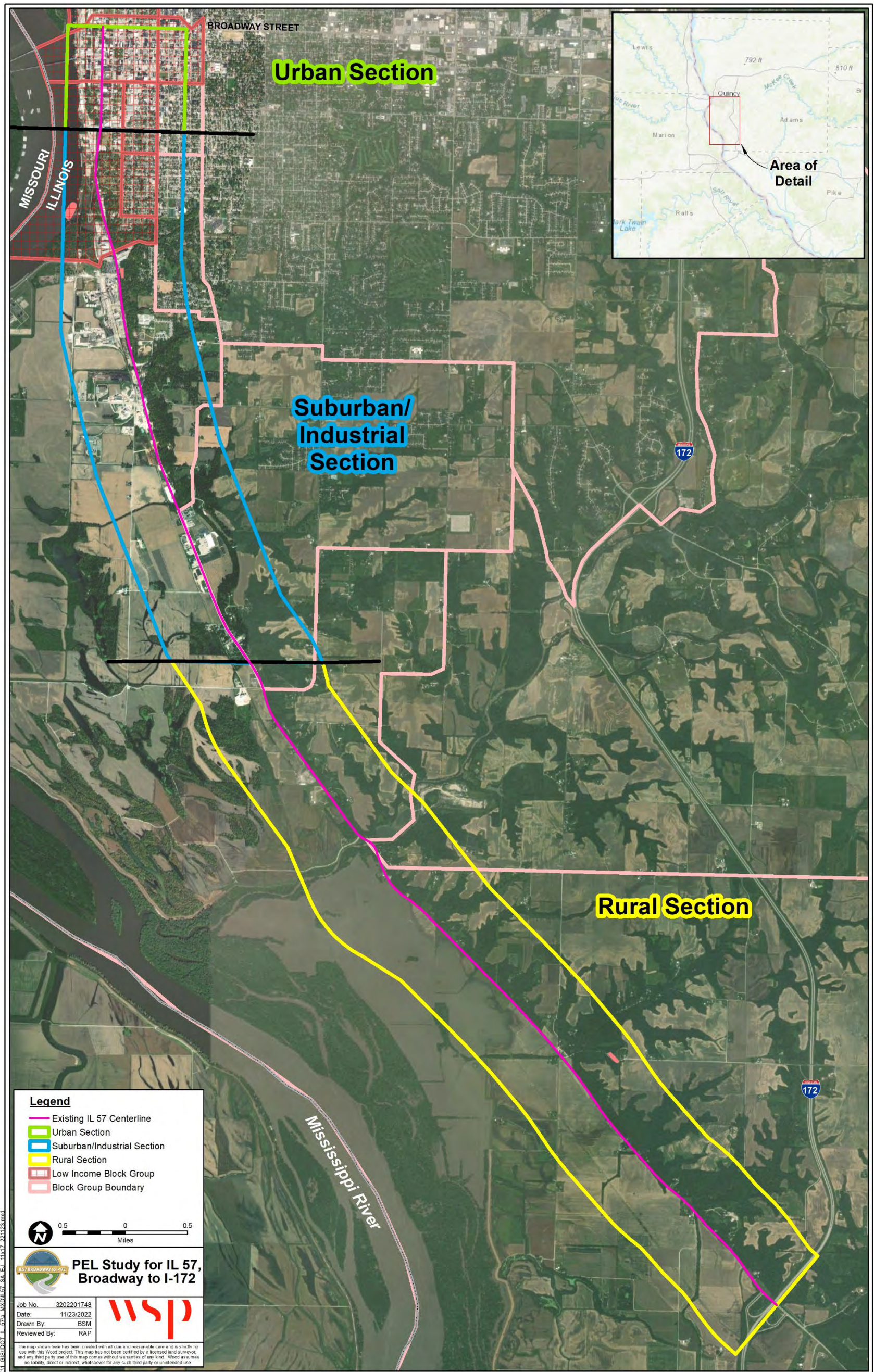


Figure 3-2. Low Income Block Groups in the Study Area

3.6 Existing Bicycle/Pedestrian Generators

3.6.1 Generators

Generators of bicycle and pedestrian traffic in the Study Area range from public areas such as parks, schools, and libraries, to private entities such as businesses and churches. In total, there are five (5) parks, 11 churches, four (4) schools, three (3) natural areas, one (1) public library, three (3) employment centers, and 11 government buildings within the Study Area. In addition, 35 businesses have direct access from IL 57 and may contribute to pedestrian or bicycle traffic in the Study Area.

The Urban Section of the Study Area has the most bicycle and pedestrian generators with a total of two (2) schools, four (4) public parks, the only public library, all 11 government buildings, all three (3) employment centers, seven (7) churches, and 12 business with accesses located on IL 57. The Urban Section contains the most publicly accessible amenities within the Study Area as compared to the Suburban/Industrial and Rural sections. The amenities in the Urban Section not only draw bicycle and pedestrian traffic from the surrounding urban residences but may also draw in bicycle and pedestrian traffic from the Suburban or Rural sections.

The Suburban/Industrial Section of the Study Area is representative of the services needed by a primarily residential area, which include three (3) churches, two (2) schools, one (1) park, two (2) natural areas, and 13 businesses that are accessible directly from IL 57. These resources most likely draw pedestrian and bicycle traffic from the surrounding residential areas. However, some people from the Urban and Rural sections may contribute to the traffic in this area as well.

The Rural portion of the Study Area is defined by amenities that are predominantly used by rural residents. These amenities include one (1) church, one (1) natural area, and 10 businesses. These resources may produce some pedestrian and bicycle traffic but given the dispersed nature of the Rural Section, most traffic would most likely consist of automobile traffic.

3.6.2 Bicycle Accommodations

As described in Subsection 2.3.1, the 1999 Quincy Greenway and Trails Plan was developed to assist the city and the Quincy Park District in identifying and preserving potential greenways and integrating existing bike and walking paths into a city-wide network. The Plan proposed alignments for a new and expanded greenway and trail system to connect residential areas to major attractions like Quincy University, Mississippi Riverfront Parkways, schools, and other city parks. The bike network proposed in the QRTP modifies the 1999 Quincy Greenway and Trails Plan to reflect current best practices and community priorities for bike connectivity. The modified plan, within the Urban Section, includes on-street bike accommodation along 4th Street between Vermont Street and York Street, along Maine Street between 3rd and 4th Streets and connections to Mississippi Riverfront Parks (crossing 3rd Street) at Vermont St, Maine Street and Payson Avenue (under IL 57 Bridge).

As described in Subsection 2.1.2, bicycle accommodation in the Study Area is currently provided via a four-foot paved shoulder along both edges of pavement on IL 57 between Jefferson Street and RJ Peters Drive and between Lock and Dam Road and Radio Road within the Suburban Section. There is currently no bicycle accommodation on the bridge over Curtis Creek that

connects the existing bicycle accommodation north of RJ Peters Drive and south of Lock and Dam Road. Neither the 1999 Quincy Greenway and Trails Plan (Klinger & Associates 1999) nor the QRTP propose bicycle accommodation for the bridge.

There are several public parks with walking paths and trails in the vicinity of the Study Area, but they are not connected to a network of bike and pedestrian routes. There are currently no existing bicycle facilities within the Study Area. The only existing bicycle infrastructure falls near the Study Area boundaries and includes a bike lane along 24th Street south of Cherry Lane; a bike lane along Bonansinga Drive adjacent to the network of riverfront parks; shared use paths through Indian Mounds Park, Sunset Park, Gardner Park, and Riverview Park; the Bill Klinger Trail near Cedar Creek; and a short segment of on-street bike facilities south of the Cherry Lane and 12th Street intersection.

3.6.3 Existing Sidewalks

Concrete sidewalks are located on both sides of the streets between Broadway Street and Ohio Street. **Table 2-2** in Subsection 2.1.1.1 lists the sidewalks within the Urban Section of the Study Area. Sidewalk widths in the Urban Section do not meet BDE Manual requirements and sidewalk ramps at most of the driveways do not meet ADA requirements.

Within the Suburban/Industrial Section of the Study Area, the only crosswalks and sidewalks are associated with the industrial development on both sides of IL 57 at the RJ Peters Drive intersection and at the Gardner Denver entrance. There are no known crosswalks or sidewalks in the Rural Section of the Study Area.

3.7 Environmental Resources

3.7.1 Air Quality

The Study Area is located within the Quincy metropolitan area and Adams County. Air quality is protected by the Clean Air Act (CAA) and air quality standards are established by the U.S. Environmental Protection Agency (USEPA). As required by the CAA, the USEPA has established National Ambient Air Quality standards (NAAQS) for pollutants considered harmful to public health and the environment. These are carbon monoxide (CO), lead, nitrogen dioxide (NO₂), ozone, particulate matter (PM₁₀ and PM_{2.5}), and sulfur dioxide (SO₂). Areas in which air pollution levels persistently exceed the NAAQS may be designated as “nonattainment.” All areas of Illinois currently are in attainment of the standards for four of the six criteria pollutants: CO, lead, NO₂, and PM. No portion of the Study Area is located within a designated non-attainment area (USEPA 2022).

3.7.2 Noise

Noise is unwanted sound that can affect activities. Community response to noise is dependent on the intensity of the sound source, its duration, the proximity of noise-sensitive land uses, and the time of day the noise occurs (i.e., higher sensitivities would be expected during the quieter overnight periods). Sound is caused by the vibration of air molecules and is measured on a logarithmic scale using units of decibels (dB). Sound is composed of a wide range of frequencies; however, the human ear is not uniformly sensitive to all frequencies. Therefore, the "A" weighted scale was devised to correspond with the human ear's sensitivity. The A-weighting generally

weighs more heavily noise levels in the humanly audible range and screens out noise levels that cannot be heard but are still generated, such as a high frequency dog whistle. The equivalent sound level is the steady-state, A-weighted sound level, which contains the same amount of acoustic energy as the actual time-varying, A-weighted, sound level over a specified period of time. If the time period is one hour, the descriptor is the hourly equivalent sound level or $L_{eq}(h)$, which is widely used by state highway agencies as a descriptor of traffic noise.

Highway traffic noise is influenced by four main factors: traffic volumes, traffic speeds, truck volumes, and distance and topography between the highway and the location where the noise is heard. Noise levels are predicted for the existing, future No-Build, and future Build conditions.

A traffic noise impact occurs on a project when predicted build noise levels approach (within one dBA), meet or exceed the noise abatement criteria listed in **Table 3-7**, or when the predicted noise levels are substantially higher (15 dBA or greater) than the existing noise level.

Table 3-7. Noise Abatement Criteria – Hourly Weighted Sound Level

Activity Category*	$L_{eq}(h)$	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential.
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, institutional structures, radio and television studios, and schools.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A through D or F.
F	--	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--	--	Undeveloped lands that are not permitted.

*Based on 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (2010)

To account for sound fluctuations, environmental noise is commonly described in terms of the equivalent sound level. The equivalent sound level is the constant noise level that conveys the same noise energy as the actual varying instantaneous sounds over a given period. Fluctuating levels of continuous, background, and/or intermittent noise heard over a specific period are averaged as if they had been a steady sound. The day-night sound level (L_{dn}), expressed in dBA, is the 24-hour average noise level with a 10-dBA correction penalty for the hours between 10 p.m. and 7 a.m. to account for the increased sensitivity of people to noises that occur at night.

The Urban Section of the Study Area mostly consists of multi- and two-family residential and commercial land uses. Typical background day-night noise levels for high density residential and urban areas, such as those within the Urban Section, are anticipated to range between an L_{dn} of 43 dB and 72 dB (USEPA 1974). Primary sources of noise in urban areas include vehicle traffic, industrial activities, and construction and maintenance equipment. Sensitive noise receptors in this section include multi-family residences, schools, churches, and parks. There are a total of seven (7) churches, four (4) parks, and two (2) schools in the Urban Section of the Study Area (**Figure 3-3**).

The Suburban/Industrial Section of the Study Area is mostly surrounded by industrial and commercial land uses with some residences at the southern limit, and the Rural Section includes industrial and residential land uses toward the north end and agricultural land throughout the remaining portion. Rural and other non-urban areas are expected to have outdoor L_{dn} values ranging between 35 and 50 dB in the majority of the Study Area, whereas higher trafficked areas, such as the IL 57 corridor, may have background noise levels ranging from 43 to 72 dBA (USEPA 1974). Primary sources of noise in the Suburban/Industrial and Rural sections include industrial activities and vehicle traffic along IL 57, I-172, and smaller local roads. In addition, periodic noise may be generated from agricultural activities and vegetation maintenance at residences and along local roads and utility corridors. Sensitive noise receptors in these sections include churches, parks, and schools. There are a total of three (3) churches, one (1) park, and two (2) schools in the Suburban/Industrial Section of the Study Area and one (1) church in the Rural Section of the Study Area (**Figure 3-3**).

There are no federal, state, or locally established quantitative noise-level regulations specifying environmental noise limits for the city of Quincy or Adams County. However, the EPA noise guideline recommends outdoor noise levels not exceed L_{dn} of 55 dBA, which is sufficient to protect the public from the effect of broadband environmental noise in typical outdoor and residential areas. These levels are not regulatory goals but are “intentionally conservative to protect the most sensitive portion of the American population” with “an additional margin of safety” (EPA 1974). The U.S. Department of Housing and Urban Development (HUD) considers an L_{dn} of 65 dBA or less to be compatible with residential areas (HUD 1985).

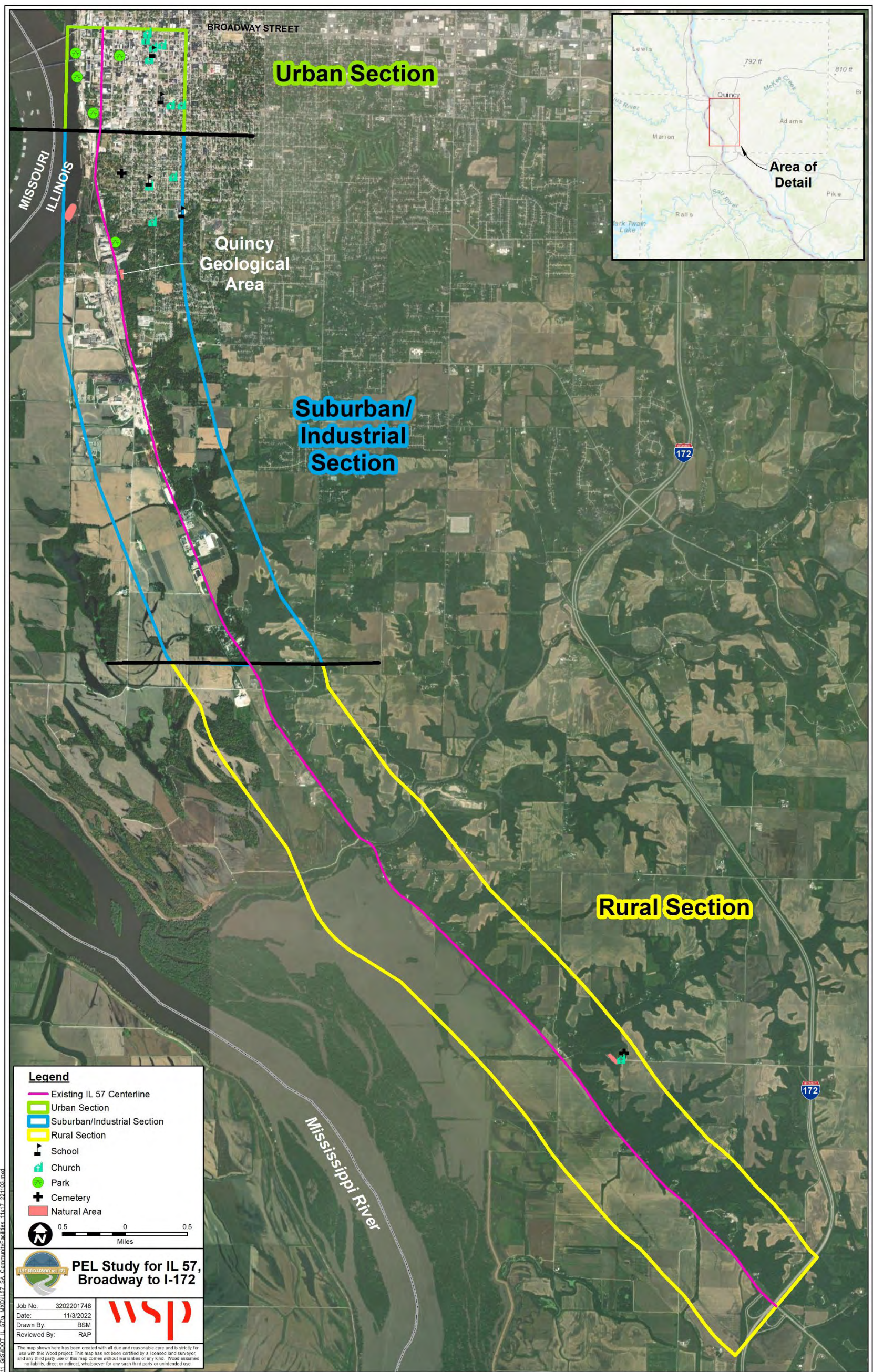


Figure 3-3. Sensitive Receptors including Schools, Churches, Cemeteries, Parks, Natural Areas in the Study Area

3.7.3 Groundwater

3.7.3.1 Geologic Setting

The Illinois State Geological Survey (ISGS) prepared a Site Assessment Letter Report for the Study Area in response to a Regulated Substances Environmental Survey Request (**Appendix F**). The Site Assessment Letter Report provides a description of the Study Area bedrock and surface geology. As noted in the report, the topmost bedrock unit along IL 57 from the northern Project limits to Jefferson Street and from south of 545th Place to the southern project limits, has been mapped as the Mississippian-age Meppen Limestone, Fern Glen Formation, and Burlington-Keokuk Limestone, which consist primarily of limestones, dolomites, and shales. Along the IL 57 ROW between Lock & Dam Road and 553rd Lane, the topmost bedrock unit has been mapped as the Mississippian-age Glen Park Formation, Hannibal Shale, Chouteau Limestone, McCraney Limestone, and Prospect Hill Siltstone, which consist of limestones, shales, dolomites, and siltstone. The rest of the IL 57 ROW has been mapped along the divide between two bedrock units, with the Meppen Limestone, Fern Glen Formation, and Burlington-Keokuk Limestone to the east and the Glen Park Formation, Hannibal Shale, Chouteau Limestone, McCraney Limestone, and Prospect Hill Siltstone to the west.

The thickness of unconsolidated surficial deposits along IL 57 ROW in the Study Area range from less than 20 feet to approximately 200 feet. More detailed surficial geology information is included in the Site Assessment Letter Report in **Appendix F**. Surficial Units within the Study Area vary by location but primarily consist of Peoria and Roxana Silt or the Cahokia Formation, underlain by the Henry Formation, Wolf Creek Formation, or bedrock.

The Urban Section of the Study Area primarily contains surficial deposits of Peoria and Roxana Silt underlain by Wolf Creek Formation ranging to a total depth of less than 25 feet to 50 feet. The Suburban/Industrial Section contains surficial deposits of Cahokia Formation underlain by the Henry Formation as well as Peoria and Roxana Silt underlain by Wolf Creek Formation. Surficial deposits range in depth from less than 25 feet to 50 feet in this section of the Study Area as well. In the Rural Section, surficial deposits are comprised of the Cahokia Formation underlain by either the Henry Formation or the Wolf Creek Formation; as well as Peoria and Roxana Silt underlain by either the Wolf Creek Formation or bedrock. Surficial deposits in this section range from less than 25 feet to 200 feet.

Peoria and Roxana Silt consists of windblown silt, sand, and clay, predominantly loess derived from glacial valley train sediment and meltwater channels in the Mississippi River floodplain and valley (ISGS 2017a and ISGS 2018). The Cahokia Formation consists of silty and sandy deposits accumulated in the Mississippi valley as they were freed of ice (ISGS 2017b). The Henry formation consists primarily of sandy and gravel deposits which originated from glacial outwash, nearshore glacial and postglacial beaches, spits, bars, and deltas, and glacial lake sediments in dunes and sheets (ISGS 2016). Finally, the Wolf Creek formation consists primarily of poorly sorted glacial deposits from glacial ice advancements (Iowa DNR 2002).

3.7.3.2 Soils

According to the ISGS Site Assessment Letter Report, along the existing IL 57 ROW, the Natural Resources Conservation Service (NRCS) has classified the Twomile silt loam, 0 to 2 percent

slopes, occasionally flooded, Beaucoup silty clay loam, cool mesic, 0 to 2 percent slopes, occasionally flooded, and Vesser silt loam, 0 to 2 percent slopes, occasionally flooded, as containing 33 percent to 100 percent hydric components. None of the other soils in the existing ROW have been classified by NRCS as containing more than 33 percent hydric components.

The NRCS has classified the following soils in the Study Area as non-prime farmland: Stookey silt loam, 10 to 18 percent slopes, eroded, Drury silt loam, 5 to 10 percent slopes, eroded, Lindley loam, 18 to 35 percent slopes, Lindley loam, 35 to 60 percent slopes, Goss gravelly silt loam, 18 to 35 percent slopes, Lacrescent channery silt loam, 35 to 60 percent slopes, Stookey and Timula soils, 18 to 35 percent slopes, Stookey and Timula soils, 35 to 60 percent slopes, Keswick loam, 10 to 18 percent slopes, eroded, Orthents, silty, undulating, Stookey-Timula-Orthents complex, 1 to 7 percent slopes, Stookey- Timula-Orthents complex, 7 to 15 percent slopes, and Pits, quarries.

3.7.3.3 Wellhead Protection Areas

Twelve public water wells serving the communities of Expressway Mobile Home Park, Mill Creek PWD, Town and Country Mobile Estates, the former Southland Mobile Home Park, and the former Bluffview Mobile Home Park are located within approximately 1,000 feet of the project ROW. According to the Site Assessment Letter Report, the existing IL 57 alignment crosses wellhead protection recharge areas for eight of these public wells, specifically ones located in the Expressway Mobile Home Park and Mill Creek Public Water District. The wellhead protection areas are crossed by Gardner Expressway from north of 12th Street to north of Alexander Lane.

3.7.3.4 Surficial Public Water Supplies

The community of Quincy receives its public water supply from the Mississippi River, located approximately 500 feet west of 3rd Street within the Study Area. This river is an active source for that community.

3.7.3.5 Groundwater Recharge

The project area is located in Zones 1, 3, 4, and 5 for groundwater recharge potential, where Zone 1 indicates the highest potential for groundwater recharge and Zone 7 indicates the lowest potential as mapped by Keefer and Berg (1990). Groundwater recharge potential information is provided for a general regional perspective only, as the map was prepared at a scale of 1:1,000,000 and is not applicable on a site-specific basis.

The only sole-source aquifer in Illinois, according to the USEPA's list of designated sole-source aquifers as defined by Section 1424(E) of the Safe Drinking Water Act, is the Mahomet Aquifer. The Study Area does not fall within the Mahomet aquifer sole-source boundaries, as defined by the USEPA.

3.7.3.6 Groundwater Protection Areas

In 1991, the Illinois Environmental Protection Agency (ILEPA), along with the Illinois Department of Natural Resources (IDNR) designated four priority groundwater protection planning regions as mandated in the Illinois Groundwater Protection Act. The goal of the priority groundwater protection planning regions is for the establishment of committees that will advocate for groundwater protection practices and procedures to municipal, county, state, and other local units

of government in their region (ILEPA 2008). Currently, the Study Area is not located within any of the four Groundwater Protection Planning Regions (ILEPA 2022).

3.7.3.7 Potential for Contamination of Shallow Aquifers

According to the map "Potential for contamination of shallow aquifers from land burial of municipal wastes" (Berg et al. 1984), the existing project ROW is located in Zones A1, A5, AX, and E,. Zone A1 is described as permeable bedrock at or within 20 feet of land surface, variable overlying materials. Zone A5 is described as permeable bedrock generally within 20 feet of land surface; overlying materials variable but mostly till. Zone AX is described as alluvium, a mixture of gravel, sand, silt, and clay along streams, variable in composition and thickness. Zone E is described as uniform, relatively impermeable silty or clayey till at least 50 feet thick; no evidence of interbedded sand and gravel. The "A" Zones indicate the highest potential for contamination, and Zone G has the lowest potential. This information is provided for a general regional perspective only, as the map was prepared at a scale of 1:500,000 and is not applicable on a site-specific basis. No borings were made to a depth of 50 feet to verify the geology of the Study Area.

3.7.3.8 Well Information

ISGS well records indicate that water in the Study Area is obtained from limestone, shale, sandstone, gravel, or sand and gravel at depths ranging from 36 to 1,202 feet below the surface. Wells within approximately 200 feet of the project ROW were identified on 26 sites in the ISGS database that are listed and shown in the ISGS Site Assessment Letter Report (**Appendix F**). Other wells not in the ISGS database may be present within the Study Area.

3.8 Sensitive Environmental Areas

3.8.1 Parks and Recreational Facilities (Section 4(f))

Section 4(f) of the U.S. Department of Transportation Act protects publicly owned resources known as Section 4(f) resources. Section 4(f) resources include publicly owned parks, recreation areas, and wildlife/waterfowl refuges that are open to the public. It also protects historic properties regardless of public or private ownership and whether or not they are accessible to the public.

There are a total of five (5) publicly owned parks located within the Study Area including Indian Mounds Park, Villa Katherine Park, Edgewater Park, Washington Park, and Bicentennial Park (**Figure 3-3**). Indian Mounds Park is a 37-acre park located between Jackson Street and RJ Peters Drive on the east side of IL 57. It consists of a preserved Native American burial mound with a pool, picnic tables, and walking paths. Villa Katherine Park is a 4-acre park located on the southwest corner of the intersection of IL 57 and State Street. It houses Quincy's Tourist Information Center. Edgewater Park is a 1.6-acre park located along the Mississippi River, west of S. Front Street, and south of Maine Street. It contains park benches that overlook the river. Washington Park is a 4-acre park located in Quincy's Downtown Business District, northeast of the intersection of N. 4th Street and Maine Street. It features picnic benches, an interactive fountain, and a bandstand. Finally, Bicentennial Park covers 3 acres on the north side of Maine street and west of S. Front Street, just north of Edgewater Park. Bicentennial Park contains a gazebo, decorative fountain, and restrooms (Quincy Park District 2022).

All the parks are located either in the Urban or Suburban/Industrial sections of the Study Area. The Urban section has the most parks, containing four (4) of the five (5) parks listed previously. Indian Mounds Park is the only park located within the Suburban/Industrial Section (**Figure 3-3**).

Schools can be considered Section 4(f) resources if they are publicly owned and have recreational areas that may be publicly accessed. There are a total of four (4) schools in the Study Area as indicated in **Figure 3-3**. These schools include the Quincy Notre Dame High School located southeast of Jackson Street and S. 9th Street, the Early Childhood and Family Center located on S. 8th Street and Kentucky Street, Transitions School located on the southeast corner of N. 7th Street and Hampshire Street, and Blessed Sacrament Catholic School located on S. 7th Street between Monroe Street and Adams Street. Only the Early Childhood and Family Center is considered publicly owned and capable of being designated as a Section 4(f) resource. Two (2) of the schools, Transitions School and the Early Childhood and Family Center, are located in the Urban Section of the Study Area, whereas the Blessed Sacrament Catholic School and Quincy Notre Dame High School are situated in the Suburban/Industrial Section.

3.8.1.1 Natural Areas

Based on data from the IDNR Natural Heritage Database, there were no Nature Preserves within the Study Area. There were, however, three Illinois Natural Area Inventory (INAI) sites within the Study Area, including the Zion Church Geological Area, Quincy Geological Area, and the Quincy Bed (**Figure 3-3**). The Quincy Geological Area is located adjacent to IL 57 near the intersection of IL 57 and Lock and Dam Road. It spans 1.6 acres and is located in the Suburban/Industrial Section of the Study Area. The Quincy Bed is located west of IL 57 on the west side of Harrison Street, on the edge of the Mississippi River. It spans 5.7 acres and is located in the Suburban/Industrial Section. Finally, the Zion Church Geological Area is located northeast of IL 57 along Bluff Hall Road. The site spans a total of 2.3 acres and is located within the Rural Section.

3.8.1.2 Historical Sites

Cultural resources are defined as historic architectural resources (buildings, structures, objects, landscapes, and districts) and archaeological sites (including prehistoric and historic sites, mounds, and cemeteries). Those that are listed on or eligible for listing on the National Register of Historic Places (NRHP) are afforded protection under Section 106 of the National Historic Preservation Act. Database reviews to identify NRHP eligible historic properties within the project ROW were completed in 2021 by the Illinois State Archaeological Survey (ISAS) for IDOT and the associated Historic Resource Avoidance memorandum is included in **Appendix G**. The reviews included properties within the IL 57 existing ROW but do not include cultural resources within the entire Study Area (IL 57 ROW with 0.5-mile buffer shown in Figure 1-1).

According to the ISAS architectural review, there are 29 known architectural resources within the existing project ROW including dwellings, commercial buildings, and business locations that are subject to protection under the NHPA. Seven of these historic properties have been listed on the NRHP, which include three historic districts in the city of Quincy. The Quincy Northwest Historic District and the Downtown Quincy Historic District are located in the Urban Section of the Study Area exclusively, while the South Side German Historic District is located both in the Urban Section and the Suburban/Industrial Section.

According to the ISAS archaeological review, 25 previous surveys intersect the project ROW, resulting in 55 percent of the ROW having been previously surveyed. There are 27 previously recorded archaeological sites within or adjacent to the existing project ROW, 16 of which lie within the proposed alternatives. Of the 27 sites along IL 57, eight were previously determined to be not eligible for the NRHP, three are mound sites, two have been recommended for further Phase II archaeological testing, and 14 have not been reviewed.

The architectural and archaeological sites are distributed within the Study Area sections as follows:

- Urban Section
 - 26 architectural properties, including three NRHP-listed historic districts and three properties listed individually on the NRHP
 - There are no known archaeological sites located within the Urban Section
- Suburban/Industrial Section
 - Architectural resources
 - A portion of one of the NRHP-listed historic districts (South Side German Historic District)
 - Three additional architectural properties, one of which is individually listed on the NRHP
 - Archaeological resources
 - One mound site
 - One site that has been previously determined not eligible
 - Two sites recommended for further testing
 - One site not reviewed
- Rural Section
 - There are no known architectural properties within the Rural Section
 - Archaeological resources
 - Two mound sites
 - Seven sites that have been previously determined not eligible
 - 13 that have not been reviewed

Archaeological field studies will be required for this undertaking when the size and scope of the project has been determined and alternatives narrowed down. These investigations will include intensive survey and site testing to evaluate potential archaeological sites for their NRHP eligibility.

3.8.2 Floodplains and Waterways

Floodplains are flat areas along streams and water bodies that hold excess water after a storm. Executive Order 11988 states that impacts to floodplains should be avoided when possible. In Illinois, the regulatory floodway is defined as the channel and that portion of the floodplain adjacent to a stream or watercourse as designated by the IDNR pursuant to Section 18g of The Rivers, Lakes, and Streams Act [615 ILCS 5] (Act)(1993), which is needed to store and convey the anticipated future 100-year frequency flood discharge with no more than 0.1 foot increase in stage due to the loss of flood conveyance or storage, and no more than a 10 percent increase in velocities (Section 18g of the Act). The floodplain area outside of the floodway is known as the

floodplain fringe. The floodplain fringe is the remaining portion of the floodplain outside of the floodway where regulations permit obstruction and development only if standards regarding elevating, flood proofing, and erosion of fill are met.

Floodplains are regulated by the Federal Emergency Management Agency (FEMA) through the National Flood Insurance Program (NFIP). The area subject to a 1 percent chance of flooding in any given year is referred to as the 100-year floodplain and is used by FEMA to denote 100-year flood boundaries for floodplain management purposes. Areas with a 1 percent chance or higher of experiencing a flood each year is considered to have a high risk of flooding. Areas subject to a 0.2 percent chance of flooding in any given year is normally referred to as the 500-year floodplain. A Flood Insurance Rate Map (FIRM) is a map developed by FEMA for the NFIP that provides the 100- and 500-year floodplain boundaries for bodies of water that have been analyzed by FEMA.

The Mississippi River floodplain in the vicinity of IL 57 as mapped by FEMA for the NFIP is shown on **Figure 3-4**. These maps include data provided in six (6) FIRMS including 17001C0316E, 17001C0318E, 17001C0319E, 17001C0435E, 17001C0455D, and 17001C0475D.

At its nearest point, IL 57 is located approximately 485 feet from the Mississippi River. The Study Area is located within the natural Mississippi River floodplain fringe on the landward side of two levee systems. The South Quincy Levee system is maintained by the South Quincy Drainage and Levee District. It is a total of 17.82 miles long and located between river miles 318.5 and 325.5, between Curtis Creek to the north and Mill Creek to the South. The Sny Island Levee Reach I is operated and maintained by the Sny Island Levee and Drainage District. It is approximately 50.2 miles long between River Miles 297 to 317, with the upper 20 miles constituting Reach I.

Special Flood Hazard Areas from the Mississippi River floodplain are located within the Study Area. The South Quincy and Sny Island Levees allow IL 57 to remain outside of the Mississippi River regulatory floodplain. Approximately 1.7 linear miles of IL 57 lie within a portion of the floodplain classified as “Area with Reduced Flood Risk due to Levee.” Approximately 0.56 linear miles of IL 57 lie within the area of flood hazard classified as Zone X or 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile.

There are 11 stream crossings along the project length of IL 57, which include Curtis Creek, Mill Creek, Austin Creek, one (1) unnamed perennial stream, and seven (7) unnamed intermittent streams. Special Flood Hazard Areas associated with Curtis Creek and Mill Creek overlap IL 57 for a total of approximately 0.04 linear miles and are classified as Zone AE or Special Flood Hazard areas with Base Flood Elevations determined.

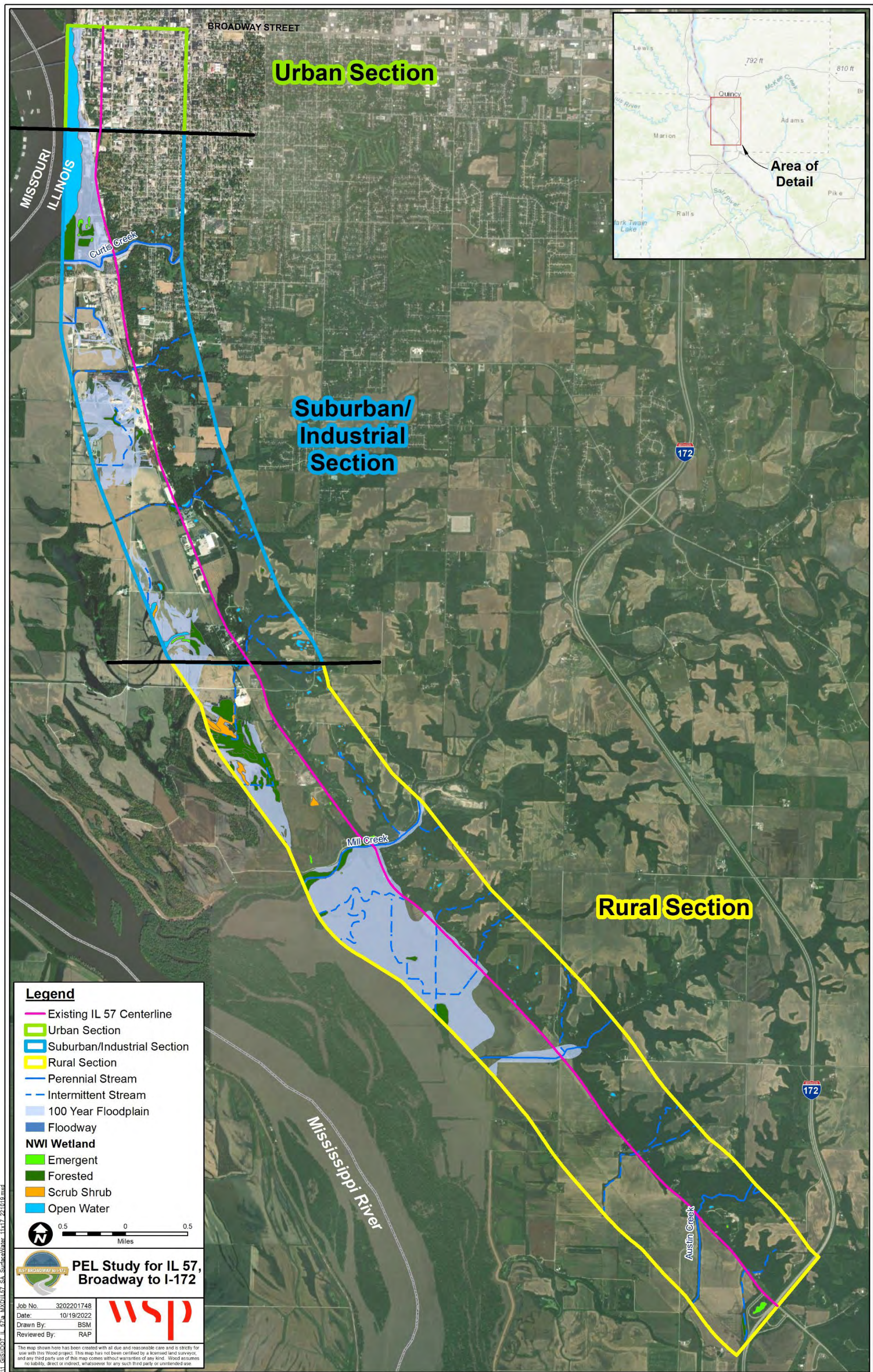


Figure 3-4. Surface Waters within the Study Area

3.8.3 Wetlands

Wetlands are subject to regulation under the Federal Clean Water Act as a part of the Section 404 permit process and the Section 401 Water Quality Certification Requirements. The Illinois Interagency Wetland Policy Act of 1989 and the implementing rules for the Act address State policy for wetlands, which is reflected in the IDOT “Wetlands Action Plan” for compliance with the Act and rules.

The U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) was reviewed to determine the presence of wetlands and Waters of the U.S. (WOTUS) within the Study Area. As shown in **Figure 3-4**, four NWI wetland types were identified within the Study Area, including emergent, forested, scrub/shrub, and open water. There are a total of 316.2 acres of NWI wetlands located within the Study Area; 48.1 percent of the wetlands are classified as forested, 42.0 percent are open water, 6.7 percent are scrub/shrub wetlands, and the remaining 3.3 percent are emergent wetlands (**Table 3-8**).

Table 3-8. NWI Wetlands by Section within the Study Area

NWI Wetland Type	Study Area (acres)
Urban Section	42.8
Open Water	42.8
Suburban/Industrial Section	129.3
Emergent	5.1
Forested	44.0
Open Water	78.7
Scrub Shrub	1.5
Rural Section	144.2
Emergent	5.2
Forested	108.1
Open Water	11.3
Scrub Shrub	19.6
Total	316.2

The Urban Section contains 42.8 acres of NWI-mapped wetlands, which are entirely comprised of open water. The Suburban/Industrial Section contains more NWI-mapped wetlands than the Urban Section but less than the Rural Section, with a total area of 129.3 acres. This section contains open waters (60.9 percent), forested wetlands (34.1 percent), emergent wetlands (3.9 percent), and scrub/shrub wetlands (1.2 percent). Finally, the Rural Section contains the most NWI-mapped wetlands, with a total area of 144.2 acres comprised primarily of forested wetlands (74.9 percent), followed by scrub/shrub wetlands (13.6 percent), open water (7.8 percent), and emergent wetlands (3.6 percent) (**Table 3-8**).

Delineations and Functional Assessments will be conducted during future NEPA studies to establish the boundaries of wetlands and other WOTUS and to determine affected wetland types and functional values. Per Section 404 of the Clean Water Act, impacts to wetlands and other

WOTUS must be avoided, minimized, or mitigated. All impacted wetlands will be mitigated in accordance with current USACE mitigation policies and Section 404 Permit conditions.

3.8.4 Surface Water Resources

The Study Area lies within the Upper Mississippi River watershed, and in the north part of the Study Area, surficial drainage is generally toward the west in the direction of the Mississippi River. In the rest of the Study Area, surficial drainage is generally toward the west, southwest, or northwest in the direction of various streams, including Curtis Creek, various unnamed tributaries to Big Lake, Sand Lake, or the Mississippi River, Mill Creek, Harkness Creek, and Austin Creek. However, since storm drains, sewers, and drainage ditches are present in the area, most surficial runoff will be controlled by the storm sewer and drainage ditch systems; such systems typically are designed to follow natural drainage patterns.

According to data obtained from the U.S. Geological Survey (USGS) National Hydrography Dataset, surface water features in the Study Area include 30 perennial and intermittent streams (**Figure 3-4**). In total there are 124,243 linear feet of water resources within the Study Area with 27 percent perennial and 73 percent intermittent (**Table 3-9**). A perennial stream has continuous flow in parts of its streambed all year-round during years of normal rainfall, and an intermittent stream is normally dry but has flowing water for brief periods in response to rainfall.

There are a total of 11 water resources within the Study Area that are either partially or entirely perennial including three named and eight unnamed creeks and streams. Among the named perennial streams are Mill Creek, Curtis Creek, and Austin Creek. There are also a total 19 entirely intermittent water resources within the Study Area. Based on desktop review of the National Hydrography Dataset Map from USGS, the water resources in the Study Area appear to consist of natural creeks and drainage streams located in the valleys of the local topography (USGS 2022).

Table 3-9. Water Resources by Section

Stream Type	Length (feet)
Study Area Total	124,243
Intermittent	90,749
Perennial	33,494
Urban	383
Intermittent	0
Perennial	383
Suburban/Industrial Subtotal	40,985
Intermittent	30,301
Perennial	10,684
Rural	82,875
Intermittent	60,448
Perennial	22,427

The Urban Section of the Study Area contains the least amount of mapped streams at only 0.3 percent (383 linear feet). This stream is a perennial tributary to the Mississippi River with a reach of 383 feet in length.

The Suburban/Industrial Section contains 33.0 percent (40,985 linear feet) of the total streams within the Study Area. Of the 11 streams in this section, 5 are perennial or have perennial lengths within their reach whereas the remaining 6 streams are intermittent. Curtis Creek is a perennial stream in this section of the Study Area.

The Rural Section of the Study Area contains the largest quantity of water resources with a total of 66.7 percent (82,875 linear feet). The surface water resources within the Rural Section consist of 20 streams total with two of these streams sharing portions with the Suburban/Industrial Section. Of the 20 streams, 27 percent are perennial or have perennial sections along their reach while the remaining 73 percent are intermittent. Austin Creek and Mill Creek are perennial streams located within this section.

3.8.5 Special Waste Sites

Special waste is defined in the Illinois Environmental Protection Act (415 ILCS 5/3.45) and includes hazardous and nonhazardous waste, potentially infectious medical waste, industrial process waste or pollution control waste, contaminated soils, and any empty portable device or container in which special waste has been handled. Transportation projects are evaluated to determine a project's potential involvement with special waste and other regulated substances, such as hazardous substances and petroleum products (common sources of potential special waste), in order to protect construction workers, residents of the project area, and the local environment from inadvertent exposure to hazardous wastes during construction of the project. The evaluations also are intended to protect the public entities purchasing ROW for the project from unknowingly acquiring properties that would later require major expenditures for clean-up of special wastes.

As discussed in Subsection 3.7.3, the ISGS provided a Site Assessment Letter Report dated September 27, 2021, for existing IL 57 ROW within the Study Area. The ISGS Site Assessment consisted of a site inspection and identification of sites with known or potential special/hazardous wastes that are included on numerous databases maintained by the USEPA, the Illinois EPA, the Illinois Emergency Management Agency and the Office of the Illinois State Fire Marshall (OSFM). The letter report did not identify sites within the Study Area with a Recognized Environmental Condition (REC). IDOT defines a REC as the presence or likely presence of any regulated substances on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any regulated substances into structures on the property or into the ground, groundwater, or surface water of the property. However, it did indicate that REC sites are likely to be present within the Study Area.

Databases maintained by USEPA and reviewed by ISGS include:

- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS). This is a listing of potential, suspected, and known hazardous waste or hazardous substance sites.

- Resource Conservation and Recovery Act of 1976 (RCRA) Information System database. The RCRA database lists sites that deal with RCRA hazardous waste as a generator, transporter, or treatment, storage, and disposal facility.
- Toxic Release Inventory Database. This database lists companies that have had reported releases of hazardous materials to the environment along with businesses that receive waste from the reporting companies.
- The Emergency Response Notification System database. This database contains records on reported releases of oil and hazardous substances.

Databases maintained by the ILEPA and reviewed by ISGS include:

- The Bureau of Land Database. This database contains an inventory of all sites within the state of Illinois that have a file at the ILEPA Bureau of Land. It includes sites that have involvement with regulated substances (either in a generation, treatment, storage, or transportation capacity), spill sites, landfill or dump sites, and sites that have had an environmentally related citation or citizen complaint.
- The Illinois Brownfield Database. Brownfield sites are industrial or commercial properties that are abandoned, inactive, or underutilized due to environmental contamination.
- The ILEPA Leaking Underground Storage Tank Database. All sites at which a release associated with an underground storage tank (UST) has been reported are included on this database. Information in this database includes owner, location, Illinois Emergency Management Agency incident number, and ILEPA file number as well as selected information about incident status.
- The Site Remediation Program Database. This resource lists all voluntary remediation projects administered through the ILEPA Pre-Notice Site Cleanup Program (1989 to 1995) and the Site Remediation Program (1996 to the present).

In addition, the Office of the State Fire Marshal UST database was reviewed. This database contains all reported or known sites that have (or once had) one or more registered USTs on the property.

The Site Assessment Letter Report identified 68 sites within the ISGS defined project area (existing IL 57 ROW within the Study Area) that were listed on the above-referenced agency databases and provided a brief summary of the information. The letter report also included a map showing the locations of all 68 sites.

3.8.6 Endangered Species

A desktop review of the USFWS Information for Planning and Consultation (IPaC) online resources and the Illinois Natural Heritage Database was performed to determine the federally listed species with potential to occur in the Study Area. These federal and state listed species are listed in **Table 3-10** along with their status and associated database.

Table 3-10. Threatened and Endangered Species with Potential to Occur in the Study Area

Common Name	Scientific Name	Federal Status	State Status	Database
Mussels				
Butterfly Mussel	<i>Ellipsaria lineolate</i>	--	Threatened	INHD
Ebonysshell	<i>Reginaia ebenus</i>	--	Endangered	INHD
Higgins Eye Pearly Mussel	<i>Lampsilis higginsii</i>	Endangered	Endangered	IPaC
Monkeyface	<i>Theliderma metanevra</i>	--	Threatened	INHD
Sheepnose mussel	<i>Plethobasus cyphus</i>	--	Endangered	IPaC
Spectaclecase mussel	<i>Cumberlandia monodonta</i>	Endangered	Endangered	IPaC
Birds				
Cerulean Warbler	<i>Setophaga cerulea</i>	--	Threatened	INHD
Mammals				
Indiana Bat	<i>Myotis sodalis</i>	Endangered	Endangered	IPaC & INHD
Northern long-eared bat	<i>Myotis septentrionalis</i>	Threatened	Threatened	IPaC
Insects				
Monarch Butterfly	<i>Danaus plexippus</i>	Candidate	--	IPaC
Plants				
Eastern Prairie Fringed Orchid	<i>Platanthera leucophaea</i>	Threatened	Endangered	IPaC & INHD

Note: INHD = Illinois Natural Heritage Database; IPaC = U.S. Fish and Wildlife Service Information for Planning and Consultation online database

The butterfly mussel, ebonysshell, and Higgins eye pearly mussel typically inhabit large freshwater rivers with substrates consisting of coarse sand and gravel along with pronounced or swift currents. The Ebonysshell may also be found in substrates of mud. The spectaclecase mussel also occurs in large freshwater rivers but inhabit areas with substrates of mud, sand, gravel, cobble, and boulders sheltered from swift currents; often consisting of establishment in firm mud between rocks in quiet water near swift currents. In contrast, monkeyface and sheepnose mussel can also be found in medium-sized freshwater rivers. The monkeyface mussel resides in gravel or mixed sand and gravel, while the sheepnose mussel inhabits muddy or sandy, gravel or cobble substrates with slight to swift currents (NatureServe Explorer 2022). Only three riverine waterbodies exist within the Study Area, including Austin Creek, Mill Creek, and Curtis Creek. These creeks are not considered suitable habitat for these mussel species due to their insufficient size.

The cerulean warbler breeds in mature deciduous forests with well spaced hardwood trees that are tall and have a closed canopy, particularly in floodplains or other mesic conditions. During the summer, when not breeding, they can be found in various forest, woodland, second growth, and

scrub habitats; forest canopy gaps and edges, and semi-open areas, usually high in trees. During the winter, they migrate to the Northern Andes Mountains in South America where they reside in forest and woodland borders on mountain slopes in tall, primary, evergreen forests (NatureServe Explorer 2022). Areas of deciduous forests predominantly lie on the northeast side of IL 57, with the majority of forests present in the Suburban/Industrial and Rural sections of the Study Area. Smaller areas of mixed and evergreen forests are interspersed throughout the deciduous forests that grow along the creeks and streams traversing IL 57 (USGS 2016). These forests primarily contain oak, hickory, maple, and other hardwood trees with areas of moderately open to dense canopy (USGS 2011). Approximately 21.2 percent of the Study Area is covered with deciduous forests, mixed forests, and woody wetlands, combined, which may have the potential to provide habitat for the cerulean warbler.

The eastern prairie fringed orchid can be found in mesic to wet prairies and wet sedge meadows. Peripheral habitat includes sedge-sphagnum bog mats around natural pH kettle lakes, and fallow agricultural fields. The eastern prairie fringed orchid may also inhabit wet ditches along railroad rights of way. It has winter-dormant tubers that are adapted to dormant-season prairie fires which paired with precipitation promote flowering (NatureServe Explorer 2022). The Study Area is comprised of approximately 3 percent Woody Wetlands, Emergent Herbaceous Wetlands, Herbaceous land, and Shrub/Scrub cover. This percentage of herbaceous and wetland area, paired with the surrounding agricultural environment, indicates the potential for habitat suitable to the eastern prairie fringed orchid may be present within the Study Area.

The Indiana bat hibernates primarily in limestone caves but also in mines. Caves suitable for the Indiana bat often have pools, are medium sized, and have large shallow passageway with roosts being in colder parts of the cave. Maternity sites generally consist of areas behind the loose bark of dead or dying trees or in tree cavities. Indiana bats typically forage in riparian areas, upland forests, ponds, and fields, with forested landscapes being the most important habitat in agricultural landscapes. The northern long-eared bat is generally associated with old-growth forests composed of trees 100 years old or older. They rely on intact interior forest habitat with low edge-to-interior ratios and use partially dead or decaying trees for breeding, summer roosting, and foraging. Foraging occurs in forests, along forest edges, over forest clearings, and occasionally over ponds (NatureServe Explorer 2022). Similar to the Indiana bat, the northern long-eared bat hibernates in caves, mines, and tunnels with large passages and entrances, with relatively constant and cool temperatures, high humidity, and no air currents (NatureServe Explorer 2022). Due to the lack of caves and other suitable winter hibernation habitat, the Study Area is not suitable for the winter hibernation of Indiana and northern long-eared bats. However, the Study Area does contain forest habitats with the potential for dying or dead trees in which both the Indiana bat and northern long-eared bat may roost during the summer months. Therefore, the Study Area may contain habitats suitable for both the Indiana bat and northern long-eared bat.

4.0 ALTERNATIVES CONSIDERED

4.1 Preliminary Alternatives

This chapter describes the range of alternatives developed for the current project which extends approximately 13 miles along IL 57 between IL 104 (Broadway Street) in Quincy and I-172 south of Marblehead (see **Figure 1-1**). Also presented within this chapter is the screening process that was used to evaluate the alternatives and a discussion of the reasonable alternatives carried forward for further study. In general, the evaluation process was as follows:

- Identify/develop a list of preliminary alternative components and screening criteria
- Screen alternative components for consistency with Purpose and Need and feasibility
- Combine screened alternative components into design alternatives
- Evaluate design alternatives
- Recommend alternatives for further consideration

4.2 Preliminary Alternative Components

An initial list of alternative components was developed based on feedback and suggestions gathered during the public meeting, CAG #1 and #2 meetings, and the QRTP (**Appendix B**). These included structural (e.g., reconstruction, widening, or additional turning lane), advanced technology (e.g., installation of adaptive traffic signals or speed monitoring cameras), and system management options (e.g., sliding work hours or access management plans). These components were initially screened to determine whether they met the project's purpose and need identified in Chapter 2.3.

Purpose	Need
<ul style="list-style-type: none"> • Improve deficient roadway & intersection geometry • Improve corridor safety • Improve mobility • Enhance pedestrian & bicycle access where warranted 	<ul style="list-style-type: none"> • Addresses roadway condition • Addresses substandard roadway and intersections • Addresses safety for all roadway users • Addresses pavement flooding (warranted in Rural Section only)

Each alternative component was also screened based on general constructability and/or fatal flaws. An alternative component is generally considered feasible/practicable if it can be accomplished within the financial resources that could reasonably be made available, is feasible from the standpoint of technology and logistics, and will not create other unacceptable impacts such as severe operation or safety problems, or serious socioeconomic or environmental impacts. Alternative components that met at least a portion of the Purpose and Need and were also determined feasible were then combined into alternatives, as described in Section 5.1.

Of the identified alternative components, nine were eliminated as they did not address purpose and need and another three were eliminated as they are generally not constructable. A summary of those alternative components that were not carried forward into the next step is presented in **Table 4- 1**.

Table 4-1. Preliminary Alternative Components Not Carried Forward

Alternative	Reason for Elimination
Urban	
York St one-way to two-way conversion (3rd St to 12th St)	Does not meet the Purpose and Need
Increased opportunities for public transportation	Does not meet the Purpose and Need
Suburban/Industrial	
Evaluate an upgraded 2-lane highway between IL 57 and I-172 at the Payson Rd	Not generally constructable due to environmental constraints
Management of working/transport of goods hours	Does not meet the Purpose and Need
Alternative use of technology to transport goods (drones)	Does not meet the Purpose and Need
Increased opportunities for public transportation	Does not meet the Purpose and Need
Rural	
Improve configuration of I-172 ramps to reduce sharp turns	Does not meet the Purpose and Need
Connect from Kohl (near 12th) through the bluff to I-172	Not generally constructable due to environmental constraints
Speed monitoring equipment to slow down traffic	Does not meet the Purpose and Need
Lights along the roadway	Does not meet the Purpose and Need
Increase flood protection for the Marblehead area	Does not meet the Purpose and Need
Bypass Marblehead to the east	Not generally constructable due to environmental constraints

4.3 Design Alternatives

The remaining components described in Section 4.2 that met Purpose and Need criteria and the feasibility criteria were combined into conceptual design alternatives. The alternatives were developed to address deficient roadway and intersection geometry, corridor safety and mobility, and enhance pedestrian and bicycle access, where warranted, while minimizing impacts to environmental resources, commercial/residential displacements, and disruption to current land uses. Upon combination of alternative components into conceptual design alternatives for each section (Urban, Suburban/Industrial, Rural), the team confirmed that all applicable Purpose and Need criteria were met by each design alternative prior to further consideration. A total of 11 design alternatives were considered, including three in the Urban Section, four in the Suburban/Industrial Section, and four in the Rural Section. All of the design alternatives involved structural changes/improvements to the roadway as all of the advanced technology and system management components were screened out in the previous step. The alternatives described in each section have independent utility and can be carried forward as the study advances independently and still meet the Purpose and Need elements. The conceptual design of each alternative took into consideration continuity with the other sections, which can be further refined if additional funding becomes available to advance the study further. The proposed design alternative alignments are shown in **Appendix C**. Typical sections of each design alternative are provided in **Appendix D**, and the plan and profile for each alternative are provided in **Appendix E**. In addition, a No Action Alternative was considered in each section. According to the IDOT BDE Manual Appendix A, the No Action Alternative normally includes short-term minor restoration types of activities (safety and maintenance improvements, etc.) that maintain continuing operation of the existing roadway.

4.3.1 Urban Section

In addition to the No Action Alternative, there are three design alternatives that were developed for this section, which are described below. The need to address pavement flooding is not warranted in this section.

1. **Alternative U-No Action:** No highway improvements other than short-term minor restoration types of activities (safety and maintenance improvements, etc.) that maintain continuing operation of the existing roadway. This alternative does not meet the Purpose and Need of this study.
2. **Alternative U-1:** Upgrade existing condition: perform improvements along 3rd, 4th, and York Streets, including resurfacing and pavement marking. Improve sidewalks, ADA ramps/crosswalks not addressed during the 2020/2021 project, improve intersections if justified by a traffic study.
3. **Alternative U-2:** Decouple 3rd and 4th Streets: 3rd Street would remain a state route (truck route) while 4th Street would become a city street (trucks would be discouraged to use it). Design should follow QRTP recommended improvements for the streets. York/3rd Street would become a signalized intersection, York/4th Street intersection would be improved. All other intersections along 3rd Street between York and Broadway would be improved if necessary (traffic analysis). A traffic study will be needed to evaluate whether it is feasible to re-establish the one-way couple at Broadway. If not, decoupling of 3rd and

4th Streets would need to be studied north to Locust Street to see if it is feasible. While the current study ends at Broadway Street, this may be adjusted to expand to Locust Street during further analysis in future studies.

3rd Street (IL 57) south of York Street would have two lanes in each direction separated by a striped median/ two way left turn lane (TWLTL). Curb and gutter would be along each edge of pavement (EOP), a 3-foot buffer and a 5-foot sidewalk would be placed behind the back of curb.

4. **Alternative U-2A:** Same as Alternative U-2 except with a feasibility analysis for a roundabout at York/4th Street.

4.3.2 Suburban/Industrial Section

In addition to the No Action Alternative, there are four design alternatives that were developed for this section, which are described below. The need to address pavement flooding is not warranted in this section.

1. **Alternative S-No Action:** No highway improvements other than short-term minor restoration types of activities (safety and maintenance improvements, etc.) that maintain continuing operation of the existing roadway. This alternative does not meet the Purpose and Need of this study.
2. **Alternative S-1:** Upgrade existing condition: maintain the existing lane configuration within the section and add local improvements including additional turn lanes where necessary, including a left turn lane at Jackson Street, a right turn lane at the grain facility (ADM Quincy), and a left turn lane at 12th Street.
3. **Alternative S-2:** 4- and 3-lane Section: the existing 4-lane configuration with the narrow median north of Lock and Dam Road will be maintained transitioning to a new 3-lane section to the south (one lane in each direction separated by a 12-foot TWLTL) to 24th Street. Left turn lane will be added at Jackson Street and additional turn lanes at Radio Road will be included as well. A need for pedestrian/bicycle accommodation will be evaluated.
4. **Alternative S-3:** 4-lane Section: existing 4-lane configuration with a narrow median north of Lock and Dam Road will be maintained with a new 4-lane section to the south (two lanes in each direction separated by a 4-foot raised/painted median) to 24th Street. Additional left turn lanes would be included at Jackson Street and Radio Road.
5. **Alternative S-4:** 5-and 3-lane Section: construct a 5-lane section from Payson Rd to south of Radio Rd transitioning to a 3-lane section from south of Radio Rd to 24th Street. Two lanes in each direction separated by a 12-foot TWLTL. Curb and gutter would be added from the Urban Section to south of Radio Road.

4.3.3 Rural Section

In addition to the No Action Alternative, there are four design alternatives that were developed for this section, which are described below. The need to enhance pedestrian and bicycle access is not warranted in this section.

1. **Alternative R-No Action:** No highway improvements other than short-term minor restoration types of activities (safety and maintenance improvements, etc.) that maintain continuing operation of the existing roadway. This alternative does not meet the Purpose and Need of this study.
2. **Alternative R-1:** Two-lane highway configuration is maintained with local improvements including resurfacing, shoulder improvements, profile, and geometry improvements to reduce no passing zones and flooding issues. Also, safety improvements include adding left turn lanes on 24th Street and E 900th Street intersections.
3. **Alternative R-1A:** The same improvements described for Alternative R-1 but also includes a bypass around Marblehead to the west.
4. **Alternative R-2:** Super 2 Alternative: two-lane highway separated by an intermittent 16-foot center lane, outside shoulders vary from 10 feet to 4 feet. The center lane alternates as passing for northbound and southbound traffic. This alternative includes a bypass at Marblehead to the west.
5. **Alternative R-3A:** 4-lane Expressway on the Existing Alignment: new four-lane expressway with 50-foot median located immediately west of the existing IL 57. Existing IL 57 would become frontage road for expressway. (Note: Alternative R-3 was originally developed to have a 4-lane expressway on the existing alignment where the existing IL 57 would become the northbound lanes and the southbound lanes would be to the west separated by a 50-foot grass median. However, after further consideration, due to the high number of private driveways located along this section, it was determined that this design was not safe or feasible due to terrain configuration and inability to meet access control requirements for an expressway. Therefore, Alternative R-3A was developed to provide a 4-lane expressway with a frontage road to meet access control requirements.)
6. **Alternative R-4:** 4-lane Expressway on a New Alignment: new four-lane expressway with 50-foot median further west from the existing IL 57. Existing IL 57 would become frontage road for expressway.

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5.0 DESCRIPTION AND ANALYSIS OF ALTERNATIVES STUDIED IN DETAIL

5.1 Attainment of Purpose and Need

As described in Section 4.3, all of the design alternatives studied in detailed were screened to make sure they met all of the elements of the purpose and need.

The No Action Alternatives would not meet Purpose and Need because they would not address the issues of roadway and intersection geometry, corridor safety and mobility, and pedestrian and bicycle access. Even though the No Action Alternatives do not address the goals of the Purpose and Need, they have been retained for further study to comply with the requirements of NEPA and to be used as a basis of comparison to the Design Alternatives.

5.2 Evaluation of Design Alternatives

The results of the data used to evaluate the alternatives is shown in **Tables 5-1 to 5-3** and discussed in detail in Sections 5.3 to 5.6.

Table 5-1. Evaluation Criteria and Impacts of Urban Alternatives

Criterion	Alternative U- No Action	Alternative U-1 ¹	Alternative U-2 ¹	Alternative U-2A ¹
Engineering, Traffic, and Safety Screening Criteria				
New right-of-way (ROW) required (acres)	0	0.0	0.9	1.1
Length of improvements, in lane miles	0	3.7	5.0	5.0
Estimated initial construction cost ²	\$0	\$1,500,000	\$5,500,000	\$6,000,000
Payson Avenue bridge widening (square feet)	0	0	5,240	5,240
Provides increase in road capacity (Y/N)	N	N	Y	Y
Improves mobility (Y/N)	N	Y	Y	Y
Crash reduction/safety improvement (Y/N)	N	Y	Y	Y
Meet policy for access control (Y/N)	Y	Y	Y	Y
Meet design speed requirements (Y/N)	Y	Y	Y	Y
Socioeconomic and Environmental Constraints Screening Criteria				
Area of cropland (acres) ³	No changes to existing conditions	0	0	0
Area of prime/important farmland soils (acres) ⁴		0	0	0
Located in environmental justice population		Y	Y	Y
Residential building impacts ⁵		0	0	0
Possible residential building impacts ⁵		0	3	3
Commercial building impacts ⁵		0	1	2
Possible commercial building impacts ⁵		0	1	1
Possible parking location impacts ⁵		0	5	7
Parallel parking stall removal – on street (each)		0	61	62
Parking lot stall removal (each)		0	51	60
Forested landcover (acres) ³		0	0	0

Criterion	Alternative U- No Action	Alternative U-1¹	Alternative U-2¹	Alternative U-2A¹
NWI Wetland (acres) ⁶		0	0	0
Number of new stream crossings ⁷		0	0	0
100-year floodplain (acres)		0	0	0
Number of recorded archaeological sites		0	0	0

¹ – Values shown for the Design Alternatives are those associated with new ROW only and do not include anything within the existing ROW. Impact values may be further refined as the study advances.

² – Shows initial construction costs only and does not include routine maintenance costs.

³ – Based on the National Land Cover Database (NLCD)

⁴ – Based on U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS) data.

⁵ – The proposed ROW is just preliminary at this time and will be further refined as the study advances. If a building or parking area was located near the proposed ROW, but not within, then it was marked as a “possible” as the ROW may change during the further study.

⁶ – Based on U.S. Fish and Wildlife Service National Wetlands Inventory (NWI) maps. This data does not indicate jurisdictional status.

⁷ – Based on National Hydrography Dataset (NHD).

Table 5-2. Evaluation Criteria and Impacts of Suburban/Industrial Alternatives

Criterion	Alternative S-No Action	Alternative S-1 ¹	Alternative S-2 ¹	Alternative S-3 ¹	Alternative S-4 ¹
Engineering, Traffic, and Safety Screening Criteria					
New right-of-way (ROW) required (acres)	0	0.6	4.6	8.9	6.1
Length of improvements, in lane miles	0	11.7	15.0	17.9	19.2
Estimated initial construction cost ²	\$0	\$7,000,000	\$17,500,000	\$25,000,000	\$23,500,000
Area of new bridges (square feet)	0	6,838	10,855	12,693	11,290
Provides increase in road capacity (Y/N)	N	N	Y	Y	Y
Projected LOS	C	C	A	A	A
Improves mobility (Y/N)	N	Y	Y	Y	Y
Projected density	5.8 (followers/mi)	5.3 (followers/mi)	0.6 (followers/mi)	6.7 (pc/mi/lane)	6.7 (pc/mi/lane)
Crash reduction/safety improvement (Y/N)	N	Y	Y	Y	Y
Meet policy for access control (Y/N)	Y	Y	Y	Y	Y
Meet design speed requirements (Y/N)	Y	Y	Y	Y	Y
Socioeconomic and Environmental Constraints Screening Criteria					
Area of cropland (acres) ³	No changes to existing conditions	0.04	0.7	1.3	0.7
Area of prime/important farmland soils (acres) ⁴		0.3	3.2	5.7	3.2
Located in environmental justice population		Y	Y	Y	Y
Residential building impacts ⁵		0	0	2	0
Possible residential building impacts ⁵		0	6	6	6
Commercial building impacts ⁵		0	0	2	2
Possible commercial building impacts ⁵		0	3	5	4
Possible parking location impacts ⁵		1	4	6	4
Parking lot stall removal (each)		0	25	39	25

Criterion	Alternative S-No Action	Alternative S-1¹	Alternative S-2¹	Alternative S-3¹	Alternative S-4¹
Forested landcover (acres) ³		0.1	0.3	0.3	3.2
NWI Wetland (acres) ⁶		0	0	0.02	0
Number of new stream crossings ⁷		0	0	0	0
100-year floodplain (acres)		0.1	0.3	0.3	0.1
Number of recorded archaeological sites		0	1	1	1

¹ – Values shown for the Design Alternatives are those associated with new ROW only and do not include anything within the existing ROW. Impact values may be further refined as the study advances.

² – Shows initial construction costs only and does not include routine maintenance costs.

³ – Based on the NLCD

⁴ – Based on U.S. Department of Agriculture, NRCS data.

⁵ – The proposed ROW is just preliminary at this time and will be further refined as the study advances. If a building or parking area was located near the proposed ROW, but not within, then it was marked as a “possible” as the ROW may change during the further study.

⁶ – Based on U.S. Fish and Wildlife Service NWI maps. This data does not indicate jurisdictional status.

⁷ – Based on NHD.

Table 5-3. Evaluation Criteria and Impacts of Rural Alternatives

Criterion	Alternative R-No Action	Alternative R-1 ¹	Alternative R-1A ¹	Alternative R-2 ¹	Alternative R-3A ¹	Alternative R-4 ¹
Engineering, Traffic, and Safety Screening Criteria						
New right-of-way (ROW) required (acres)	0	1.8	25.3	70.7	165.2	211.9
Length of improvements, in lane miles	0	13.1	27.7	19.7	27.7	28.2
Estimated initial construction cost ²	\$0	\$7,000,000	\$20,500,000	\$51,500,000	\$87,000,000	\$91,500,000
Area of new bridges (square feet)	0	3,549	23,116	35,501	62,772	79,567
Provides increase in road capacity (Y/N)	N	N	Y	Y	Y	Y
Projected LOS	A	A	A	A	A	A
Improves mobility	N	Y	Y	Y	Y	Y
Projected density	2.0 (followers/mi)	1.8 (followers/mi)	1.8 (followers/mi)	0.3 (followers/mi)	2.9 (pc/mi/lane)	2.9 (pc/mi/lane)
Crash reduction/safety improvement (Y/N)	N	Y	Y	Y	Y	Y
Meet policy for access control (Y/N)	Y	Y	Y	Y	Y	Y
Meet design speed requirements (Y/N)	N	Y	Y	Y	Y	Y
Miles of no passing zones due to lack of passing sight distance	2.1 (NB) 1.9 (SB)	2.1 (NB) 1.9 (SB)	1.9 (NB) 1.5 (SB)	0	0	0
Socioeconomic and Environmental Constraints Screening Criteria						
Area of cropland (acres) ³	No changes to existing conditions	0.9	12.4	42.2	116.4	185.6
Area of prime/important farmland soils (acres) ⁴		1.8	25.3	70.3	164.8	198.4
Located in environmental justice population		N	N	N	N	N
Residential building impacts ⁵		0	0	4	16	0
Possible residential building impacts ⁵		0	1	1	2	0
Commercial building impacts ⁵		0	0	0	3	0
Possible commercial building impacts ⁵		0	0	0	1	1

Criterion	Alternative R-No Action	Alternative R-1 ¹	Alternative R-1A ¹	Alternative R-2 ¹	Alternative R-3A ¹	Alternative R-4 ¹
Possible parking location impacts ⁵		0	0	1	2	1
Parking lot stall removal (each)		0	0	10	22	12
Forested landcover (acres) ³		0	5.5	5.5	9.6	16.4
NWI Wetland (acres) ⁶		0	0.7	0.7	1	12.1
Number of new stream crossings ⁷		0	2	2	4	10
100-year floodplain (acres)		0.2	17.0	25.1	42.7	66.6
Number of recorded archaeological sites		1	5	5	10	0

¹ – Values shown for the Design Alternatives are those associated with new ROW only and do not include anything within the existing ROW. Impact values may be further refined as the study advances.

² – Shows initial construction costs only and does not include routine maintenance costs.

³ – Based on the NLCD

⁴ – Based on U.S. Department of Agriculture, NRCS data.

⁵ – The proposed ROW is just preliminary at this time and will be further refined as the study advances. If a building or parking area was located near the proposed ROW, but not within, then it was marked as a “possible” as the ROW may change during the further study.

⁶ – Based on U.S. Fish and Wildlife Service NWI maps. This data does not indicate jurisdictional status.

⁷ – Based on NHD.

NB = northbound

SB = southbound

5.3 Engineering Considerations

The following describes primary engineering considerations for each alternative by section. Because the majority of potential impacts are associated with acquisition of new right-of-way (ROW), this is a primary comparison factor, along with preliminary estimates of cost for the initial construction.

5.3.1 Urban Section

For the design alternatives, the total length of improvements ranges from 3.7 to 5.0 lane miles in the Urban Section, and the amount of new ROW required ranges from 0 to 1.1 acres (**Table 5-1**). Both alternatives U-2 and U-2A would include the same area of new bridges.

- Alternative U-1 would not require any new ROW and would be the lowest cost at \$1,500,000
- Alternative U-2 would require 0.9 acres of new ROW and would cost \$5,500,000.
- Alternative U-2A would require 1.1 acres of new ROW and have the highest cost at \$6,000,000.

5.3.2 Suburban/Industrial Section

For the design alternatives, the total length of improvements in the Suburban/Industrial Section ranges from 11.7 to 19.2 lane miles, and the amount of new ROW required ranges from 0.6 to 8.9 acres (**Table 5-2**). Each of the design alternatives would require construction of new bridges.

- Alternative S-1 would have the least amount of new ROW required (0.6 acres) and be the lowest cost at \$7,000,000
- Alternative S-2 would require 4.6 acres of new ROW and cost \$17,500,000.
- Alternative S-3 would require the most amount of new ROW (8.9 acres) and have the highest cost at \$25,000,000.
- Alternative S-4 would require 6.1 acres of new ROW and cost \$23,500,000.

5.3.3 Rural Section

For the design alternatives, the total length of improvements in the Rural Section ranges from 13.1 to 28.2 lane miles, and the amount of new ROW required ranges from 1.8 to 211.9 acres (**Table 5-3**). Each of the design alternatives would require construction of new bridges.

- Alternative R-1 would have the least amount of new ROW required (1.8 acres) and be the lowest cost at \$7,000,000
- Alternative R-1A would require 25.3 acres of new ROW and cost \$20,500,000.
- Alternative R-2 would require 70.7 acres of new ROW and cost \$51,500,000.
- Alternative R-3A would require 165.2 acres of new ROW and cost \$87,000,000.
- Alternative R-4 would require the most amount of new ROW (211.9 acres) and have the highest cost at \$91,500,000.

5.4 Traffic Considerations

In order to evaluate the potential traffic conditions for each of these alternatives, traffic volumes for 2050 were obtained from IDOT. For the Urban Section, the LOS at each intersection was

determined both with and without the proposed Quincy Memorial Bridge Replacement. Peak hour 2050 volumes were used to evaluate future alternatives for the configuration of the Suburban/Industrial and Rural sections.

5.4.1 Urban Section

Changes in the traffic flow and mobility in the Urban Section were evaluated based on the projected LOS at each intersection both with and without the replacement of the Quincy Memorial Bridge (**Tables 5-4 and 5-5**). Overall, replacement of the Quincy Memorial Bridge would result in higher projected traffic volumes at the Broadway Street intersections.

As shown in **Table 5-4**, without the Quincy Memorial bridge replacement Alternatives U-2 and U-2A would result in better LOS at three of the six intersections along 4th Street and the same LOS at the other three intersections. Most notably, under the No Action and Alternative U-1, the intersections of 4th and Maine and 4th and York would have an LOS of “C”, whereas Alternatives U-2 and U-2A would have an LOS of “A” at York and an LOS of “B” at Maine.

Table 5-4. Projected LOS in Urban Section without Quincy Memorial Bridge Replacement

	No Action Alternative and Alternative U-1		Alternative U-2		Alternative U-2A	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
3rd and Broadway	10.9	B	22.3	C	22.3	C
3rd and Vermont	3.7	A	4.3	A	4.3	A
3rd and Hampshire	2.3	A	2.9	A	2.8	A
3rd and Maine	11.0	B	10.7	B	10.7	B
3rd and Jersey	0.5	A	0.9	A	0.9	A
3rd and York	10.5	B	6.0	A	6.0	A
4th and Broadway	13.2	B	18	B	18	B
4th and Vermont	2.8	A	5.4	A	5.4	A
4th and Hampshire	12.2	B	5.4	A	5.0	A
4th and Maine	23.6	C	16.6	B	16.5	B
4th and Jersey	1.0	A	2.0	A	2.0	A
4th and York	19.7	C	9.2	A	4.4	A

As shown in Table 5-5, with the bridge replacement, Alternatives U-2 and U-2A would result in the same LOS as the No Action Alternative or lowering to LOS C. The results for Alternatives U-2 and U-2A all show LOS C or better, which is considered acceptable for signalized intersections. Under the No Action and Alternative U-1, the intersection of 3rd and York would have an LOS of “D” and 4th and York would have an LOS of “F”, whereas Alternatives U-2 and U-2A would have an LOS of “A” or “B” at those intersections. Alternatively, Alternatives U-2 and U-2A would result in a lower LOS at the intersection of 3rd and Broadway compared to the No Action and Alternative U-1; however, they are still within the acceptable LOS for this section based on IDOT design criteria. Additional traffic studies will be needed to evaluate whether it is feasible to re-establish the one-way couple at Broadway. If not, decoupling of 3rd and 4th Streets would need to be

studied north to Locust Street to determine whether it is feasible. While the current study ends at Broadway Street, this may be adjusted to expand to Locust Street during further analysis in future studies.

Table 5-5. Projected LOS in Urban Section with Quincy Memorial Bridge Replacement

	No Action Alternative and Alternative U-1		Alternative U-2		Alternative U-2A	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
3rd and Broadway	9.0	A	23.0	C	23.0	C
3rd and Vermont	3.7	A	4.1	A	4.1	A
3rd and Hampshire	2.4	A	1.6	A	1.9	A
3rd and Maine	14.2	B	11.7	B	7.5	A
3rd and Jersey	0.6	A	0.6	A	0.7	A
3rd and York	45.8	D	18.8	B	19.4	B
4th and Broadway	11.0	B	21.0	C	21.0	C
4th and Vermont	5.3	A	5.7	A	5.7	A
4th and Hampshire	6.3	A	6.6	B	6.2	A
4th and Maine	15.3	B	11.1	B	11.5	B
4th and Jersey	0.7	A	1.8	A	1.8	A
4th and York	1,406.4	F	10.5	B	5.7	A

5.4.2 Suburban/Industrial Section

In the Suburban/Industrial and Rural Sections, operations on two-lane highways are distinguished by the opportunities for passing maneuvers for faster moving vehicles to move around slower moving vehicles. As demand volumes and roadway geometric restrictions increase on two-lane highways, opportunities to pass decrease. Follower density as followers per mile in one direction is used as the service measure for two-lane highways. **Table 5-6** describes the LOS criteria according to Highway Capacity Manual (HCM) 7th Edition Exhibit 15-6.

Table 5-6. Service Measures for Two-Lane Highways

LOS for Two-Lane Highways	Follower Density (followers/mi)	Flow Characteristics
A	≤ 2.0	Near ideal conditions, little platooning with operations at or near free flow speeds
B	>2.0 – 4.0	Passing demand and passing capacities are balanced; platooning becomes noticeable; speed reductions relatively low
C	>4.0 – 8.0	Most vehicles traveling in platoons; speeds are noticeably impacted
D	>8.0 – 12.0	Platooning increases significantly; passing capacity approaches zero
E	>12.0	Passing virtually impossible; speeds are seriously curtailed

LOS for Two-Lane Highways	Follower Density (followers/mi)	Flow Characteristics
F	when demand exceeds capacity	Demand in one or both directions exceeds capacity; operations are unstable

Operations on multilane highways are characterized by the density of passenger cars per mile per lane as a function of traffic volumes, number of lanes, speeds, access point density, and median type. These segment characteristics are used to determine the density or distribution of traffic within the available lanes. Vehicular speeds are considered to be constant through a broad range of flows and these operations are outside the influence of merging, diverging, and weaving maneuvers. **Table 5-7** describes multilane levels of service criteria according to HCM Exhibit 12- 15.

Table 5-7. Service Measures for Multilane Highways

LOS for Multilane Highways	Density (passenger cars/mi/lane)	Flow Characteristics
A	≤ 11.0	Free flow operations at or near free flow speeds
B	>11.0 – 18.0	Near free flow operations; ability to maneuver slightly impacted; effects of minor incidents are easily absorbed
C	>18.0 – 26.0	Near free flow speeds; ability to maneuver is noticeably restricted with queues expected behind significant blockages
D	>26.0 – 35.0	Operating speeds begin to decline; freedom to maneuver is becomes limited
E	>35.0 – 45.0	Operations are at the capacity of the highway; no usable gaps available in the traffic stream
F	>45.0 or v/c > 1.0	Demand exceeds capacity; breakdown of operations or unstable flow

Under the alternatives for the Suburban/Industrial Section, the increase of opportunities for faster moving traffic to pass slower moving traffic will alleviate the degree of follower density that is expected for No Action conditions in the two-lane highway segment. The No Action Alternative would have a projected density of 5.8 followers per mile, which is reduced to 0.6 followers/mile under Alternative S-2 (**Table 5-2**). An LOS “C” under no build conditions is expected to improve to LOS “A” with the addition of more opportunities to pass and make turning movements outside of the through lane (Alternatives S-2, S-3, and S-4). The proposed alternatives to provide two lanes in each direction for the entire length of the Suburban/Industrial Section result in LOS “A” for Alternative S-3.

The intersection capacity was analyzed for future 2050 conditions using provided future traffic volume data. The future improvements included adding north and southbound left turn lanes at IL 57 and S. 24th Street. Otherwise, the intersections are expected to remain in their current configurations. LOS and delay are given for the cross street at unsignalized intersections, and IL 57 is free flow. The resultant levels of service for unsignalized and signalized intersections in

the Suburban Section range between LOS A and B and one occurrence of LOS C at S. 8th Street in the PM peak, as shown in **Table 5-8 and 5-9**. LOS C or better is considered acceptable for these types of facilities per IDOT design criteria in the BDE Manual.

Table 5-8. 2050 Two-Way Stop Controlled Intersection LOS

IL 57 Intersection	Direction	2050 No Action LOS (delay)*		2050 with Improvements LOS (delay)*	
		AM	PM	AM	PM
Lock and Dam Rd	EB	B (10.8)	B (11.6)	-	-
	WB	-	-	-	-
S 8 th St	EB	A (9.4)	B (11.4)	-	-
	WB	B (12.4)	C (17.5)	-	-
S 24 th St	EB	B (12.2)	B (13.4)	B (12.2)	B (13.4)
	WB	B (11.8)	B (12.9)	B (11.8)	B (12.7)

*Delay values are in seconds per vehicle

Table 5-9. 2050 Signalized Intersection LOS

IL 57 Intersection	Control Type	2050 No Action LOS (delay)*		2050 with Improvements LOS (delay)*	
		AM	PM	AM	PM
Jefferson St	Signal	A (7.7)	A (9.3)	-	-
Radio Rd	Signal	A (10.0)	B (10.6)	-	-

*Delay values are in seconds per vehicle

The traffic volumes at the three two-way stop-controlled intersections were also evaluated for signal warrants based on Manual on Uniform Traffic Control Devices (MUTCD) guidance using Highway Capacity Software, Release 8.2 (HCS2023). MUTCD Section 4C.01 provides guidance for evaluating whether a traffic control signal is justified at a particular location. Traffic data collected at the two-way stop-controlled intersections for 2022 was inflated to design year 2050 volumes to determine if the 2050 volumes met any warrants for signalization. For the available data and the characteristics of the two-way stop-controlled intersections in the Suburban Section, the following warrants were evaluated for 2050 traffic levels:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four Hour Vehicular Volume
- Warrant 3, Peak Hour Vehicular Volume

None of the three unsignalized intersections appeared to warrant signalization based on 2050 traffic levels. These results seem to align with the 2050 LOS A/B/C results for those intersections. Other MUTCD warrants that may apply in the future due to other developments would require information for pedestrian volumes, school crossing, network or signal system coordination, increasing crash rates, or railroad grade crossing.

5.4.3 Rural Section

Under the alternatives for this section, the increase of passing opportunities is expected to alleviate some of the platooning that would be expected at the higher follower density of the No Action Alternative. The No Action Alternative would have a projected density of 2.0 followers per mile, which is reduced to 1.8 followers/mile for both Alternatives R-1 and R- 1A and to 0.3 followers/mile under Alternative R-2 (**Table 5-3**). All of the two-lane highway alternatives result in LOS “A”, but the degree of follower density decreases or improves with the addition of passing zones. Alternatives R-3A and R-4 also result in LOS “A” for a four-lane multilane highway configuration. Calculated densities for Alternatives R-3A and R-4 are well below the 11.0 passenger car (pc)/mi/lane threshold for LOS “B”. The 2050 volumes would be allowed to distribute across four lanes instead of two, thereby eliminating follower platoons and reducing density of vehicles under multilane conditions.

5.5 Safety Considerations

An analysis of each of the design alternatives was conducted to determine how each improved safety along each section of the Study Area.

5.5.1 Urban

Under Alternative U-1, performing improvements along 3rd and 4th Streets would provide better conditions for vehicle and pedestrian traffic. Implementing better pavement conditions, pavement marking, signage, and ADA facilities along these two streets should decrease the amount of turning crashes within the Urban Section of IL 57.

Under Alternative U-2, decoupling 3rd and 4th Streets and splitting the large vehicle traffic separate from the light vehicle traffic should improve the safety along each route. Keeping the heavy trucks on 3rd Street and designating 4th Street to be the city street allows passenger vehicles to proceed with better site distance along 4th Street. Given that nearly 66.7% of the 123 Urban Section crashes occurred at intersections, improving the intersections, ADA curb ramps and crosswalks should decrease the number of crashes that occur along this road section. Signalizing York and 3rd Streets should greatly improve safety for pedestrians crossing as well.

Adding a TWLTL on 3rd Street south of York Street would provide a designated area for left turn movements and should reduce rear end and turning movement crashes. The TWLTL should also reduce the amount of side swipe crashes and head on crashes within this section. The majority of the crashes that occurred in the Urban Section south of York Street differed between rear end crashes, turning crashes, side swipe crashes, and head on crashes. The existing conditions have no buffer between the curb and gutter and the sidewalk south of York Street. Adding the 3-foot buffer should allow for better visibility of pedestrian traffic and reduce roadside distractions for drivers. Wider sidewalks and separation from the vehicle traffic would also increase safety for pedestrians.

For Alternative U-2A, roundabouts are designed to implement constant flow of traffic through an intersection in a safe and efficient manner. Applying a roundabout at the 4th and York intersection should significantly decrease the chances of injury reported crashes by limiting broadside crashes that can typically occur at a 4-legged intersection. Roundabouts will not eliminate all crashes, but

rather than direct 90-degree impact crashes, the crashes will convert to angle crashes which are much less prone to injury. Furthermore, a roundabout reduces rear end crashes because traffic continually flows through yield-based entry points at all legs of the intersection. This benefit is especially noted with replacement of the Quincy Memorial Bridge.

5.5.2 Suburban/Industrial Section

For Alternative S-1, since approximately 42% of the reported crashes were either rear end or turning crashes. Providing additional turn lanes where necessary should reduce these types of crashes.

Under Alternative S-2, adding a 12-foot TWLTL lane would benefit traffic entering the industrial area that lies on the west side of IL 57. The TWLTL lane will provide a storage lane which will avoid northbound traffic halting to left turning traffic into these entrances which should significantly reduce rear end crashes along this route. The same applies for southbound traffic who may be turning left onto S 8th Street, S 12th Street, or any residential entrances along IL 57. Additionally, implementing a TWLTL will provide more separation between northbound and southbound traffic which should significantly decrease the chance of head on collisions which are more likely to be severe or fatal. Installing a 10-foot paved shoulder on the south section should benefit safety in many ways. Implementing a shoulder can reduce head on crashes by 15-75%, sideswipe crashes 15-41%, fixed object crashes 29-49% and pedestrian (walking along roadway) crashes by 71% (FHWA 2018). The higher percent reductions directly correspond to wider shoulders. Constructing an off-pavement shared-use path improves safety for pedestrians and bicyclists by separating them from vehicular traffic.

Under Alternative S-3, providing one additional lane in each direction will decrease congestion and allow safe same-way-passing for drivers. As mentioned in Alternative S- 2, a wider paved shoulder should reduce crashes of all types. This should include reducing fixed object crashes, which accounted for 25% of the total crashes between 2015 and 2020. Implementing the curb and gutter would delineate any possible future multi-use paths.

Under Alternative S-4, applying the TWLTL in all the Suburban/Industrial Section would improve the traffic flow and increase road efficiency. In addition, adding the two-way left turn lane at this section will provide a designated area for left turn movements which should reduce head on, turning, and rear end crashes along this section. Turning and rear end crashes accounted for approximately 42% of the total crashes that occurred in the Suburban/Industrial Section. In addition, as mentioned in the previous alternatives, the 10-foot shoulder along the outside of the roadway should reduce head on crashes, sideswipe same direction crashes, and fixed object crashes.

5.5.3 Rural Section

Under Alternative R-1, improving the roadway surface, signing, and striping will provide better driving conditions for drivers along this section of roadway. Adjusting the profile and geometry to improve sight distance should improve the safety by reducing head on crashes, opposite direction side swipes and minimalizing the amount of water on the pavement which can affect the traction of vehicles on the roadway.

Under Alternative R-1A, the Marblehead bypass should reduce the amount of rear end and turning crashes that occur where residents turn into their driveways. This should also benefit traffic flow by avoiding a speed reduction within the town of Marblehead.

Under Alternative R-2, implementing alternating 16-foot intermittent center lanes, which allows traffic to perform a pass, reduces the risk of head on collisions. Vehicles will no longer have to access the opposite direction traffic lane to pass slower traffic. This should improve the safety along the Rural Section greatly by minimalizing interference of the oncoming traffic. The center lane will be a left turn lane at intersections, which should reduce rear end and turning crashes. As mentioned in the previous alternatives, providing wider shoulders reduces crashes of all types. Additionally, the Marblehead bypass should reduce the amount of rear end and turning crashes that occur where residents turn into their driveways. This should also benefit traffic flow by avoiding a speed reduction within the town of Marblehead.

Under Alternative R-3A, separating the northbound and southbound lanes with a 50-foot grass median and allowing each direction of traffic has many safety benefits, including minimalizing the risk of head on crashes and opposite direction side swipe crashes. Providing an additional lane in each direction will allow traffic to pass slower moving or turning vehicles efficiently and safely. This alternative would also include a Marblehead bypass, which should reduce the amount of rear end and turning crashes in this section. This should also benefit traffic flow by avoiding a speed reduction within the town of Marblehead.

Under Alternative R-4, separating the northbound and southbound lanes with a 50-foot grass median has many safety benefits, including minimalizing the risk of head on crashes and opposite direction side swipe crashes. Providing an additional lane in each direction will allow traffic to pass slower moving vehicles or turning vehicles efficiently and safely. This alternative would also include a Marblehead bypass, which should reduce the amount of rear end and turning crashes in this section. This should also benefit traffic flow by avoiding a speed reduction within the town of Marblehead. This alternate could also utilize the existing IL 57 alignment and roadway as a frontage road for local traffic. This would take some of the slower moving traffic from the main proposed route, which should decrease rear end and turning crashes.

5.6 Social, Economic, and Environmental Effects

5.6.1 Residential and Commercial Buildings

Most of the design alternatives evaluated would result in at least one potential residential and/or commercial building impact (**Tables 5-1 to 5-3**). Residential building impacts includes single family residences and residences on farms. No churches, schools, or public facilities would be displaced by any of the alternatives and none of the alternatives will affect Section 8 or other publicly subsidized housing. Since the proposed ROW is just preliminary at this time and will be further refined as the study advances, if a building or parking area was located near the proposed ROW, but not within, then it was marked as a “possible” impact as the ROW may change during the further study.

- Urban Section

- Both alternatives U-2 and U-2A have three possible residential building impacts each.
- Alternative U-2 would have one commercial building impact and one possible commercial building impact.
- Alternative U-2A would have two commercial building impacts and one possible commercial building impact.
- Suburban/Industrial Section
 - Alternatives S-2, S-3, and S-4 each have six possible residential building impacts.
 - Alternative S-3 would have two residential building impacts.
 - Alternatives S-3 and S-4 would each have two commercial building impacts.
 - Small differences in possible commercial building impacts with three for Alternative S-2, five for Alternative S-3, and four for Alternative S-4.
- Rural Section
 - Alternative R-1A would have one possible residential building impact.
 - Alternative R-2 would impact four residential buildings and have one possible residential building impact.
 - Alternative R-3A would impact sixteen residential buildings and have two possible residential building impact.
 - Alternative R-3A would impact three commercial buildings and have one possible commercial building impact.
 - Alternative R-4 would have one possible commercial building impact.

5.6.2 Parking

Possible impacts to parking facilities were also evaluated. Amongst the Urban and Suburban/Industrial sections, the greatest number of possible impacts would be for Alternatives U-2A (7) and S-3 (6) (**Tables 5-1 to 5-2**). Alternative U-2A would result in the removal of 62 parallel parking stalls on the street and 60 parking lot stalls. Alternative S-3 would result in the removal of 30 parking lot stalls. In the Rural Section, all alternatives except R-1 and R- 1A would each have one possible parking impact (**Table 5-3**). Alternative R-3A would result in the greatest number of parking lot stalls removed (22).

5.6.3 Environmental Justice

Potential impacts to communities identified as minority or low-income (based on definitions from the Council on Environmental Quality) were assessed at the census block group level within each section. None of the census block groups within the Study Area meet the criteria to be considered a minority population. For the Urban Section, the entire section is located within census block groups that meet the criteria for low-income populations, therefore, all of the structure and parking impacts are within low-income populations. In the Suburban/Industrial Section, only the northern portion of the section south to RJ Peters Drive is located within low-income populations. However, for all alternatives within this section there are no structure or building impacts north of RJ Peters Drive. Therefore, for the Suburban/Industrial Section there are no structure or parking impacts located within low-income populations. The Rural Section does not contain any block groups that meet the criteria for low-income populations. A full analysis of environmental justice

considerations to consider if any impacts would be disproportionate would be done during a NEPA study.

5.6.4 Cropland and Soils

For the purposes of this analysis, farmed land is an area of productive cropland/pastureland as identified in the NLCD. Impacts to agricultural soils are quantified based on the soil characteristics determined by the NRCS and is represented by acres of prime and or important soils. The assessment of soil qualities is independent of existing land uses and measures the impact to areas suitable for agricultural production, whether or not these soils are currently in agricultural production. Therefore, the impact to farmland soils will differ from impacts to existing agricultural land uses. Alternatives S-3, R-3A, and R-4 have the largest impacts to acres of cropland and prime and important farmland soils (**Tables 5-1 to 5-3**). There are no cropland or prime and important farmland soils within the alternatives for the Urban Section.

- Alternative S-3, only 15% of the new ROW would be in cropland, but approximately 65% of the new ROW would be in prime and important farmland soils.
- Alternative R-1A, approximately 49% of the new ROW would be in cropland, 100% of which contains mapped prime and important farmland soils.
- Alternative R-3A, approximately 70% of the new ROW would be in cropland, 99% of which contains mapped prime and important farmland soils.
- Alternative R-4, approximately 88% of the new ROW would be in cropland, 94% of which contains mapped prime and important farmland soils.

5.6.5 Cultural Resources

Section 106 of the National Historic Preservation Act, as amended, and implemented by 36 CFR Part 800, requires federal agencies to consider effects of their actions on historic properties. Historic properties are defined as archeological sites, standing structures, or other historic Alternatives to Carry Forward listed in, or eligible for, listing in the NRHP.

As discussed in Section 3.8.3, there are three listed historic districts in the Study Area: the Quincy Northwest Historic District and Downtown Quincy Historic District in the Urban Section and the South Side German Historic District in the Urban and the Suburban/Industrial sections. There are eight structures located within the proposed alternative ROWs (five in the Urban Section and three in the Suburban/Industrial Section) that have been identified as potentially eligible for the NRHP; however, none of them would be impacted by any of the alternatives.

There are 16 known archaeological sites that lie within the proposed alternatives, which include one mound site, seven of which were previously determined to be not eligible for the NRHP, and eight that have not been reviewed. The archaeological sites within the alternative alignments are distributed within the Study Area sections as follows:

- Urban Section
 - There are no known archaeological sites located within any of the Urban Section alternatives.

- Suburban/Industrial Section
 - Alternatives S-2, S-3, and S-4 each include one site that has been previously determined not eligible
- Rural Section
 - Alternative R-1 includes one site that has not been reviewed
 - Alternatives R-1A and R-2 include two sites that have been previously determined not eligible and three sites that have not been reviewed
 - Alternative R-3A includes one mound site, two sites that have been previously determined not eligible, and seven that have not been reviewed

5.6.6 Natural Resources

Based on data from IDNR's Natural Heritage Database, there were no Nature Preserves or Illinois Natural Inventory sites within the project area for any of the alternatives. There is one Illinois Natural Inventory site, the Quincy Geological Area, located adjacent to the project area in the Suburban/Industrial Section. No new ROW or other work is anticipated to be done within this area that would impact it, however a full impact analysis would be done during a NEPA study.

For this analysis, the potential for an alternative to impact wildlife and vegetative communities, including threatened and endangered species, is evaluated by the habitat that is impacted. Impacts to higher quality habitat, such as forested areas, correspond to a greater impact to resident and migratory wildlife and protected bird and bat species. There are two known records in the vicinity of the project for the Indiana bat, which is a federally and state endangered species, and there is one record within the vicinity of the project for the cerulean warbler, which is a state threatened species. The preferred habitat for both species includes forested areas. As the Study Area is primarily along existing ROW or in developed or agricultural lands, the majority of impacts to forested areas would occur to wooded buffers along streams and farmed fields. For most alternatives, impacts would be minimal (less than 0.5 acre) or none except for the following:

- Alternative S-4: 3.2 acres of forested landcover
- Alternative R-1A: 5.5 acres of forested landcover
- Alternative R-2: 5.5 acres of forested landcover
- Alternative R-3A: 9.6 acres of forested landcover
- Alternative R-4: 16.4 acres of forested landcover

5.6.7 Surface Water

Surface water features in the Study Area include several perennial streams and intermittent streams. Impacts associated with stream crossings include potential degradation of water quality and aquatic habitat. These impacts may be short-term or long-term in nature. Short-term impacts are primarily related to construction activities, whereas long-term impacts may be associated with either construction or operation and maintenance activities. Therefore, fewer stream crossings are desirable. Only new stream crossings that are not the result of widening the existing ROW were considered for each alternative. Since all of the alternatives in the Urban and Suburban/Industrial sections either stay within the existing ROW or only propose widening the

existing ROW, there are no new stream crossings in any of those alternatives (**Tables 5-1 to 5-3**). New stream crossings for the alternatives in the Rural Section are as follows:

- Alternative R-1: No new stream crossings
- Alternative R-1A: 2 new stream crossings (one perennial and one intermittent)
- Alternative R-2: 2 new stream crossings (one perennial and one intermittent)
- Alternative R-3A: 4 new stream crossings (two perennial and two intermittent)
- Alternative R-4: 10 new stream crossings (four perennial and six intermittent)

5.6.8 Floodplains

Impacts to floodplains were determined by overlaying the proposed alternatives onto the current regulatory floodplain mapping, as delineated by the Federal Emergency Management Agency (FEMA). Since the alternative designs are still preliminary, the area of the ROW within the mapped 100-year floodplain was calculated rather than the fill volume. For most alternatives, impacts would be minimal (less than 0.5 acre) or none except for the following:

- Alternative R-1A: 25.1 acres in 100-year floodplain
- Alternative R-2: 25.1 acres in 100-year floodplain
- Alternative R-3A: 42.7 acres in 100-year floodplain
- Alternative R-4: 66.6 acres in 100-year floodplain

5.6.9 Wetlands

Three wetland types are identified in the Study Area on the USFWS NWI maps, emergent wetlands, forested wetlands, scrub/shrub wetlands, and open water features. For most alternatives impacts would be minimal (less than 1 acre) or none except for Alternative R-4, which would impact 12.1 acres of wetlands (**Tables 5-1 to 5-3**).

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6.0 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

6.1 Agency Coordination

This Study is following the IDOT Context Sensitive Solutions (CSS) guidelines. The CSS approach seeks effective, multimodal transportation solutions by working with stakeholders to develop, build, and maintain cost effective transportation facilities which fit into and reflect the project's surroundings. The process includes a partnership between IDOT and all stakeholders to develop solutions to transportation needs. This process encourages strong participation through a variety of formats.

As part of the CSS process, agency coordination for the IL 57, Broadway Street (IL 104) to I-172 PEL Study involved the creation of a Community Advisory Group (CAG). This group is made up of local officials, transportation professionals, community leaders, businesses, and residents. Four CAG meetings were held virtually and in-person at key milestones during the course of the PEL Study to present information to the agencies and obtain their input. The following is a brief summary of the information that was presented at these meetings and comments received. Complete meeting summaries are provided in **Appendix H**. Local representatives from the following agencies and organizations were invited to the CAG meetings:

- City of Quincy
- Adams County
- Quincy Downtown District
- JM Huber Plant
- Quincy Area Community Groups
- Adams County Farm Bureau
- Illinois Department of Transportation, District 6
- Great River Economic Development
- Consultant Team

6.2 Community Advisory Group Meetings

Following is a summary of each of the CAG meetings that were held from June 2021 to July 2022. More detailed summaries of the meetings are included in **Appendix H**.

6.2.1 CAG Meeting #1 – Wednesday, June 9, 2021

The following information was presented at this meeting:

- Roles and responsibilities of the CAG
- Purpose of the study
- Study Limits
- Project history
- Related projects
- What a PEL is and how it relates to NEPA
- IDOT process
- Existing conditions of the corridor
- Importance of environmental considerations and the alternatives screening process

The following CAG members attended the meeting:

- City of Quincy
- Adams County
- JM Huber
- Quincy Area Community Groups

Additional Attendees:

- IDOT
- Consultant (Wood)
- Great River Economic Development Foundation
- Strong Consulting
- Quincy Director of Administrative Services

The following comments and questions were received during the meeting:

- **Comments**
 - Make IL 57 more reliable; no passing zones cause delays
 - Make IL 57 a 4-lane roadway to move traffic through the corridor and promote growth and economic development
 - Improve roadway safety issues in Suburban/Industrial Section due to high truck and farm equipment traffic entering and exiting the route
 - Improve the condition of the existing roadway
 - Improve vehicular access to the river/potential port
 - Improve roadway drainage and eliminate roadway overtopping; flooding on pavement has led to road closures
 - Improve accessibility to downtown Quincy
 - Provide a by-pass around Marblehead; congestion occurs in Marblehead due to heavy truck traffic and reduced speed limits
 - Minimize impacts to adjacent businesses
 - Minimize impacts to adjacent agricultural properties; the pavement through the Rural Section of the project area is narrow, which makes it difficult for farm equipment to travel the corridor safely.
 - The Eagles Nest Hotel is for sale and now may be a good opportunity to utilize advanced acquisition to purchase the property in anticipation of the Memorial Bridge replacement project. Similarly, businesses along 3rd Street near Broadway are for sale.
- **Questions**
 - What is the status/schedule of work in Marblehead?
Four (4) to six (6) months is expected prior to the district making a decision on which alignment alternative will be used to straighten IL 57: the replacement of a structure over Mill Creek, or a bypass around Marblehead. The Mill Creek structure replacement was included on the Department's FY 22-27 multi-year program.
 - How much new State ROW would be required to construct a 4-lane road? What about access control?

Specific impacts to property owners regarding land acquisition would be identified during the alternative development phase of the study. A 4-lane expressway would be partially access controlled.

6.2.2 CAG Meeting #2 – Tuesday, October 26, 2021

The following information was presented at this meeting:

- Roles and responsibilities of the CAG
- Intent of the PEL Study
- Study Limits
- Components of PEL Study
- IDOT process
- Study Area sections
- Summary of Public Meeting from August 12 and review of comments
- Process for screening alternatives
- Breakout groups were created to formulate ideas for each section of the project corridor

The following CAG members attended the meeting:

- City of Quincy
- Adams County
- Great River Economic Development Foundation
- Quincy Economic Development (Kohl Warehouse)
- Tri State Development Summit
- Salvation Army
- Phibro Animal Health Corp.
- Resident of Quincy
- Resident of Payson
- Two Rivers Regional Council of Public Officials

Additional Attendees:

- IDOT
- Consultant (Wood & Images, Inc.)
- Residents of Quincy and Payson
- Two Rivers Regional Council
- Quincy Herald-Whig

The following comments and questions were received during the meeting:

Comments

- Urban Section
 - Decouple 3rd and 4th street
 - Add signal and lighting at York and 3rd
 - Start four lanes at 3rd and Locust
 - Improve sidewalk access along Maine Street to the river
 - Improve State to Ohio to fix drainage issues

- Reconfigure intersection at new bridge and 3rd Street to account for 2-way traffic and trucks
 - Reconnect 4th Street to square and downtown
 - Bring bridge in at grade
 - Consider roundabouts
 - Maintain bicycle lanes and sidewalks to improve access to river.
- Suburban/Industrial Section
 - Add a third lane from the north end of the Suburban/Industrial Section to 24th Street. Three-lane option would have center turn lane.
 - Four lanes at Radio Road and within Suburban/Industrial Section
 - There may be access issues at 8th Street and Radio Road if IL 57 is widened to 4 lanes
 - Add bike and pedestrian access for continuity with Great River Road
 - Extended right turn lane at grain facility
- Rural Section
 - Bypass Marblehead
 - Four lanes within entire Rural Section
 - Make three lanes with middle turn lane
 - Add passing lanes
 - Improve two lanes with full shoulders in Rural Section, particularly Marblehead to I-172
 - Improve profile and alignment to eliminate no passing zones
 - Do not widen Rural Section due to impact to homes adjacent to IL 57
 - Improve configuration of entrance/exit ramps to I-172 to reduce sharp turns and accommodate 4 lanes
 - Consider a connection from Kohl (near 12th) through the bluff to I-172
 - Include bike accommodations
- There are large amounts of truck traffic from Quincy Soybean during harvest season
- Decoupling should be extended north of Broadway to provide better regional connectivity
- Building a major port in the area will justify expanding the road to 3 or 4 lanes
- Suggestion to separate each section into a separate project for separate funding

Questions

- How do you predict the volume of future traffic?
There are models that are used to do this.

6.2.3 CAG Meeting #3 – Wednesday, March 23, 2022

The following information was presented at this meeting:

- Summary of CAG Meeting #2 held in October
- Overview of project timeline
- Study Limits
- Process for screening alternatives
- Sections of the Study Area
- Explanation of alternatives for each section

- Breakout session to examine and provide comments on each alternative

The following CAG members attended the meeting:

- City of Quincy
- Adams County
- Great River Economic Development Foundation
- Quincy Economic Development (Kohl Warehouse)
- Tri State Development Summit
- Salvation Army
- Phibro Animal Health Corp.
- Residents of Quincy and Payson
- The District
- Transit Provider
- School district 172

Additional Attendees:

- IDOT
- Consultant (Wood & Images, Inc.)
- Quincy University

The following comments and questions were received during the meeting:

Comments

- Urban Section (Preferred U-2 and U-2A)
 - U-2A
 - Roundabout seems to have a large footprint
 - Both support for and against having a roundabout
 - Removing trucks from 4th Street is desirable
 - Important to decouple 3rd Street and 4th Street
- Suburban/Industrial Section (Preferred S-2 and S-4)
 - S-2
 - Extra lane would help alleviate start/stop problem with trucks
 - Small number of bikes/pedestrians currently at Radio Road
 - S-3
 - 2 lanes promote reckless driving while passing
 - Issues with access points to avoid trucks
 - Current traffic does not support need for new lanes
 - Lack of turn lane does not solve issues
 - Safer for bicyclists
 - S-4
 - Not sure how to make work
 - Higher cost and higher impact to structures
 - Support for center turn lane
 - should include traffic signals at RJ Peters and 8th Street
 - Propose 45 mph speed limit

- Biggest issue is start/stop behind trucks
- Concern for east side impacts
- Do not close access from Radio Road to Lock and Dam Road
- Rural Section (Preferred R-2)
 - R-2
 - Huge improvement to Marblehead bypass
 - Support for center passing lane
 - R-3
 - Traffic numbers do not support the need for this alternative
 - Concerns with road frontage and access control
 - “Over kill” and would require too much private property, need for frontage road takes too much space
 - R-4
 - Too expensive
 - Would prefer over R-3 if no budget limitations
 - Not necessary
 - Deer strikes concern with 60 mph speed limit
 - Traffic at ADM would use it with passing lanes
 - Right turn lanes are helpful
 - Alternatives other than R-1A or R-2 are not necessary
 - Improvements in Rural Section not as important as Urban or Suburban/Industrial
- **Questions**
 - Can the route be resurfaced now?
IDOT considered adding the section of IL 57 from south of Marblehead to I-172 to the FY 2023-2028 multi-year highway improvement program. Two additional improvements were scheduled to occur during the summer of 2022 which included pavement patching and resurfacing the I-172 ramp intersections.
 - When would Broadway be resurfaced?
IDOT was aware of the pavement condition, and they are looking for ways to advance the project within the 6-year highway improvement program.
 - Will the presentation be available for viewing after the meeting?
The presentation will be posted on the project website.
 - Will a range of alternatives be recommended in the PEL?
This study will not necessarily have one preferred alternative from each of the three sections and could possibly lead to multiple individual projects that may or may not be a NEPA product.

6.2.4 CAG Meeting #4 – Wednesday, July 13, 2022

The following information was presented at this meeting:

- Overview of the Study Area
- Existing conditions
- PEL process and study timeline
- Summary of CAG meeting #3 in March
- Process for screening alternatives

- Detailed screening of the alternatives that has taken place
- Sections of the Study Area
- Explanation of alternatives
- Explanations of the results of each section's detailed screening
- A discussion following results

The following CAG members attended the meeting:

- Adams County
- City of Quincy
- Phibro Animal Health Corp.
- Quincy Economic Development (Kohl Warehouse)
- Residents of Payson and Quincy
- Great River Economic Development
- Salvation Army

Additional Attendees:

- IDOT
- Consultants (Wood and Images, Inc.)

The following comments and questions were received during the meeting:

- **Comments**
 - Urban (U-1 and U-2 are recommended)
 - Decoupling in U-2 has a big impact on businesses
 - Concern on the decouple of 3rd Street and 4th Street, could back up trucks to Broadway
 - Options will improve economic interest with the downtown area
 - Having quieter streets makes a better environment for residents
 - Elimination of the roundabout option was welcomed
 - The number of parking spaces is important and will be discussed at public meeting
 - Residents with property impacts should be sent a letter of invitation to the public meeting
 - Suburban/Industrial (S-1 and S-2 are recommended)
 - Turn lanes are necessary to reduce the current number of crashes
 - Visual cues for the Radio Road intersection in particular are needed to help with cross traffic
 - Three lanes should address issues and have less impact on businesses
 - Widening options have greater impacts and substantially higher costs
 - Rural (R-1, R-1A, and R-2 are recommended)
 - Concerns that not enough passing zones are included in R-1A or R-2
 - Disappointment that the 4-lane option was not recommended
 - Growth will not come without the infrastructure to support it
 - Suggested road should just be paved now and traffic will increase. Associated increase will allow future expansions.
 - Condition of road is in bad shape and unsafe to ride a motorcycle on

- IL 57 is the lifeline for Quincy. Many motorists are bypassing Quincy and using a route through Hannibal to avoid the poor road conditions
- Concern that IDOT tool would send all money to improvements in Chicago
- Frustration regarding the condition of roads throughout the region
- A lot of work has been done in town and Gardner Expressway is nice

- **Questions**
 - What happens to the existing bridge near Marblehead?
The bridge would be decommissioned and with the by-pass it would be removed
 - What can be done about trucks travelling at 90 mph at 4am? How would you cross the creek without a bridge?
There will be a connection to the bypass and the existing road would remain in place for access to the residences along the road. Trucks will go around on the new route.
 - What will be done about flooding?
The new road would be built to an elevation that eliminates flooding across road.
 - Confirmation that the houses in Marblehead would not be taken for the new road
Confirmed that there would not be displacements under the proposed alternatives
 - Can funds planned for replacement of the Mill Creek bridge be used to fund the other improvements instead?
Further study is needed for these alternatives and funding to move forward has not yet been identified.
 - Is R-2 possible due to the current traffic volume?
It is not only about level of service but also input from the CAG and the public.
 - Will all parking be lost on 3rd Street and 4th Street?
Parking will only be eliminated on 3rd Street.
 - Explain the bike path between Lock & Dam Road and Radio Road with no shoulder.
This is a more urban-like setting, and curb and gutter instead of a ditch would be in place at this location. South of Radio Road would have a shoulder.
 - When will alternatives be selected?
A preferred alternative will be selected in Phase One, the next step in the process
 - Will the CAG continue into the next phase?
It will depend on what alternatives are selected.

6.3 Public Meetings

Following is a summary of two public meetings that were held on August 12, 2021, and September 1, 2022. Both meetings were in person and comments were received in person as well as on the project website. More detailed summaries of the meetings are included in **Appendix H**.

6.3.1 Public Meeting #1 – Thursday, August 12, 2021

The first public meeting took place at the Atrium on 3rd Street from 4:00 pm to 6:00 pm. Doors were open to participants at 3:40 pm due to a long line forming in the hall. The event was advertised in the Herald Newspaper on July 28 and August 6, as well as via eblast on July 30 and August 10 to the stakeholder list. A press release was distributed on July 30. A sign in sheet and comment forms were provided for attendees. A total of 87 individuals and 4 media outlets signed in at the meeting, including Quincy Herald-Whig, WGEM News, KHQA, and Muddy River News.

Thirteen individuals indicated interest in joining the CAG. Attendees included representatives from the City of Quincy, Adams County, Fall Creek Township, J.M. Huber, Jones Poultry, Quincy Park District, Express Way Mobile Home Park, UBC Carpenters Local 270, Sem Minerals, Pointe D’Vine, Farm Bureau, Luina 231, Adams County Health Department, The District, Hank & Owens, Quincy Medical Group, QBTC Mid America Port District, Quincy Regional Airport, and Quincy Bike Club, as well as area residents. The State Senator also attended the public meeting. IDOT and consultant staff were present to answer questions.

The meeting included a presentation on a continuous loop, displays, and a comment station. The following information was presented at the meeting:

- Information on the Study Area
- What a PEL study is
- IDOT project phases
- Existing conditions of the corridor
- Draft Purpose and Need
- Potential environmental impacts
- Project schedule
- Ways to participate

A total of 52 comments were received. Thirty-two written comments were submitted at the meeting and an additional 20 comments were received through the project website during the meeting comment period.

Comments included:

- Improvements necessary for economic development
- Opposition to a 4-lane roadway
- ROW concerns, loss of business property
- 4 lanes needed to manage current traffic volumes
- Decouple 3rd Street and 4th Street
- Rebuild Main Street from 3rd Street to the River
- Notification of levee protection
- Cost is too high
- Road just needs to be repaved
- Consider moving the road to the west near Marblehead to elevate it to limit flooding
- Improve safety
- Install lighting and speed cameras
- Reduce speed limit
- Improve conditions for pedestrians and cyclists
- Consider center turn lane and dedicated turning lanes

6.3.2 Public Meeting #2 – Thursday, September 1, 2022

The second public meeting took place at the Atrium on 3rd Street from 4:00 pm to 6:00 pm. The event was advertised in the Herald Newspaper on August 18 and 26 as well as via eblast on August 18 and 30 to the stakeholder list. A press release was distributed on August 30. A sign in sheet and comment forms were provided for attendees. A total of 183 individuals and 4 media

outlets signed in at the meeting including Quincy Herald-Whig, WGEM News, KHQA, and Muddy River News. Attendees included representatives from the City of Quincy, Adams County, Office of the State Senator, Office of the State Representative, J.M. Huber, Jones Poultry, Quincy Park District, Express Way Mobile Home Park, UBC Carpenters Local 270, Sem Minerals, Pointe D’Vine, Farm Bureau, Luina 231, Adams County Health Department, The District, Hank & Owens, Quincy Medical Group, QBTC Mid America Port District, Quincy Regional Airport, and Quincy Bike Club, as well as area residents.

After signing in, participants were directed to a room with a ten-minute presentation on a continuous loop. After watching the video, participants were directed back to the main room where they could review a series of displays and projecting flyover simulations. There were three stations with rollout maps and displays for each section of the project. Several tables were set up to allow attendees an opportunity to sit and complete a comment form.

The following information was presented at the meeting:

- Overview of the project
- Overview of each alternative
- The alternative screening process
- Overall project information

A total of 93 comments were received. Fifty-nine written comments were submitted at the meeting and an additional 34 comments were received through the project website during the meeting comment period.

Comments included:

- Just repave the route
- Add curbs, space for bicycles on shoulder, bike lanes
- Add pedestrian skywalks from the Oakley Lindsey Center to all downtown hotels
- Improve signage to I-72, trucks are exiting at I-172 and IL 57 by mistake
- Avoid the cemetery property with improvements
- Include the Marblehead bypass
- Need improvements to accommodate the port
- Traffic counts are too low, need to be redone
- Add right turn lanes at 900th Street
- Add left turn lanes at 100th Street
- Improve roadway to remove from floodplain
- Support for Alternatives U-1, U-2, U-2A, S-1, S-2, S-3, R-1, R-1A, R-2, and R-4
- If Marblehead bridge is replaced, use old concrete to line the creek bank
- Widening improvement would make irrigation system inoperable
- Do not change 3rd and 4th streets, safety concerns with decoupling
- By-pass needs to address turning angle at 550th Street
- Buy out west side of Marblehead for improvements
- Broadway is more important to be improved than IL 57
- Oppose R-1A and R-2
- Oppose roundabouts

- Support roundabouts
- Need to ensure the connection to the new bridge is seamless
- Traffic signals needed at State, trucks from MO use it to bypass Broadway
- Redirect trucks out of downtown
- Loss of parking
- Concerns over impact of decouple to traffic in and out of the Kroc Center
- Need improvement to barge docks and truck traffic to the barge
- Need to consider future growth of businesses and agricultural access
- Decouple will cause bottlenecks and accidents at Broadway
- Do not decouple beyond Broadway
- Decouple to Locust
- Signalize intersections to improve safety for pedestrians
- Center passing lanes only make sense in hilly/mountain areas, not on flat roads in Quincy
- Need a gateway at 3rd Street and York for new bridge access
- Spend the money for the 4 lanes and do it right the first time
- Do not rely on traffic counts; build for economic development
- Obtain materials needed to widen from the borrow pits in the floodplain instead of upland sites
- Need left turn lanes north of E1000th Street
- Place rumble strips next to the white line to allow cyclists to use the shoulder
- Improvements are necessary for safety

6.4 Illinois NEPA/404 Merger Meetings

Following is a summary of Illinois NEPA/ 404 Merger Meetings that were held on September 9, 2021 and September 8, 2022. Both meetings were virtual. More detailed summaries of the meetings are included in **Appendix H**.

6.4.1 Illinois NEPA/404 Merger Meeting #1

The first Merger Meeting was held on September 9, 2021 and took place virtually via Adobe Connect. Multiple projects were reviewed in this meeting which was scheduled from 9:00 am to 4:00 pm, including lunch. The IL 57 project was discussed at approximately 10:00 am, second in a list of five other projects. A sign in sheet was created prior to each project reviewed throughout the webinar and a total of 22 people attended the IL 57 section of the meeting. Representatives from FHWA, IDOT, SHPO, USACE, USEPA, and Wood E&IS were present at the meeting.

The following information was presented at the meeting:

- Project background
- Existing conditions
- PEL study purpose and need for the IL 57 Corridor
- Intent of the study
- Three sections of the corridor
- Other IDOT project in or near the corridor
- Overview of progress relating to the purpose and need as well as public involvement
- Issues and concerns identified by the CAG

- Project goals and objectives identified by the CAG
- A summary of the comments received at the first public meeting
- Explanation of purpose and need
- Anticipated steps moving forward

Following the presentation, questions included:

- When will alternatives be presented?
About one year from now at the September 2022 merger meeting.
- Does truck traffic from local industrial sites head north or south?
This information is not available at this time.
- Is the Mill Creek Bridge of historic significance?
This is being addressed by a separate ongoing project.

Comments and Decisions included:

- Since the PEL process is not officially an FHWA process, there are no concurrence points as this is not an official NEPA determination. However, as part of the PEL process, concurrence on a consistency determination for the Purpose and Need was requested based on the presentation and materials supplied.
- Encouragement for the consultant to work closely with the District and BDE staff on the requirements of the study.
- The agencies (USFWS, USACE, USEPA, Illinois DNR, Illinois SHPO, Illinois Department of Agriculture) agreed that the purpose and need contains appropriate documentation and analysis on par with a NEPA-level analysis, such that the information could be incorporated into a NEPA document at a later date, with no revisions, or minimal revisions due to changed conditions in the project area, or revised laws. Concurrence on a Consistency Determination was agreed to by all agencies.

6.4.2 Illinois NEPA/404 Merger Meeting #2

The second Merger Meeting was held on September 8, 2022 and took place virtually via WebEx. The meeting was scheduled for 10:00 am. Representatives from FHWA, IDOT, USEPA, USFWS, USACE, IDNR, USSDA, SHPO, and Wood E&IS attended the virtual meeting.

The following information was presented at the meeting:

- Recap of study including study intent, limits, previously approved Purpose and Need, and public involvement activities
- Alternatives screening process
- Alternatives considered
- Consistency determination for alternatives to carry forward

Comments and Decisions included:

- USEPA recommended raising the roadway above the 100-year flood elevation to combat climate change. Study team responded that it had been accounted for in the current designs.
- The agencies were polled regarding consistency determination for Alternatives to Carry Forward as presented

- USEPA, USFWS, USACE, IDNR, USDA, SHPO, and FHWA all agreed.

6.5 Other Mechanisms for Public Involvement

In addition to the meeting opportunities described in the preceding section, there have been several other methods for the public to obtain information about the project. These methods (noted below) provide information and opportunity for feedback regarding meeting events, project schedule, and general status updates.

6.5.1 Mailing List

To support public meeting invitations, newsletter distribution and other direct public contact, a mailing list has been developed and updated.

The mailing list includes recipients such as residents; landowners; federal, state, county and local officials; special interest groups; resource agencies; Tribal representatives, and businesses. The mailing list was developed using existing resources (names and addresses of officials from other recent projects in the area), as well as other identified stakeholders. This list will continue to be updated throughout the project by various means of communication, such as sign-in sheets. Tribal notification letters for the project are included in **Appendix G**.

6.5.2 Project Website

A website for the Study has been developed to provide a centralized source of information, available to anyone with access to the internet, at any time while maintaining a history of the Study in a cost-effective manner.

The site will be used as a tool for communicating major milestones and will be updated periodically. The website address is www.IL57Quincy.org

6.5.3 Media Strategies

An effective method of informing the public about a project and its results is through broadcast and print media. To effectively use the media, several strategies have been employed to provide accurate and frequent coverage of the project and the Study. Media strategies used during this Study included message development, media correspondence, press releases, and press briefings.

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7.0 CONCLUSION / RECOMMENDATIONS

7.1 Alternatives Recommended to Carry Forward

7.1.1 Urban Section

7.1.1.1 Alternative U-1

Alternative U-1 would improve the roadway surface, would not result in any building or parking impacts, and have no impacts to environmental resources. While the LOS at certain intersections would be lower than the other alternatives, Alternative U-1 provides a cost-efficient means to provide some interim benefits prior to the construction of the new Quincy Memorial Bridge. **It is recommended to carry Alternative U-1 forward for further analysis.**

7.1.1.2 Alternative U-2

Alternative U-2 would improve the roadway surface and would have no impacts to natural resources. There would be moderate impacts to residential buildings (three possible), commercial buildings (one impact and one possible), and parking (five). Intersection LOS would be LOS C or better under both scenarios at all intersections, and within the acceptable LOS for this section based on IDOT design criteria. Additional traffic studies will be needed to evaluate whether it is feasible to re-establish the one-way couple at Broadway. If not, decoupling of 3rd and 4th Streets would need to be studied north to Locust Street to determine if it is feasible. While the current study ends at Broadway Street, this may be adjusted to expand to Locust Street during further analysis in future studies. It is recommended to carry Alternative U-2 forward for further analysis.

7.1.1.3 Alternative U-2A

Alternative U-2A would have greater impacts to parking and commercial buildings as compared to Alternative U-2 and has a higher cost. While the projected intersection LOS would be better at some intersections as compared to Alternative U-2 with the replacement of the Quincy Memorial Bridge, they would still be within the acceptable LOS for this section based on IDOT design criteria. **Therefore, Alternative U-2A is not recommended to be carried forward for further study.**

7.1.2 Suburban/Industrial Section

7.1.2.1 Alternative S-1

Alternative S-1 would result in improved mobility within this section at the lowest cost and impacts. **It is recommended to carry Alternative S-1 forward for further analysis.**

7.1.2.2 Alternative S-2

Alternative S-2 would result in improved mobility within this section. While the impacts would be greater than those for Alternative S-1, it would increase opportunities for faster moving traffic to pass slower moving traffic and provide the largest benefit to follower density and improve to LOS "A". **It is recommended to carry Alternative S-2 forward for further analysis.** This alternative may be considered should traffic volumes significantly increase / future developments come to fruition such as a regional port as suggested by the QRTP.

7.1.2.3 Alternative S-3

Alternative S-3 would have the highest cost and greatest impact to structures and parking. While there are benefits to traffic flow compared to Alternatives S-1 and S-2, the additional capacity is not warranted by traffic projections. Therefore, **Alternative S-3 is not recommended to be carried forward for further study.**

7.1.2.4 Alternative S-4

Alternative S-4 provides additional benefits in traffic flow and greater safety benefits compared to Alternatives S-1 and S-2, but would have the second highest cost. The additional capacity is not warranted by traffic projections and the benefits are outweighed by the impacts and cost. **Therefore, Alternative S-4 is not recommended to be carried forward for further study.**

7.1.3 Rural Section

7.1.3.1 Alternative R-1

Alternative R-1 is the lowest cost alternative for this section. It would not provide a decrease in no passing zone distance as compared to the No Action Alternative but would provide a slightly improved follower density. It has the least impact to natural resources and there would be no impacts to buildings or parking. **It is recommended to carry Alternative R-1 forward for further analysis.**

7.1.3.2 Alternative R-1A

Alternative R-1A would provide a slight decrease in no passing zone distance as compared to the No Action Alternative and Alternative R-1. There would be only one possible residential building impact and natural resource impacts are the same or less than those of Alternative R-2. **It is recommended to carry Alternative R-1A forward for further analysis.**

7.1.3.3 Alternative R-2

Alternative R-2 would provide a decrease in no passing zone distance as compared to the No Action Alternative and an improved follower density compared to Alternative R-1. This alternative would have greater impacts to environmental resources due to the larger amount of new ROW required. However, due to the traffic and safety benefits provided by this alternative, **it is recommended to carry Alternative R-2 forward for further analysis.** This alternative may be considered should traffic volumes significantly increase / future developments come to fruition such as a regional port as suggested by the QRTP.

7.1.3.4 Alternative R-3A

Alternative R-3A would provide minimal traffic or safety benefits as compared to those provided under Alternative R-2. Additionally, due to the large amount of new ROW required, there would be higher costs and impacts to residential buildings, cropland, and environmental resources. Therefore, **Alternative R-3A is not recommended to be carried forward for further study.**

7.1.3.5 Alternative R-4

Alternative R-4 would not provide any additional benefits to traffic or safety compared to those provided under Alternative R-2. Since this alternative would require a completely new alignment,

it would have the highest cost and greatest impact to cropland and environmental resources. Therefore, **Alternative R-4 is not recommended to be carried forward for further study.**

7.1.4 Summary

Based on the results of the impact evaluation of the design alternatives, the alternatives recommended to be carried forward for further evaluation are:

- Alternative U-1
- Alternative U-2

- Alternative S-1
- Alternative S-2

- Alternative R-1
- Alternative R-1A
- Alternative R-2

7.2 Next Steps

The environmental consequences of each of these alternatives recommended to be carried forward will be refined based on specific surveys, technical studies, and further alternative design conducted if additional funding becomes available to advance the study further. At this stage of project development (PEL), the intent was to identify constraints that could impact the alternative evaluation and selection process. A full analysis of all potential human or natural environmental resources and potential impacts to them would be completed during a NEPA study. While each alternative has been designed to have independent utility of the others, those carried forward for further study would depend on future feasibility studies and funding available.

The No Action Alternatives in each section are not considered a reasonable course of action as they do not meet the Purpose and Need of the project; however, they have been retained for detailed evaluation as a basis of comparison to the design alternatives.

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Appendix A
FHWA PEL Questionnaire



FHWA PEL Questionnaire

This questionnaire is intended to act as a summary of the planning process and ease the transition from planning to a National Environmental Policy Act (NEPA) analysis. Often, there is no overlap in personnel between the planning and NEPA phases of a project, so consequently much (or all) of the history of decisions made in the planning phase is lost. Different planning processes take projects through analysis at different levels of detail. NEPA project teams may not be aware of relevant planning information and may re-do work that has already been done. This questionnaire is consistent with the 23 CFR 450 (Planning regulations) and other FHWA policy on the Planning and Environment Linkages (PEL) process.

1. Background:

a. Who is the sponsor of the PEL study? (State DOT, local agency, other)

Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA).

b. What is the name of the PEL study document and other identifying project information (e.g., sub-account or STIP numbers, long-range plan, or transportation improvement program years)?

- i. FAP 502
- ii. IL 57/US Route 24 from North of IL 104 (Broadway Street) in Quincy to I-172 south of Marblehead, Quincy and unincorporated Melrose and Fall Creek Townships, Planning and Environment Linkages (PEL) Study
- iii. BDE Sequence No. 23927
- iv. Job No. S-96-001-20
- v. Contract No. 72M74
- vi. ISGS Project No. 4144
- vii. PTB No. 194-044
- viii. Section: Feasibility Study Quincy II 57
- ix. IDOT District 6

c. Who was included on the study team (Name and title of agency representatives, consultants, etc.)?

IDOT and FHWA are the lead agencies for this Study. WSP (formerly known as Wood Environment & Infrastructure Solutions, Inc.) is the lead Study consultant and oversees a team of subconsultants. IDOT and FHWA oversee the Study development process. The study team organized a Community Advisory Group to provide input throughout the project. Details on those committees and their engagement is provided in Section 6 and Appendix G.

- i. Federal Highway Administration (Federal Lead Agency)
Darien Siddall – Environmental Protection Specialist



- JD Stevenson – Planning, Environment and Right-of-Way Team Leader
- Jon-Paul Kohler – Planning and Program Development Manager
- Heidi Thomas – Transportation Engineer (Districts 6 &7)
- Matt Fuller – Environmental Programs Engineer (Illinois Division)
- ii. Illinois Department of Transportation (State Lead Agency)
- Cloyd Jack – District 6 Team Leader
- Denny O’Connell – District 6 Environmental Coordinator
- Sal Madonia – District 6 Program Development Engineer
- Felecia Hurley – Bureau of Design and Environment (BDE) Environmental Studies
- Joe Schatteman – Region 4 Communications Liaison
- Frank Caraballo – District 6 Team Engineer
- Jay Wavering – District 6 Studies and Plans Engineer
- John Sherrill – BDE Project Coordination
- Lori Williams – District 6 Geometrics Engineer
- Janel Veile – Planning Service Section Chief
- Paul Niedernhofer – BDE Project Development Engineer
- Jon Kelley – District 6 Project Engineer
- Jeff Myers – Region 4 Engineer, District 6
- iii. WSP (formerly known as Wood E&IS)
- Angela Love – Natural and Cultural Resources Project Manager
- Stephanie Miller – Senior Natural Resources Scientist
- Gary Baker – Principal Engineer
- Robert Hanfland, Civil Design Inc. (CDI) – Project Engineer
- Janet Henderson, Images Inc. – Director of Business Development

- d. Provide a description of the existing transportation facility within the corridor, including project limits, modes, functional classification, number of lanes, shoulder width, access control, and type of surrounding environment (urban vs. rural, residential vs. commercial, etc.).**

The existing transportation facility for the PEL study includes IL 57 from north of IL 104 (Broadway Street) in Quincy to I-172 south of Marblehead which lies in Quincy and unincorporated Melrose and Fall Creek Townships. IL 57 is predominantly a two-lane facility that runs approximately 13 miles within the study limits. IL 57 is classified as an “other principal arterial” (urban) road throughout the study limits.



There are three sections within the study limits including Urban, Suburban/Industrial, and Rural. Within the Urban Section, IL 57 is approximately 1.3 miles long. It is surrounded by residential and commercial developments. In this section of IL 57, the road consists of two lanes in each direction with a concrete curb and gutter along both edges of pavement. Commercial and residential driveways are located along this section and the posted speed limit is 30 mph. There are a total of 17 intersections in this section of the study limits, and they are controlled by stop signs at side streets, except for the North 3rd Street intersection with Broadway Street and Main Street, and the 4th Street intersections with Broadway Street, Hampshire Street, and Main Street, which are controlled by traffic signals.

Within the Suburban/Industrial portion of the project limits, IL 57 is approximately 4.8 miles long. It is mostly surrounded by commercial and industrial developments with some residences at the southern limit. Between Payson Avenue and Lock and Dam Road the road consists of two lanes in each direction separated by a raised or striped median. Between Lock and Dam Road and 24th Street, IL 57 is a two-lane road with additional turning lanes at 8th Street and Radio Road intersections. Concrete curb and gutter or paved/aggregate shoulders are located along the edges of pavement for most of the Suburban/Industrial Section. Multiple access points (driveways), predominantly commercial/industrial, are located along the Suburban/Industrial Section and vary in width and number per property. The posted speed limit along this section varies between 40 and 50 mph. Access to IL 57 from side streets is controlled by stop signs on Jackson Street, Harrison Street, RJ Peters Drive, Williamson Street, Lock and Dam Road, 8th Street, 12th Street, County Road 750 N, Lori Drive, and Lew Court. Traffic signals are present at the intersections of IL 57 and Jefferson Street and Radio Road as well as at the Gardner Denver entrance.

Within the Rural Section, IL 57 is approximately 6.5 miles long. It is mostly surrounded by industrial and residential developments toward the north and agricultural land throughout the remaining portion. The unincorporated community of Marblehead is located approximately 4.8 miles north of the I-172 interchange. Starting at 24th Street, IL 57 is a two-lane rural roadway with a variable width paved shoulder along both sides of the pavement. Bridges within this section of the Study Area accommodate a single lane in each direction with a shoulder on each side of the roadway. Numerous field, commercial, and residential entrances are located along the roadway, varying from gravel to paved surface. The posted speed limit within the Rural Section varies from 30 mph to 55 mph. The speed limit within the unincorporated community of Marblehead from North 53rd Lane to south of North 545th Place is 30 mph. The speed limit north of Marblehead varies from 45 to 55 mph, and south of the community the speed limit is 55 mph. All of the IL 57 intersections with sideroads in the Rural Section are controlled by stop signs located on the sideroad approaches, and no signalized intersections are located within the section.

- e. Provide a brief chronology of the planning activities (PEL study) including the year(s) the studies were completed.**
 - i. Project initiation, data acquisition, and timeline (January 2021)
 - ii. Define project limits, existing conditions, key issues (June 2021)
 - iii. Purpose and need, goals and objectives (September 2021)



- iv. Alternatives development (March 2022)
- v. Alternative evaluation and environmental considerations (September 2022)
- vi. Final study report (December 2022)

f. Are there recent, current, or near future planning studies or projects in the vicinity? What is the relationship of this project to those studies/projects?

- i. The Quincy Next Strategic Plan, City of Quincy, 2018

The PEL for the improvement of IL 57 from Broadway Street to I-172 is consistent with the transportation goals identified in the Quincy Next Strategic plan, which include improving connectivity within the city and to other regions, as well as improving walkability, accessibility, and livability.

- ii. The Quincy Regional Transportation Plan (QRTP), 2020

The QRTP includes an IL 57 Freight Planning Regional Project as well as the South Quincy Freight Corridor Regional project. The IL 57 PEL identifies and evaluates various alternatives that would be considered for the completion of both QRTP projects. The IL 57 PEL also incorporates QRTP design recommendations into multiple alternatives in each section of the corridor including the Downtown Plan Recommendation to convert 3rd and 4th streets to two-way traffic in combination with the new Mississippi River Bridge.

- iii. The Riverfront Master Plan, 2021

The alternatives within the IL 57 PEL may affect proposed ideas within the City of Quincy Riverfront Master Plan due to their proximity to the Riverfront.

- iv. IL 57 Resurfacing – Maine Street to South of Marblehead
- v. Quincy Memorial Bridge Repairs
- vi. IL 57 Vertical Realignment – South of Marblehead
- vii. Quincy Memorial Bridge Replacement – Phase I
- viii. IL 57 Bridge Replacement over Mill Creek in Marblehead
- ix. IL 57 Bridge Replacement over Harkness Creek, south of Marblehead

2. Methodology Used

a. What was the scope of the PEL study and the reason for completing it?

The scope of the PEL study was to identify level of study required, identify existing conditions within the Study Area, establish the project’s purpose and need, evaluate the Quincy Regional Transportation Plan, evaluate additional alternatives based on “right sizing” approach, create a cost estimate and cost benefit analysis, analyze potential environmental impacts, compare the alternatives, recommend preferred alternatives to be carried forward for further evaluation in the NEPA phase, and create a final study report.



A PEL was decided upon as opposed to a feasibility study because once the funding for the project is obtained, the PEL can be transitioned into the NEPA process. During the creation of the QRTP, locals expressed interest in looking at the transportation plans holistically with specific attention to decoupling 3rd and 4th streets, a five-lane section along IL 57 between York Street and Marblehead, widening IL 57 to a four-lane section south of Marblehead to I-172, bypassing Marblehead where IL 57 crosses Mill Creek, and the City's desire to develop the downtown to a more pedestrian friendly environment. The PEL process aimed to discover and evaluate what and where transportation needs are in the region.

b. Did you use NEPA-like language? Why or why not?

NEPA-like language was used to ensure that all the PEL planning products would comply with NEPA for later incorporation in the NEPA process without the necessity for rework.

c. What were the actual terms used and how did you define them? (Provide examples or list)

The PEL study used the same terms that are used in NEPA such as alternative, impacts, No Action Alternative, logical termini, independent utility, purpose and need, range of reasonable alternatives, public involvement.

d. How do you see these terms being used in NEPA documents?

These terms and the language used in the PEL will be directly transferred to future NEPA documents as the same terminology will be used in the future NEPA documents. The language in the PEL was used in such a way as to allow the transfer of the thoughts, ideas, and language from the PEL to future NEPA documentation with little rework.

e. What were the key steps and coordination points in the PEL decision-making process? Who were the decision-makers and who else participated in those key steps? For example, for the corridor vision, the decision was made by state DOT and the local agency, with buy-in from FHWA, the USACE, and USFWS and other resource/regulatory agencies.

The key steps in the decision-making process included the following.

- i. Defining the scope of the PEL
- ii. Defining the project limits, existing conditions, key issues, and goals/objectives
- iii. Determining the PEL's Purpose and Need.
- iv. Developing Alternatives
- v. Evaluating Alternatives to be carried forward for further analysis in future NEPA documentation.

The primary decision-makers and members of the study team included IDOT's District 6 and FHWA's Illinois Division Office. The PEL Study team also included WSP (formerly known as Wood). Each party in the study team played a significant role in each key step. Coordination meetings amongst the study team were held throughout the duration of the PEL study. Additional coordination meetings were held by the study team with various resource agencies, including U.S. Fish and Wildlife Service (USFWS), U.S. Army Corps of Engineers (USACE), U.S.



Environmental Protection Agency (USEPA), Illinois Department of Natural Resources (IDNR), Illinois State Historic Protection Office (SHPO), and Illinois Department of Agriculture. As part of the PEL study, a Community Advisory Group (CAG) was formed, and meetings were held with this group at the study's key steps. In addition, two sets of public information meetings were held at key steps. See Section 6 of the PEL Study Report for more information regarding agency coordination and public involvement.

f. How should the PEL information be presented in NEPA?

PEL information can be presented in future NEPA documents as follows:

- i. Section 2 (Purpose and Need for the Improvement) of the PEL may be used for the purpose and need of future NEPA documents.
- ii. Section 3 (Existing Settings or Conditions) of the PEL may be used in discussions of the affected environment in future NEPA documents.
- iii. Section 4 (Alternatives Considered) and Section 5 (Description and Analysis of Alternatives Studied) of the PEL may be used in future NEPA proposed action alternative identification and discussion.
- iv. Section 5 (Description and Analysis of Alternatives Studied) of the PEL may be used for future analyses of environmental consequences/impacts of subsequent proposed action alternatives.
- v. Section 6 (Agency Coordination and Public Involvement) of the PEL may be included in future NEPA discussion of agencies and persons consulted.

3. Agency coordination:

- a. Provide a synopsis of coordination with Federal, tribal, state, and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.**

Touch Point meetings involving the following resource agencies were held twice throughout the PEL study:

- i. FHWA, Illinois Division
- ii. IDNR
- iii. Illinois Department of Agriculture
- iv. IDOT
- v. Illinois SHPO
- vi. USACE, Rock Island District
- vii. USEPA, Region 5
- viii. USFWS, Illinois Field Office

One of the two touch point meetings was held to obtain a consistency determination regarding the Purpose and Need of the PEL. The second touch point meeting was held to obtain a



consistency determination regarding the alternatives to carry forward into future NEPA analyses.

The study team, which consisted of members from FHWA, IDOT, and the consultant company (WSP), held calls to discuss initial scoping and to kick off the project. The study team also attended CAG meetings and public meetings.

Four (4) CAG meetings were held throughout the course of the PEL study, which included representatives of local resource agencies such as the City of Quincy, Adams County, and the Two Rivers Regional Council of Public Officials. These representatives were directly involved in obtaining feedback on concerns, goals, and objectives the PEL and alternatives should address, as well as the preferred alternatives to carry forward once determined. Complete summaries of the CAG meetings and those who attended can be found in Appendix G of the PEL Study Report.

Tribal notification letters are included in Appendix F of the PEL Study Report. See Section 6 of the PEL Study Report for more information regarding agency coordination.

b. What transportation agencies (e.g., for adjacent jurisdictions) did you coordinate with or were involved during the PEL study?

- i. The Federal Highway Administration
- ii. The City of Quincy
- iii. Adams County

c. What steps will need to be taken with each agency during NEPA scoping?

During NEPA scoping, early agency coordination will occur, including tribal/SHPO coordination, to help define the level of NEPA documentation and study. Federal-aid highway projects in Illinois are governed under the Statewide Implementation Agreement which involves the USACE, USEPA, USFWS, and IDNR at key decision points early in project development. This may include meetings like those held during the PEL study between all the resource agencies, which will continue into the NEPA review process. CAG meetings and coordination that was performed during the PEL study will also continue into the NEPA review process.

4. Public coordination:

a. Provide a synopsis of your coordination efforts with the public and stakeholders.

A CAG was formed consisting of local and regional stakeholders. Four (4) CAG meetings were held at key steps throughout the PEL study and included CAG members, IDOT, consultants, and select guests. In addition, two sets of public meetings were also held at key steps. Finally, a website was created (<https://www.il57quincy.org/>) that included study information and provided the public the opportunity to submit comments. See Section 6 of this PEL Study Report for more information regarding public involvement.

Below is the list of CAG members that attended CAG meetings.

- i. CAG #1
 - Quincy Senior Engineer
 - Quincy Director of Planning and Programming



- Quincy Economic Development
- Adams County Engineer
- Downtown District Director
- JM Huber Plant Manger
- Quincy Area Community Groups
- Quincy mayor
- Adams County Farm Bureau

ii. CAG #2

- Quincy Senior Engineer
- Quincy Director of Planning and Programming
- Phibro Animal Health Corp.
- Quincy Economic Development
- Adams County Engineer
- Downtown District Director
- Quincy Resident
- Two Rivers Regional Council of Public Officials
- Payson Resident
- Great River Economic Development
- Tri-State Development Summit
- Salvation Army
- Quincy Mayor

iii. CAG #3

- Adams County Board
- Quincy Director of Planning and Programming
- Quincy Planning Commission
- Phibro Animal Health Corp.
- Quincy Economic Development
- Downtown District Director
- ADM Quincy
- The District
- Quincy Resident
- Payson Resident
- Great River Economic Development
- Tri-State Development Summit
- Salvation Army



- Quincy Resident
- Transit Provider
- Adams County Farm Bureau
- School District 172

iv. CAG #4

- Adams County Board
- Quincy Director of Planning a Programming
- Homeowner
- Phibro Animal Health Corp.
- Quincy Economic Development
- Adams County Highway Department
- Chamber of Commerce
- Payson Resident
- Great River Economic Development
- ADM Quincy
- Salvation Army
- Quincy Resident
- Adams County Farm Bureau

Each public meeting was advertised via newspaper over two occurrences and via eblast to the stakeholder list over two occurrences. A press release was also distributed. Eighty-seven individuals and four media outlets attended the first public meeting, with 13 individuals expressing interest in joining the CAG. A total of 52 comments were received at the first public meeting; 32 were written at the meeting and an additional 20 were received through the project website during the meeting comment period. A total of 183 individuals and 4 media outlets attended the second public meeting. A total of 93 comments were received with 59 written comments received during the public meeting and an additional 34 comments received through the project website during the meeting comment period. Each public meeting was staffed by representatives from IDOT and the consultant company, WSP.

5. Purpose and Need for the PEL study:

a. What was the scope of the PEL study and the reason for completing it?

The scope of the PEL study was to identify level of study required, identify existing conditions within the Study Area, establish the project's purpose and need, evaluate the Quincy Regional Transportation Plan, evaluate additional alternatives based on "right sizing" approach, create a cost estimate and cost benefit analysis, analyze potential environmental impacts, compare the alternatives, recommend preferred alternatives to be carried forward for further evaluation in the NEPA phase, and create a final study report.

A PEL was decided upon as opposed to a feasibility study because once the funding for the project is obtained, the PEL can be transitioned into the NEPA process. During the creation of



the QRTP, locals expressed interest in looking at the transportation plans holistically with specific attention to decoupling 3rd and 4th streets, a five-lane section along IL 57 between York Street and Marblehead, widening IL 57 to a four-lane section south of Marblehead to I-172, bypassing Marblehead where IL 57 crosses Mill Creek, and the City's desire to develop the downtown to a more pedestrian friendly environment. The PEL process aimed to discover and evaluate what and where transportation needs are in the region.

b. Provide the purpose and need statement, or the corridor vision and transportation goals and objectives to realize that vision.

The following information is also provided in Section 2 of the PEL Study Report.

Project Needs

The need for improvements in the Study Area are related to road geometry, intersection safety, and a lack of pedestrian/bicycle accommodations where warranted. The lack of bicycle accommodations is inconsistent with the 1999 Quincy Greenway and Trails Plan, which the QRTP later modified to reflect current best practices and community priorities for bike connectivity. Public input in the QRTP and the CAG meetings aimed to address frequent flooding in the Marblehead area that affects system reliability and the extensive no passing zones in the Rural Section of the Study Area. Needs for each section of the Study Area are as follows:

Urban Section:

- Pavement condition along the portions that were not included in the Resurfacing, ADA Improvements, and Bridge Repair project is rated Poor, which consists of approximately half of the section
- Sidewalk widths do not meet BDE Manual requirements
- Sidewalk ramps at most driveways do not meet ADA requirements
- Lack of bike accommodation that meets the plans in the Quincy Greenway and Trails Plan and the QRTP
- Traffic congestion at 4th and York if new Quincy Memorial Bridge is constructed with no other changes to current lane configuration

Suburban/Industrial Section

- Lack of bike accommodation that meets the plans in the Quincy Greenway and Trails Plan and QRTP
- Substandard geometry for curve length between 8th Street and Radio Road
- Safety concerns at Radio Road intersection due to intersection angle
- Relatively high percentage of rear end crashes

Rural Section

- Substandard geometry for design speed near Marblehead
- Degrading pavement condition south of Marblehead along portion of IL 57 not included in the Resurfacing, ADA Improvements, and Bridge Repair Project



- Frequent flooding causing system reliability issues. Some of this may be relieved by IDOT's planned IL 57 Vertical Realignment project, which will raise the profile grade south of Marblehead
- Extensive no passing zone (41% of section) and low posted speed limit resulting in traffic queuing

Project Purpose

Based on the project's needs, the purpose of the PEL study 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, along IL 57 between IL 104 and I-172.

c. What steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?

No additional steps will need to be taken during the NEPA process to make this a project-level purpose and need statement because it was written to satisfy the requirements of a project-level purpose and need statement. The project's purpose and need is preliminary and may be refined during the NEPA process.

6. Range of Alternatives:

Planning teams need to be cautious during the alternative screen process; alternative screening should focus on purpose and need/corridor vision, fatal flaw analysis, and possibly mode selection. This may help minimize problems during discussions with resource agencies. Alternatives that have fatal flaws or do not meet the purpose and need/corridor vision will not be considered reasonable alternatives, even if they reduce impacts to a particular resource. Detail the range of alternatives considered, screening criteria, and screening process, including:

a. What types of alternatives were looked at? (Provide a one or two sentence summary and reference document.)

Alternative components included structural, advanced technology, and system management options that were later screened for feasibility and for congruency with the purpose and need. Once the components were combined into conceptual design alternatives, only alternatives that addressed structural changes or improvement remained. Alternatives were broken down by corridor section and addressed deficient roadway and intersection geometry, corridor safety and mobility, and enhanced pedestrian and bicycle access, while aiming to minimize impacts to environmental resources, commercial/residential displacements, and disruption to current land uses. The No-Build Alternative was also evaluated as part of this PEL study. For more information regarding the study alternatives, see Section 4 of this PEL Study Report.

b. How did you select the screening criteria and screening process?

Screening criteria were based on the ability of the alternative to meet the purpose and need of the project as well as general feasibility. The screening criteria were organized as follows:

Purpose:

- Improve deficient roadway and intersection geometry



- Improve corridor safety
- Improve mobility
- Enhance pedestrian and bicycle access where warranted

Need:

- Addresses roadway condition
- Addresses substandard roadway and intersections
- Addresses safety for all roadway users
- Addresses pavement flooding

Feasibility:

- Within IDOT jurisdiction
- Within defined Study Area
- Concept is generally constructable (pending environmental screening)

Each alternative was also evaluated based on engineering, traffic, safety, social, economic, and environmental considerations. These screening criteria were based on variables such as ROW acquisition needs, estimated construction cost, design requirements, and environmental impacts, which can be tied back into the purpose and need of the project.

For more information regarding the alternatives screening process, see Section 4 of this PEL Study Report.

c. For alternative(s) that were screened out, briefly summarize the reasons for eliminating the alternative(s). (During the initial screenings, this generally will focus on fatal flaws.)

The screening analysis initially began with the screening of alternative components. Those components that were not carried forward did not meet the Purpose and Need or were not generally constructable due to environmental constraints.

Once the alternative components were combined into conceptual design alternatives, those that were not carried forward were comparatively more expensive than the other alternatives for the section of corridor and, additionally, had more impacts to adjacent properties, commercial buildings, cropland, and environmental resources.

d. Which alternatives should be brought forward into NEPA and why?

The following alternatives were recommended to be carried forward for further analysis in the NEPA phase.

Urban Section:

i. Alternative U-1

Upgrade existing condition: perform improvements along 3rd, 4th, and York streets, including resurfacing and pavement marking. Improve sidewalks, Americans with Disabilities Act (ADA) ramps/crosswalks not addressed during the 2020/2021 project, improve intersections if justified by a traffic study.

Reason:



- Would improve the roadway surface
- Would not result in building or parking impacts
- No impacts to environmental resources
- Despite level of service (LOS) at certain intersections being lower than the other alternatives, this alternative provides a cost-efficient means to provide interim benefits prior to the construction of the new Quincy Memorial Bridge

ii. Alternative U-2

Decouple 3rd and 4th Streets: 3rd Street would remain a state route (truck route) while 4th Street would become a city street (trucks would be discouraged to use it). Design should follow QRTP recommended improvements for the streets. York/3rd Street would become a signalized intersection, York/4th Street intersection would be improved. All other intersections along 3rd Street between York and Broadway would be improved if necessary (traffic analysis). A traffic study will be needed to evaluate whether it is feasible to re-establish the one-way couple at Broadway. If not, de-coupling of 3rd and 4th Streets would need to be studied north to Locust Street to see if it is feasible. While the current study ends at Broadway Street, this may be adjusted to expand to Locust Street during further analysis in future studies.

3rd Street (IL 57) south of York Street would have two lanes in each direction separated by a striped median/two-way left turn lane (TWLTL). Curb and gutter would be along each edge of pavement (EOP), a 3-foot buffer and a 5-foot sidewalk would be placed behind the back of curb.

Reason:

- Would improve the roadway surface
- Would have no impacts to natural resources
- Moderate impacts to residential buildings (three possible), commercial buildings (one impact and one possible), and parking (five)
- Intersection LOS would be better under both scenarios compared to the No Action Alternative and Alternative U-1 at most intersections

Suburban/Industrial Section:

iii. Alternative S-1

Upgrade existing condition: maintain the existing lane configuration within the section and add local improvements including additional turn lanes where necessary, including a left turn lane at Jackson Street, a right turn lane at the grain facility (ADM Quincy), and a left turn lane at 12th Street.

Reason:

- Would result in improved mobility within this section at the lowest cost and with the least impacts

iv. Alternative S-2



4- and 3-lane Section: the existing 4-lane configuration with the narrow median north of Lock and Dam Road would be maintained, transitioning to a new 3-lane section to the south (one lane in each direction separated by a 12-foot TWLTL) to 24th Street. Left turn lane would be added at Jackson Street and additional turn lanes at Radio Road would be included as well. A need for pedestrian/bicycle accommodation would be evaluated.

Reason:

- Would improve mobility within this section
- It would increase opportunities for faster moving traffic to pass slower moving traffic
- Provides the largest benefit to follower density
- Improves roadway to LOS "A"
- This alternative may be considered should traffic volumes significantly increase / future developments come to fruition such as a regional port as suggested by the Q RTP

Rural Section:

v. Alternative R-1

Two-lane highway configuration is maintained with local improvements including resurfacing, shoulder improvements, profile, and geometry improvements to reduce no passing zones and flooding issues. Also, safety improvements include adding left turn lanes on 24th Street and E 900th Street intersections.

Reason:

- Lowest cost alternative for this section
- Would provide a slightly improved follower density
- Least impacts to natural resources
- No impacts to buildings or parking

vi. Alternative R-1A

The same improvements described for Alternative R-1 but also includes a bypass around Marblehead to the west.

Reason:

- Slight decrease in no passing zone distance as compared to the No Action Alternative and Alternative R-1
- Only one possible residential building impact
- Natural resource impacts are the same or less than those of Alternative R-2

vii. Alternative R-2

Super 2 Alternative: two-lane highway separated by an intermittent 16-foot center lane, outside shoulders vary from 10 feet to 4 feet. The center lane alternates as



passing for northbound and southbound traffic. This alternative includes a bypass at Marblehead to the west.

Reason:

- Provide a decrease in no passing zone distance as compared to the No Action Alternative
- Provide an improved follower density compared to Alternative R-1
- Traffic and safety benefits outweigh potential environmental resource impacts
- May be considered should traffic volumes significantly increase / future developments come to fruition such as a regional port as suggested by the Q RTP

e. Did the public, stakeholders, and agencies have an opportunity to comment during this process?

CAG meetings #3 and #4, public meeting #2, and Touch point meeting #2 were all opportunities for the public, stakeholders, and agencies to have the opportunity to comment on alternatives to carry forward during the screening/evaluation process. Comments could also be submitted via the study website.

For more information on agency coordination and public involvement, see Section 6 of this PEL Study Report.

f. Were there unresolved issues with the public, stakeholders, and/or agencies?

There were no substantive unresolved issues raised during the PEL study process.

7. Planning assumptions and analytical methods:

a. What is the forecast year used in the PEL study?

2050

b. What method was used for forecasting traffic volumes?

Traffic volumes for 2050 were obtained from IDOT and used in forecasting future traffic volumes. Traffic flow and mobility changes in the Urban Section were evaluated using projected LOS at each intersection both with and without the replacement of the Quincy Memorial Bridge. Peak hour 2050 volumes were used to evaluate future alternatives for the configuration of the Suburban/Industrial and Rural sections.

c. Are the planning assumptions and the corridor vision/purpose and need statement consistent with each other and with the long-range transportation plan? Are the assumptions still valid?

Yes, the planning assumptions, corridor vision/purpose and need statement and the long-range transportation plan are all consistent with each other. The assumptions are still valid. Livability, mobility, resiliency, and stewardship are all components of the transportation system that must be maintained to sustain and further economic growth in the area. The purpose and need aim to



fortify these components of the current Quincy transportation system along IL 57, a prime corridor between multiple land uses and connector for economic development.

d. What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs, and network expansion?

Current land use is not expected to change, and development of current land uses is important to the community. Economic development relies upon the diversity between service-based work, manufacturing, and entrepreneurship, which are all offered along IL 57. Increasing livability, walkability, and accessibility will ultimately help to promote economic growth in the area. 3rd and 4th streets are major corridors of Downtown that promote economic development, accessibility, and mobility. IL 57 provides critical truck access for the district. IL 57 is the primary route between the region's busiest interstate and downtown. Current traffic volume within the Study Area is significantly below possible capacity threshold. Improved IL 57 would increase accessibility and reliability of transportation to the Quincy south freight district and would help position the area for future economic development opportunities. 60 percent increase in total freight tonnage being generated or received in Adams County is forecasted by 2045. Updates to IL 57 would enhance access to the Quincy South Riverfront Industrial District and position the region to accommodate forecasted growth in freight tonnage over the next 25 years.

The assumptions related to land use, economic development, transportation costs, and network expansion come from the QRTP, Quincy Next Strategic Plan, The Riverfront Master Plan, and the Neighborhood Land Use Plan.

8. Environmental resources (wetlands, cultural, etc.) reviewed. For each resource or group of resources reviewed, provide the following:

a. In the PEL study, at what level of detail was the resource reviewed and what was the method of review?

The Study Limits for the project include IL 57 between IL 104 (Broadway Street) in Quincy and I-172 south of Marblehead, with a 0.5-mile buffer along these roadways. The following text describes the methods used to review existing environmental resources and project impacts within the Study Area.

i. Residential and Commercial Buildings

Residential and commercial buildings were analyzed by quantity of each within each section of the study corridor. Impacts were categorized by residential building impacts, possible residential building impacts, commercial building impacts, and possible commercial building impacts. The quantity of structures was obtained through GIS analysis.

ii. Parking

Parking space impacts were analyzed by quantity of each within each section of the study corridor. Parking space impacts were broken down into possible parking location impacts, parallel parking stall removal, and parking lot stall removal. The quantity of parking spaces was obtained through geographic information system (GIS) analysis.



iii. Environmental Justice

Environmental justice was evaluated based on the presence of minority or low-income communities within each section of the study corridor. Low income and minority communities were assessed at the census block group level within each corridor section. Census block data was obtained from the U.S. Census Bureau and evaluated using GIS.

iv. Cropland and Soils

Cropland was evaluated based on classification by the National Land Cover Database (NLCD) as lands with a cropland land cover designation and were represented by acres of cropland overlapping each alternative. Soils were quantified based on soil characteristics determined by the NRCS web soil survey and were represented by acres of prime and important farmland soils within each alternative. This data was obtained through GIS analysis.

v. Cultural Resources

Cultural resources consisted of archaeological sites, historic districts, historic structures, and resources potentially eligible for the National Register of Historic Places (NRHP). These cultural resources were identified using GIS analysis and were incorporated into the evaluation by number of recorded archaeological sites.

vi. Natural Resources

Natural resources consisted of nature preserves, natural inventory sites, and threatened and endangered species. Nature preserves and natural inventory sites were categorized as being impacted based on their presence within the Study Area. Impacts to threatened and endangered species were determined based on the presence of forested landcover by acre in each study alternative. Forested landcover information was obtained from the NLCD and all three natural resource categories were evaluated using GIS analysis.

vii. Surface Water

Surface waters were identified by the number of new stream crossings within the Study Area based on GIS data obtained from the National Hydrography Dataset (NHD).

viii. Floodplains

Floodplains were identified by overlapping the 100-year regulatory floodplain with each of the proposed alternatives and analyzing the surface area of floodplain within each. Regulatory floodplain mapping was retrieved from the Federal Emergency Management Agency (FEMA).

ix. Wetlands

Wetlands included emergent wetlands, forested wetlands, scrub/shrub wetlands, and open water features obtained from the USFWS National Wetlands Inventory



(NWI) map. Impacts were determined based on the overlap of wetland areas with each alternative.

For a summary of the existing environmental resources located in the vicinity of the Study Area, see Section 3 of this PEL Study Report.

b. Is this resource present in the area and what is the existing environmental condition for this resource?

i. Residential and Commercial Buildings

Residential buildings include both single family and agricultural residential structures whereas commercial buildings are structures located within properties designated for commercial use. The Urban Section of the Study Area contains resort, residential, commercial, downtown, and some industrial land uses. These land uses support single-family residential structures and commercial buildings. A large portion of the Urban Section is considered under the Downtown District with general business, retail, riverfront, and industrial businesses in this area contributing to the number of commercial buildings in this section of the Study Area. The Suburban/Industrial Section of the Study Area contains rural, residential, and industrial land uses. Within Quincy city limits there are more single-family residential buildings than outside of Quincy city limits where there are more agricultural residential buildings. There are some commercial areas scattered throughout the Suburban/Industrial Section, which consist of office, service, retail, and auto-related uses. The Rural Section is almost entirely outside of the zoning jurisdiction of Quincy, and Adams County does not have land use planning and zoning requirements or standards within its Code of Ordinances. Within the city of Quincy, the Rural Section is classified under rural and industrial land uses and consists of single-family residential buildings on large lots surrounded by agricultural uses.

ii. Parking

Parking is located within all three sections of the project area. The parking in each section consists of parking lot stalls surrounding businesses and multi-family housing, or parallel parking stalls located along streets and businesses.

iii. Environmental Justice

The Study Area was divided into census block groups to determine the presence of minority or low-income populations. None of the census block groups within the Study Area meet the criteria for minority populations. The project ROW in the Urban Section is located within census block groups that meet the criteria for low-income populations. Only the northern portion of the Suburban/Industrial Section, south to RJ Peters Drive, is located within low-income populations. The census block groups within the Rural Section do not meet the criteria for low-income populations.

iv. Cropland and Soils

According to the NCLD, there is approximately 0.22 acres of hay/pastureland within the Urban Section, 1,020 acres of hay/pastureland and cultivated crops within the



Suburban/Industrial Section, and 2,883 acres of hay/pastureland and cultivated crops within the Rural Section of the Study Area. The Urban Section does not contain prime farmland, the Suburban/Industrial Section contains prime farmland, prime farmland if drained, as well as prime farmland if protected from flooding or not frequently flooded during the growing season. The Rural Section of the Study Area contains prime farmland, prime farmland if drained, and prime farmland if protected from flooding or not frequently flooded during the growing season.

v. Cultural Resources

According to the Illinois State Archaeological Survey (ISAS) architectural review, there are 29 known historic resources within and in the vicinity of the IL 57 existing project ROW, including dwellings, commercial buildings, and business locations. Seven of these historic properties have been listed on the NRHP, which include three historic districts in the city of Quincy. The Quincy Northwest Historic District and the Downtown Quincy Historic District are located in the Urban Section of the Study Area exclusively, while the South Side German Historic District is located both in the Urban Section and the Suburban/Industrial Section. All known historic resources are predominantly located in the Urban Section with some located at the north end of the Suburban/Industrial Section. However, none of these historic structures would be impacted by proposed new ROW under the project alternatives.

Fifty-five percent of the project ROW has been surveyed for archaeological resources and 27 previously recorded sites exist within the Study Area. All of the archaeological resources known within the Study Area are located in the Suburban/Industrial and Rural sections. Archaeological field studies will be required when the size and scope of the project has been determined and alternatives narrowed down. These investigations will include intensive survey and site testing to evaluate potential archaeological sites for their NRHP eligibility.

vi. Natural Resources

Based on data from the IDNR Natural Heritage Database, there were no Nature Preserves within the Study Area. There were, however, three Illinois Natural Area Inventory (INAI) sites within the Study Area, including the Zion Church Geological Area within the Rural Section and the Quincy Geological Area and the Quincy Bed with the Suburban/Industrial Section.

The potential presence of threatened or endangered species, as well as resident and migratory bird and bat species, is determined based on the habitat present within the Study Area. Forested cover is the predominant suitable habitat for threatened and endangered species within the Study Area. There are two known records in the vicinity of the project for the Indiana bat, which is a federally and state endangered species, and there is one record within the vicinity of the project for the cerulean warbler, which is a state threatened species. The Study Area is primarily along existing ROW or in developed or agricultural lands, with the majority of forested areas located in wooded buffers along streams and farmed fields.



vii. Surface Water

Several perennial streams and intermittent streams are located within the Study Area. The Urban Section of the Study Area contains a perennial tributary to the Mississippi River and maintains the least number of mapped streams than the other two sections. There are 11 streams in the Suburban/Industrial Section, including Curtis Creek, which is a perennial stream. The Rural Section contains the largest quantity of water resources with 20 total streams, two of which span both the Rural and Suburban/Industrial sections. Austin Creek and Mill Creek, both perennial streams, are located within the Rural Section.

viii. Floodplains

IL 57 is located 485 feet from the Mississippi River at its nearest point and the Study Area is located within the natural Mississippi River floodplain fringe on the landward side of two levee systems. Special Flood Hazard Areas from the Mississippi River are located within the Study Area; however, the levees allow IL 57 to remain outside of the regulatory floodplain.

ix. Wetlands

NWI mapped wetlands are present throughout the Study Area, with the Rural Section containing the most. Both the Rural and Suburban/Industrial sections contain emergent, forested, and scrub/shrub wetlands in addition to open water. According to the NWI, the Urban Section of the Study Area only contains open water resources.

c. What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?

Depending on the alternative chosen, impacts to parking spaces as well as residential and commercial buildings may occur. The consequences of these impacts will need to be addressed during future NEPA analysis. Low-income populations as part of environmental justice analysis will need to be considered due to the presence of low-income populations located within the Urban and Suburban/Industrial sections of the Study Area. No impacts are expected in the Suburban/Industrial Section, but impacts will need to be explored for the Urban Section. Farmland will also need to be considered during further NEPA analysis due to the uncertainty of the ROW at this time and the variability of potential future impacts. Archaeological studies will need to be performed and Section 106 review pursued during future NEPA analysis. A full impact analysis of natural resources will also be performed during NEPA. Field surveys will be needed to determine the presence of jurisdictional wetlands and streams in areas of potential disturbance. Stream crossings and associated permitting requirements and mitigation needs will need to be considered during NEPA as well as floodplain impacts. Finally, a noise analysis will be required to identify the potential need for new noise barriers.

d. How will the planning data provided need to be supplemented during NEPA?

All applicable resources that may be present and impacted by the project will require more detailed field surveys and/or analysis during the NEPA phase.



9. List environmental resources you are aware of that were not reviewed in the PEL study and why. Indicate whether or not they will need to be reviewed in NEPA and explain why.

All applicable environmental resources were reviewed at a cursory level based on secondary source data and will require more detailed field surveys and/or analysis during the NEPA phase, as needed. These resources are discussed in Section 3 of this PEL Study Report and in the following supporting documents that are located in the appendices:

- Illinois State Geological Survey Site Assessment Letter Report
- IDOT Historic Resource Avoidance Memorandum

10. Were cumulative impacts considered in the PEL study? If yes, provide the information or reference where the analysis can be found.

Cumulative impacts were not considered in the PEL study. The PEL study was a cursory level review aimed at determining an overall purpose and need for the Study Area as well as determining which alternative may satisfy the purpose and need with minimal impacts. Environmental resources were studied to gain an understanding of existing conditions and if impacts may exist; however, the potential for cumulative impacts will be evaluated in further detail in the NEPA phase.

11. Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.

The only mitigation identified was the acknowledgement that mitigation will be necessary for all wetland impacts. No mitigation strategies were identified during the PEL study but will be developed, as needed, during the NEPA phase.

12. What needs to be done during NEPA to make information from the PEL study available to the agencies and the public? Are there PEL study products which can be used or provided to agencies or the public during the NEPA scoping process?

All applicable PEL study information and reports have been made available for public and agency review via public and agency meetings and the study website. This same approach can be used to make these PEL study products available during the NEPA scoping process.

13. Are there any other issues a future project team should be aware of?

The ROW of the project limits may change with future analysis and project development, and impacts related to the extent of the ROW may need to be reevaluated.

Additional traffic studies will be needed to evaluate whether it is feasible to re-establish the one-way couple at Broadway. If not, decoupling of 3rd and 4th Streets would need to be studied north to Locust Street to see if it is feasible. While the current study ends at Broadway Street, this may be adjusted to expand to Locust Street during further analysis in future studies.

As part of a separate Study regarding the Marblehead Bypass option, the alignment geometry of the intersection of N. 550th Avenue and existing IL 57 will need to be evaluated. This very tight skew angle precludes emergency vehicles from safely turn on left toward southbound IL 57. A new connection to the IL 57 Bypass of Marblehead needs to be investigated.

Appendix B

Preliminary Alternative Components Screening Matrix

DETAILED SCREENING/RESULTS - URBAN

Engineering, Traffic, And Safety Screening Criteria	U-1 Upgrade Existing	U-2 Decouple 3 rd & 4 th St Extend to Locust St	U-2A Round-About at 4 th & York
New ROW required (acres)	0.0	0.9	1.1
Length of Improvements, in lane miles	3.7	5.0	5.0
Estimated Initial Construction Cost	\$1,500,000	\$5,500,000	\$6,000,000
Payson Avenue Bridge Widening (square feet)	0	5,240	5,240
Provides Increase in Road Capacity (Yes/No)	No	Yes	Yes
Improves Mobility (Yes/No)	Yes	Yes	Yes
Crash Reduction / Safety Improvement (Yes/No)	Yes	Yes	Yes
Meets Policy for Access Control (Yes/No)	Yes	Yes	Yes
Meets Design Speed Requirements (Yes/No)	Yes	Yes	Yes
Socioeconomic and Environmental Constraints Screening Criteria			
Area of cropland (acres)	0	0	0
Area of prime/important farmland soils (acres)	0	0	0
Located in environmental justice population (Yes/No)	Yes	Yes	Yes
Residential building impacts	0	0	0
Possible residential building impacts	0	3	3
Commercial building impacts	0	1	2
Possible commercial building impacts	0	0	1
Possible parking location impacts	0	5	7
Parallel parking stall removal - on street (each)	0	61	62
Parking lot stall removal (each)	0	51	60
Forested landcover (acres)	0	0	0
NWI Wetland (acres)	0	0	0
Number of new stream crossings	0	0	0
100-year floodplain (acres)	0	0	0
Number of recorded archaeological sites	0	0	0
Carried Forward	Yes	Yes	No
Justification	Improves ride quality and traffic flow; no ROW; lowest cost	Improves mobility, safety, ride quality	Improves mobility, safety, and ride quality but not appreciably better than U-2; greater ROW impact than U-2

DETAILED SCREENING/RESULTS - SUBURBAN/INDUSTRIAL

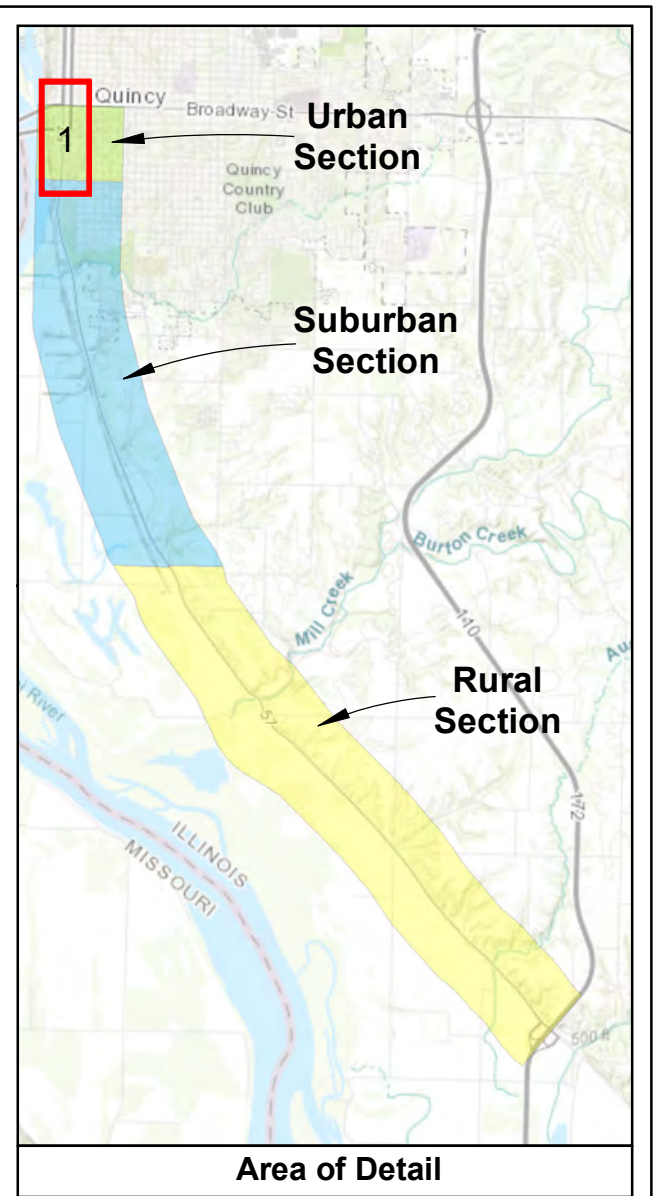
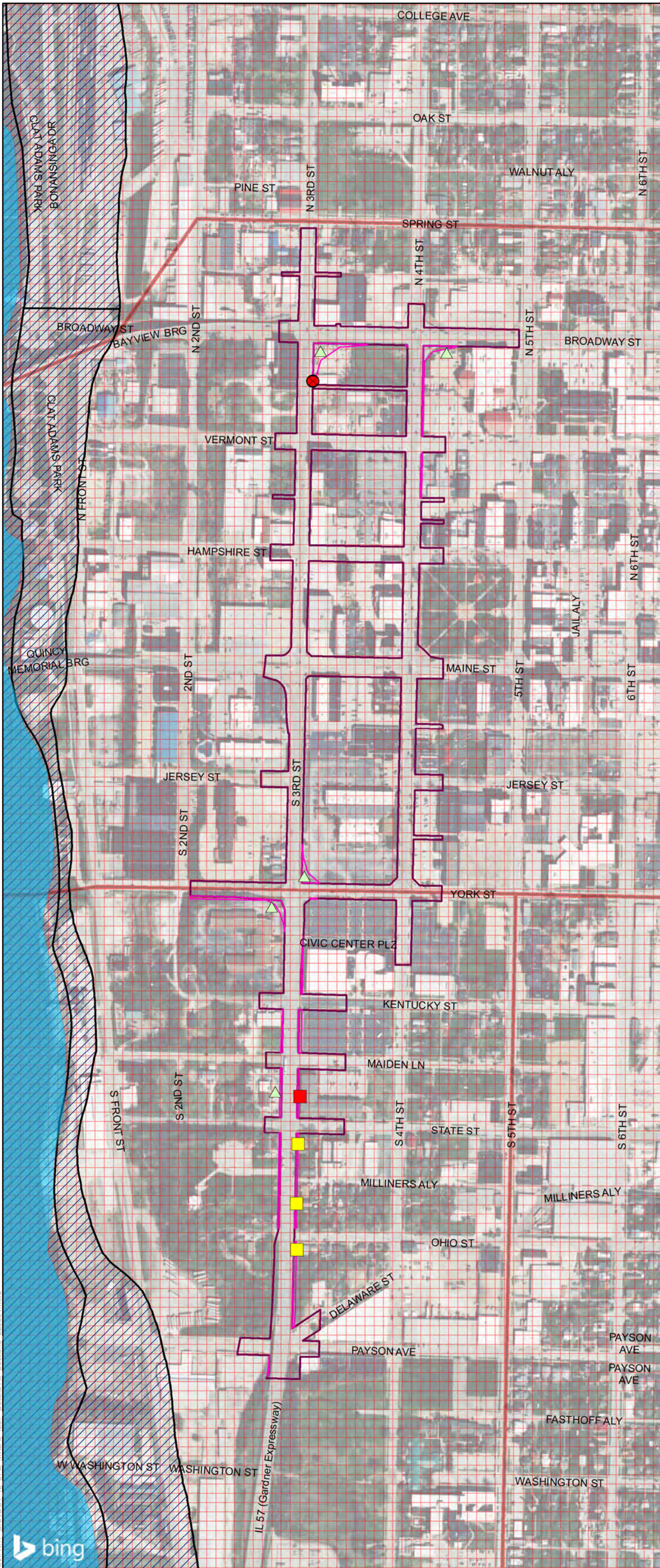
Engineering, Traffic, And Safety Screening Criteria	S-1 Upgrade Existing	S-2 4 & 3-Lane Section	S-3 4-Lane Section	S-4 5 & 3-Lane Section
New ROW required (acres)	0.6	4.6	8.9	6.1
Length of Improvements, in lane miles	11.7	15.0	17.9	19.2
Estimated Initial Construction Cost	\$7,000,000	\$17,500,000	\$25,000,000	\$23,500,000
Area of New Bridges (square feet)	6,838	10,855	12,693	11,290
Provides Increase in Road Capacity (Yes/No)	No	Yes	Yes	Yes
Projected Level of Service	C	A	A	A
Improves Mobility (Yes/No)	Yes	Yes	Yes	Yes
Projected Density	5.3 (followers/mi)	0.6 (followers/mi)	6.7 (pc/mi/ln)	6.7 (pc/mi/ln)
Crash Reduction/Safety Improvement (Yes/No)	Yes	Yes	Yes	Yes
Meets Policy for Access Control (Yes/No)	Yes	Yes	Yes	Yes
Meets Design Speed Requirements (Yes/No)	Yes	Yes	Yes	Yes
Socioeconomic and Environmental Constraints Screening Criteria				
Area of cropland (acres)	0.04	0.7	1.3	0.7
Area of prime/important farmland soils (acres)	0.3	3.2	5.7	3.2
Located in environmental justice population (Yes/No)	Yes	Yes	Yes	Yes
Residential building impacts	0	0	2	0
Possible residential building impacts	0	6	6	6
Commercial building impacts	0	0	2	2
Possible commercial building impacts	0	3	5	4
Possible parking location impacts	1	4	6	4
Parking lot stall removal (each)	0	25	39	25
Forested landcover (acres)	0.1	0.3	0.3	3.2
NWI Wetland (acres)	0	0	0.02	0
Number of new stream crossings	0	0	0	0
100-year floodplain (acres)	0.1	0.3	0.3	0.1
Number of recorded archaeological sites	0	1	1	1
Carried Forward	Yes	Yes	No	No
Justification	Least ROW required; lowest cost; adding turn lanes improves safety; lower impacts to buildings and resources	Second lowest ROW and lower impacts to buildings and resources than S-3 and S-4; second lowest cost; TWLT enhances safety and improves mobility	Significantly more ROW and impacts to properties and natural resources than S-1 and S-2; highest cost; impacts and cost outweigh added capacity not warranted by traffic projections	Significantly more ROW and impacts to properties and natural resources than S-1 and S-2; second highest cost; impacts and cost outweigh the added capacity not warranted by traffic projections

DETAILED SCREENING/RESULTS - RURAL

Engineering, Traffic, And Safety Screening Criteria	R-1 Upgrade Existing	R-1A Bypass	R-2 Super 2	R-3A New 4-Lane	R-4 New 4-Lane to West
New ROW required (acres)	1.8	25.3	70.5	165.2	211.9
Length of Improvements, in lane miles	13.1	15.2	19.7	27.7	28.2
Estimated Initial Construction Cost	\$7,000,000	\$20,500,000	\$51,500,000	\$87,000,000	\$91,500,000
Area of New Bridges (square feet)	3,549	23,116	35,501	62,772	79,567
Provides Increase in Road Capacity (Yes/No)	No	No	Yes	Yes	Yes
Projected Level of Service	A	A	A	A	A
Improves Mobility (Yes/No)	Yes	Yes	Yes	Yes	Yes
Projected Density	1.8 (followers/mi)	1.8 (followers/mi)	0.3 (followers/mi)	2.9 (pc/mi/ln)	2.9 (pc/mi/ln)
Crash Reduction/Safety Improvement (Yes/No)	Yes	Yes	Yes	Yes	Yes
Meets Policy for Access Control (Yes/No)	Yes	Yes	Yes	Yes	Yes
Meets Design Speed Requirements (Yes/No)	No	Yes	Yes	Yes	Yes
Miles of no passing zones due to lack of passing sight distance	2.1 (NB) 1.9 (SB)	1.9 (NB) 1.5 (SB)	0	0	0
Socioeconomic and Environmental Constraints Screening Criteria					
Area of cropland (acres)	0.9	12.4	42.2	116.4	185.6
Area of prime/important farmland soils (acres)	1.8	25.3	70.3	164.8	198.4
Located in environmental justice population (Yes/No)	No	No	No	No	No
Residential building impacts	0	0	4	16	0
Possible residential building impacts	0	1	1	2	0
Commercial building impacts	0	0	0	3	0
Possible commercial building impacts	0	0	0	1	1
Possible parking location impacts	0	0	1	2	1
Parking lot stall removal (each)	0	0	10	22	12
Forested landcover (acres)	0	5.5	5.5	9.6	16.4
NWI Wetland (acres)	0	0.7	0.7	1	12.1
Number of new stream crossings	0	2	2	4	10
100-year floodplain (acres)	0.2	17.0	25.1	42.7	66.6
Number of recorded archaeological sites	0	5	5	10	0
Carried Forward	Yes	Yes	Yes	No	No
Justification	Some safety and mobility improvements; minimal ROW; minimal impacts; lowest cost	Some safety and mobility improvements; second lowest ROW; impacts and cost	Enhanced mobility and safety improvements; provides access control	Significantly more ROW and impacts to buildings and natural resources than R-1 and R-2; added capacity not warranted by traffic projections	Significantly more ROW and impacts to natural resources than all other alternatives; added capacity not warranted by traffic projections

Appendix C

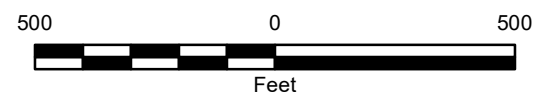
Proposed Design Alternative Alignments



Area of Detail

Legend

- Possible Residential Building Impact
- Commercial Building Impact
- Possible Commercial Building Impact
- Possible Parking Impact
- Floodplain (100 year)
- Low Income Block Group
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Open Water



Alternative U-2

Sheet 1 of 1

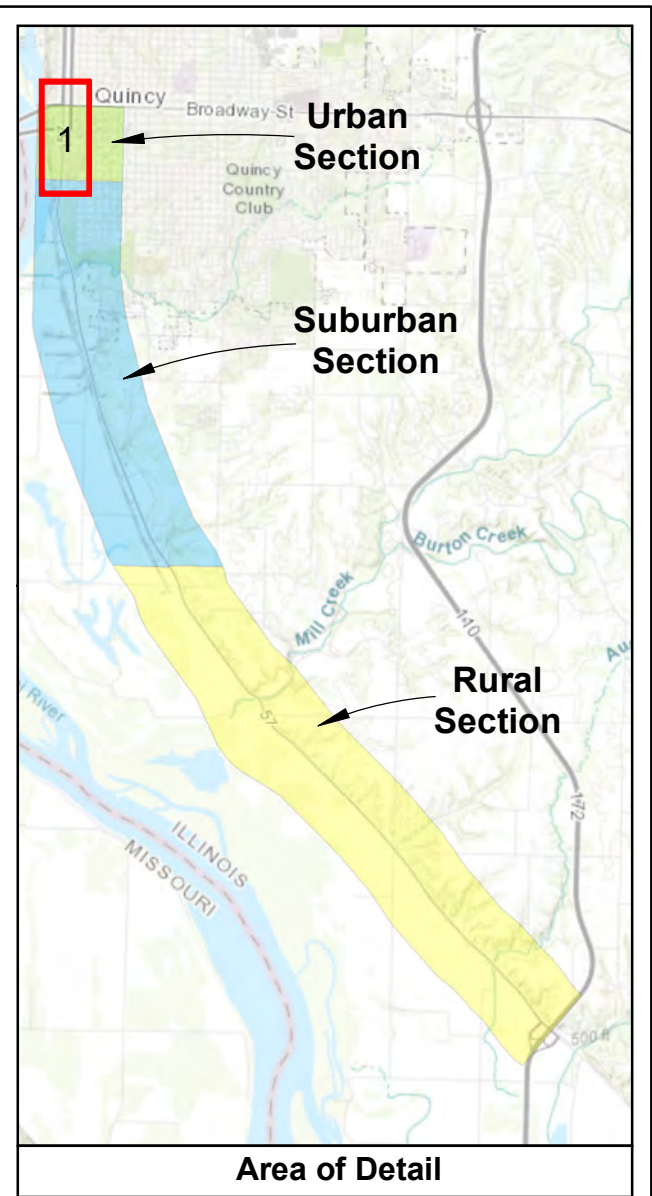
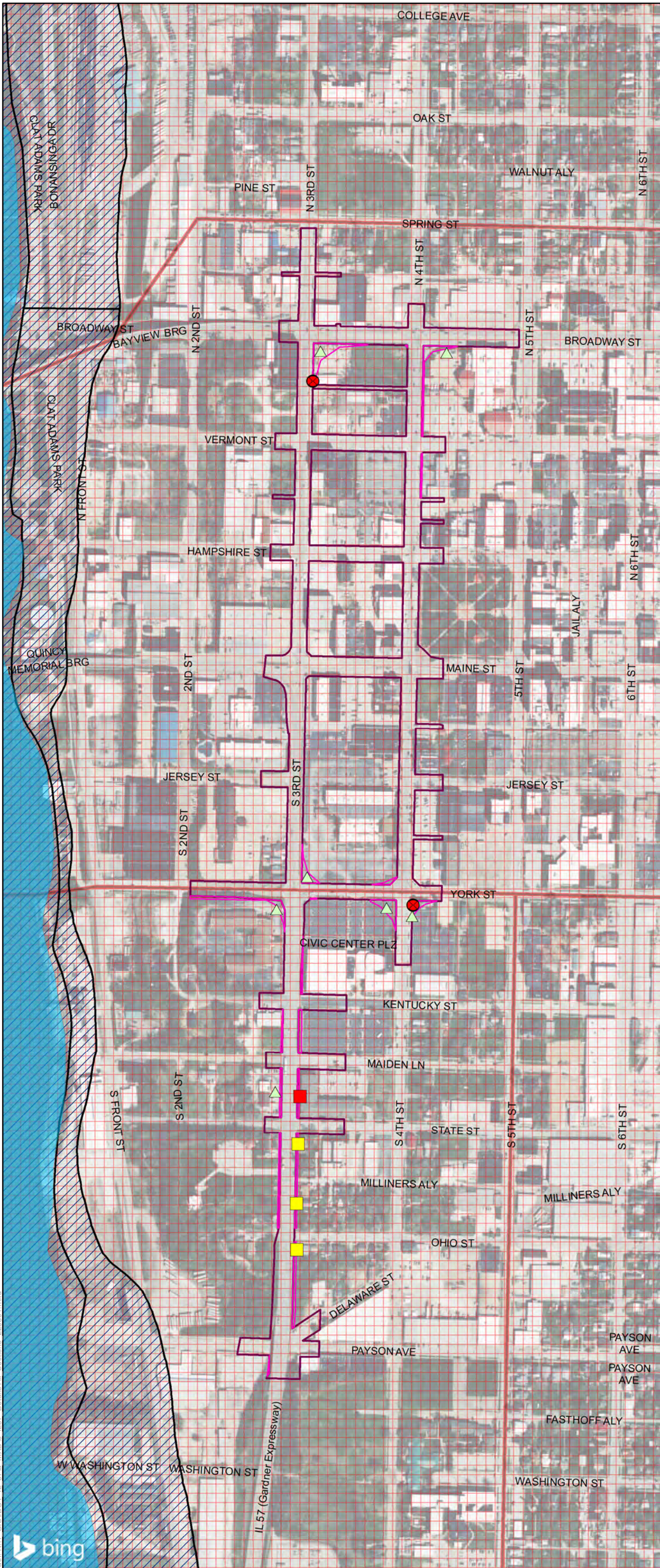


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 Drawn By: BSM
 Reviewed By: SJM
 Date: 8/1/2022



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Area of Detail

Legend

- Possible Residential Building Impact
- Commercial Building Impact
- Possible Commercial Building Impact
- Possible Parking Impact
- Floodplain (100 year)
- Low Income Block Group
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Open Water



Alternative U-2A

Sheet 1 of 1



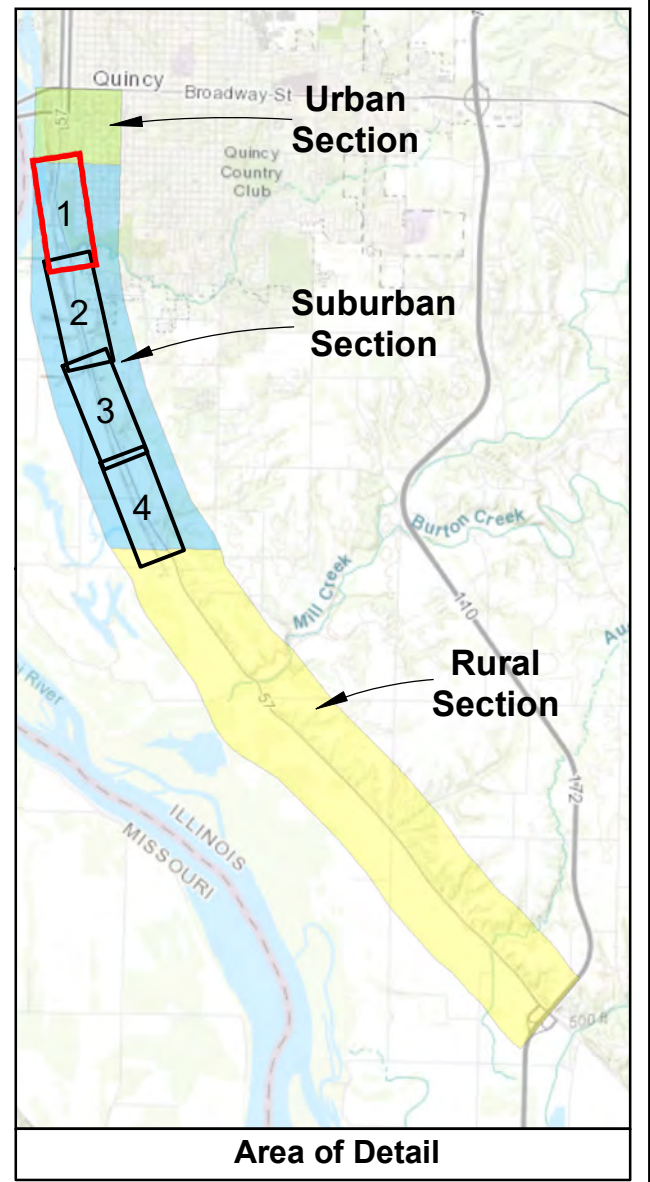
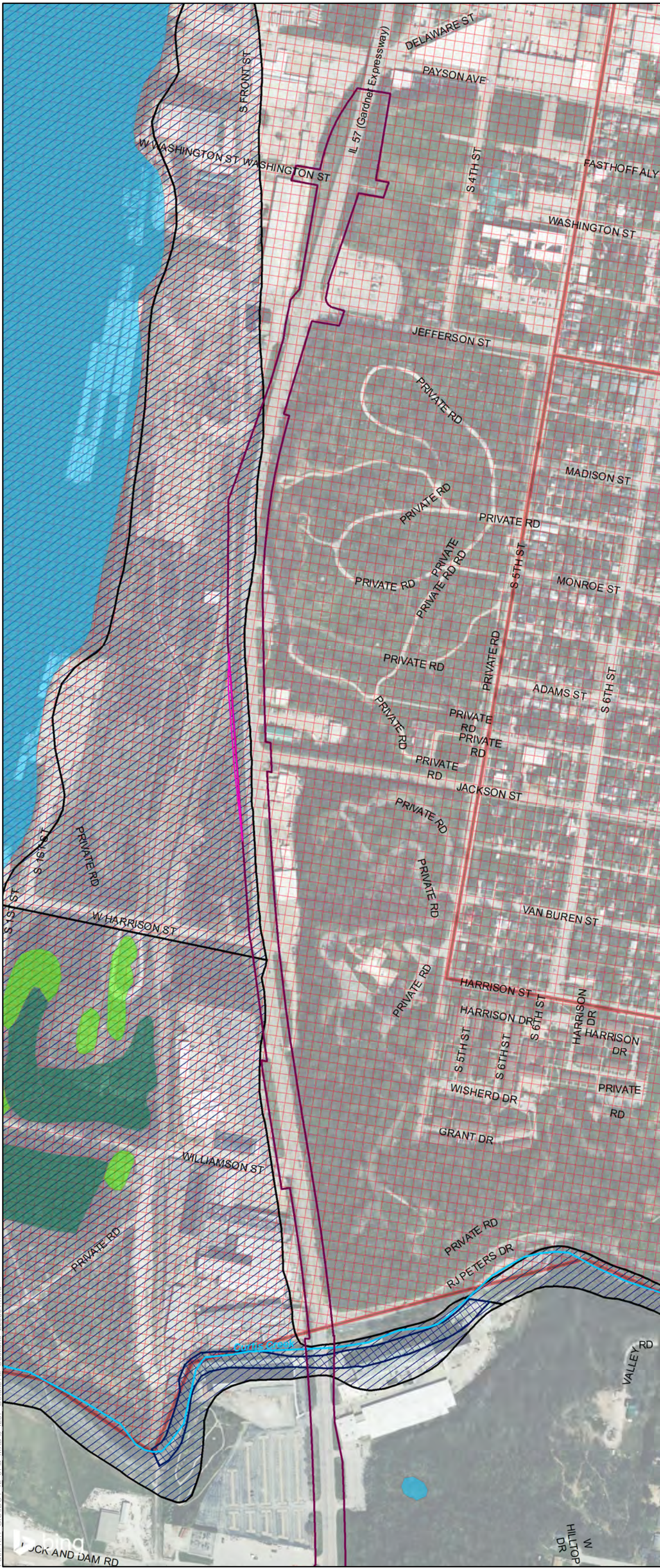
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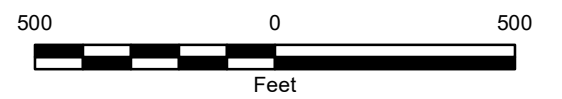




Area of Detail

Legend

- Cemetery
 - Perennial Stream
 - Floodplain (100 year)
 - Floodway
 - Low Income Block Group
 - Proposed New ROW
 - Existing ROW
- NWI Wetland Type**
- Emergent
 - Forested
 - Open Water



Alternative S-1

Sheet 1 of 4

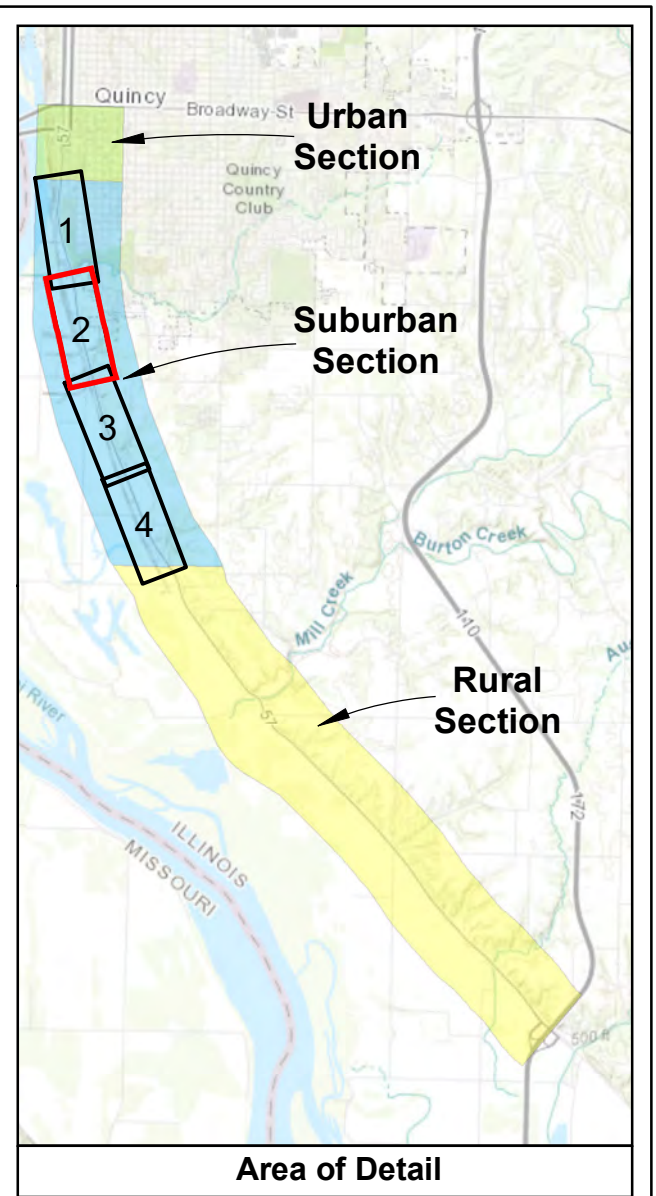


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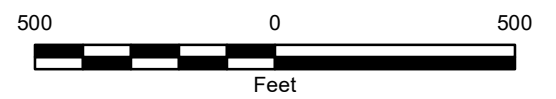


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Legend

- - - Intermittent Stream
 - Perennial Stream
 - Floodplain (100 year)
 - Floodway
 - Low Income Block Group
 - Existing ROW
- NWI Wetland Type**
- Forested
 - Open Water



Alternative S-1

Sheet 2 of 4

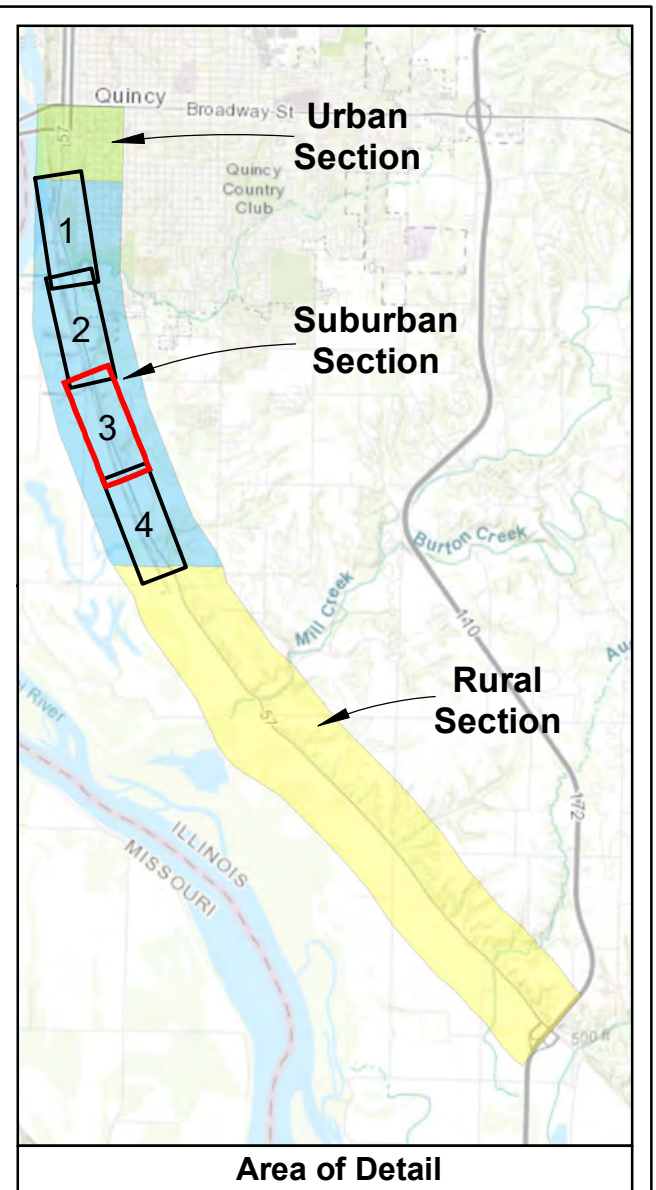
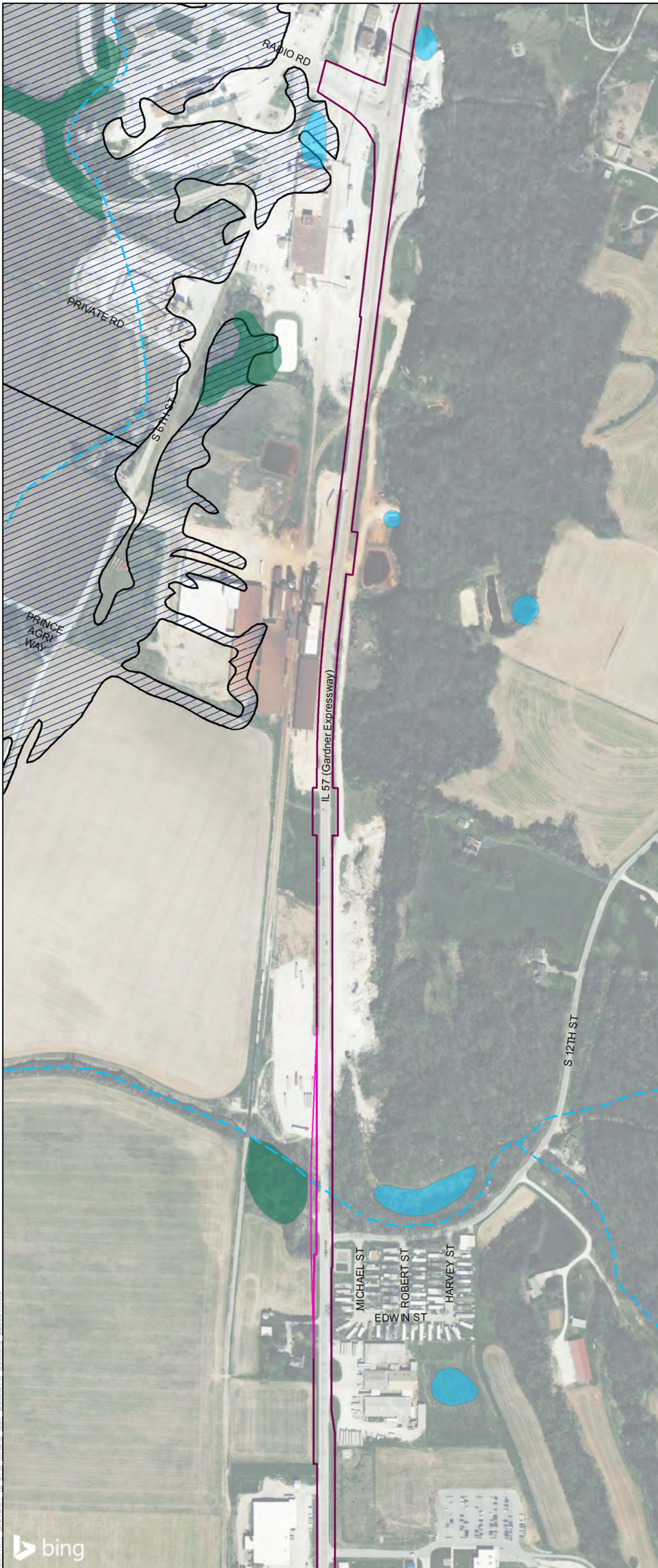


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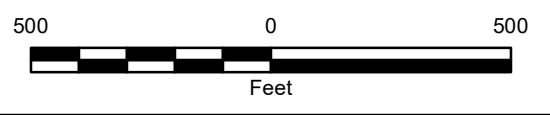


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Legend

- Intermittent Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water



Alternative S-1

Sheet 3 of 4

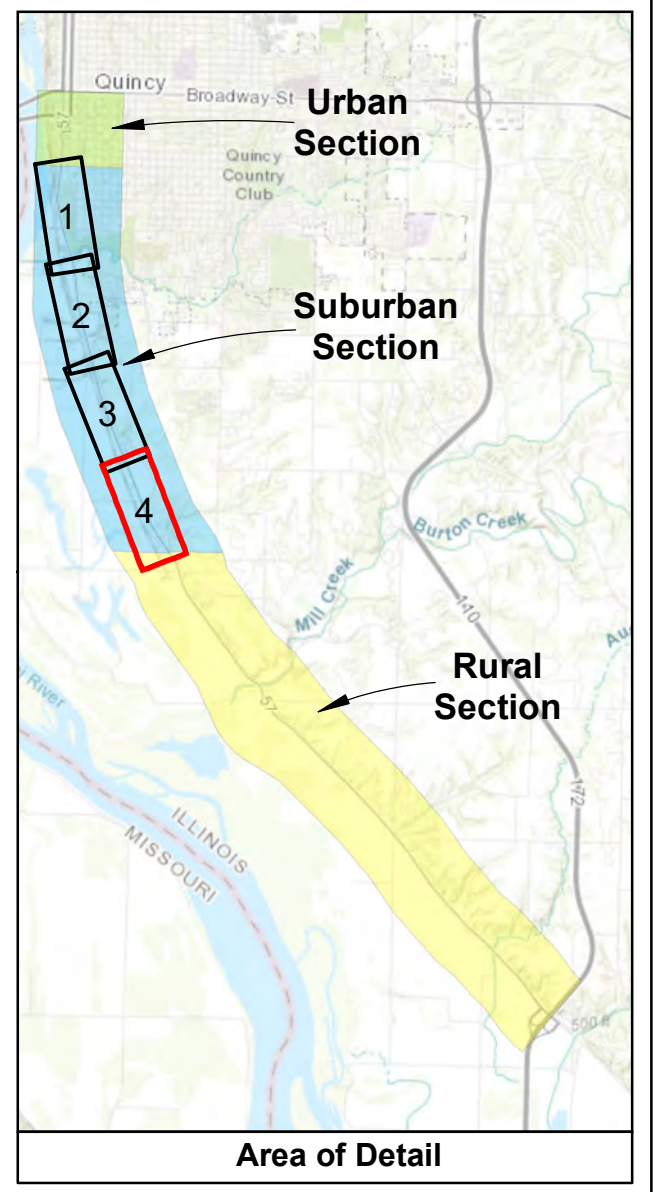
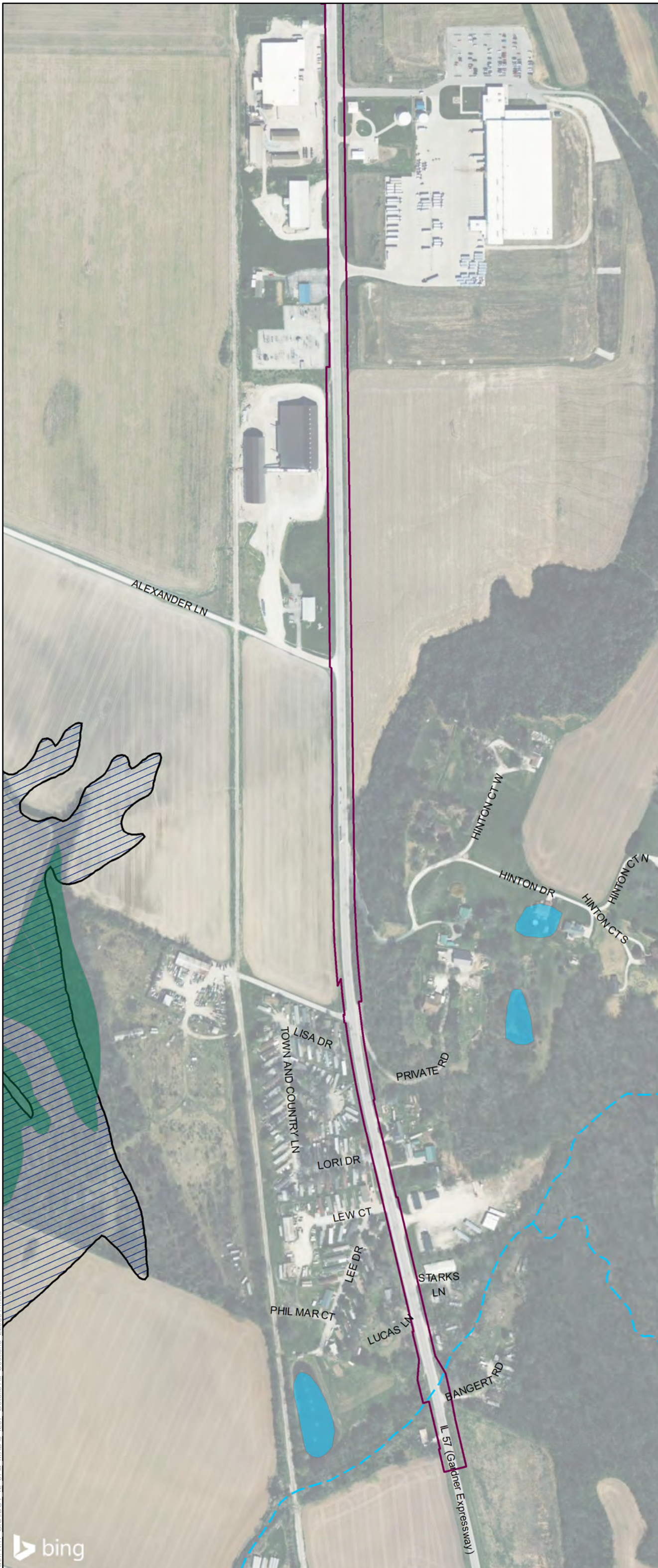


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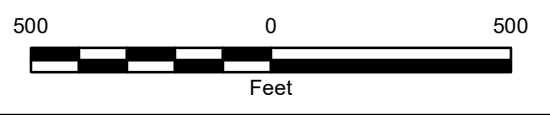
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Area of Detail

Legend

- Intermittent Stream
- Floodplain (100 year)
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water



Alternative S-1

Sheet 4 of 4

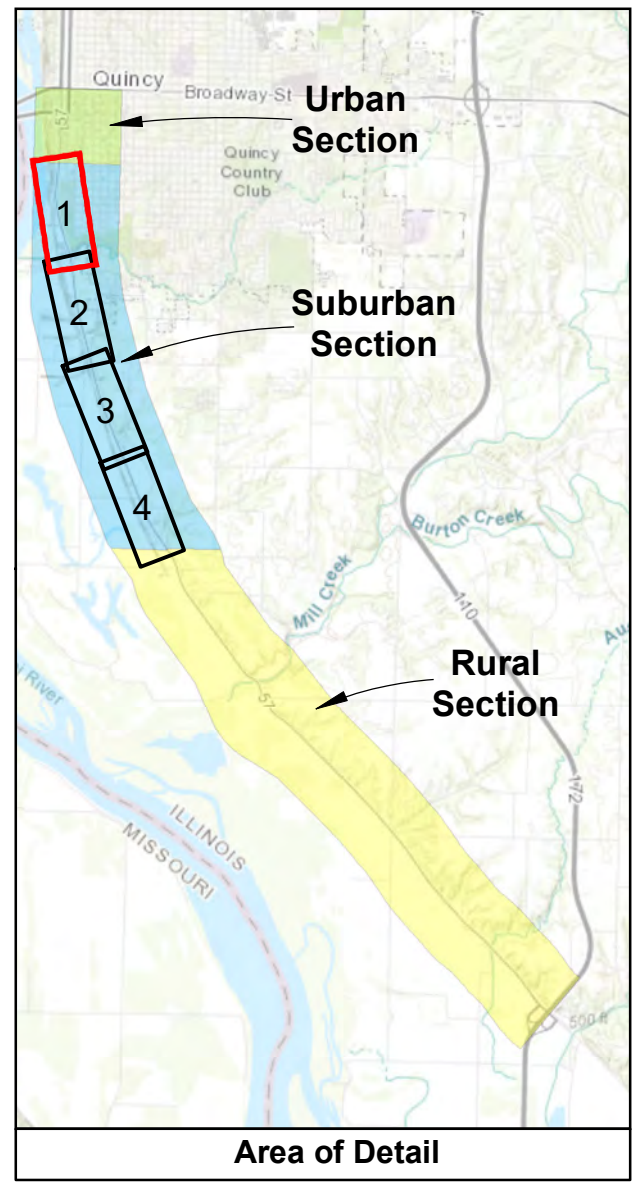


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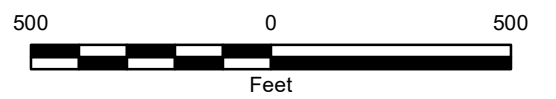
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Area of Detail

Legend

- Cemetery
 - Perennial Stream
 - Floodplain (100 year)
 - Floodway
 - Low Income Block Group
 - Proposed New ROW
 - Existing ROW
- NWI Wetland Type**
- Emergent
 - Forested
 - Open Water



Alternative S-2

Sheet 1 of 4

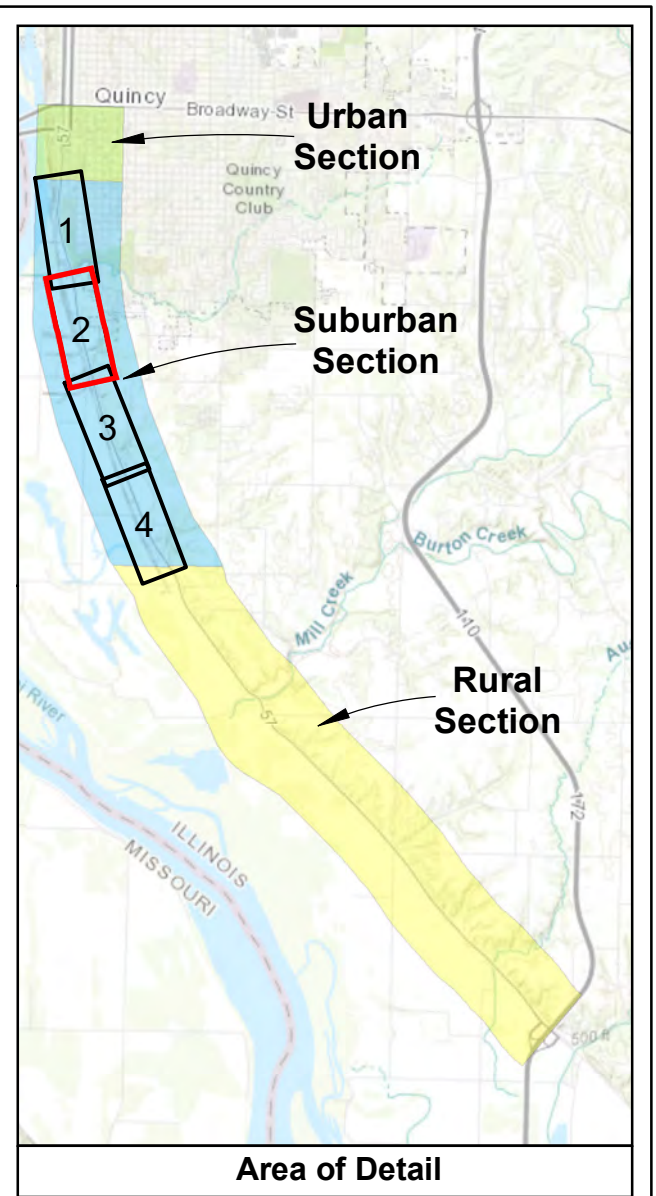


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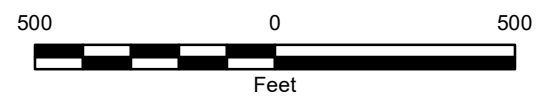
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Area of Detail

Legend

- Possible Commercial Building Impact
- ▲ Possible Parking Impact
- Intermittent Stream
- Perennial Stream
- Floodplain (100 year)
- Floodway
- Low Income Block Group
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water



Alternative S-2

Sheet 2 of 4

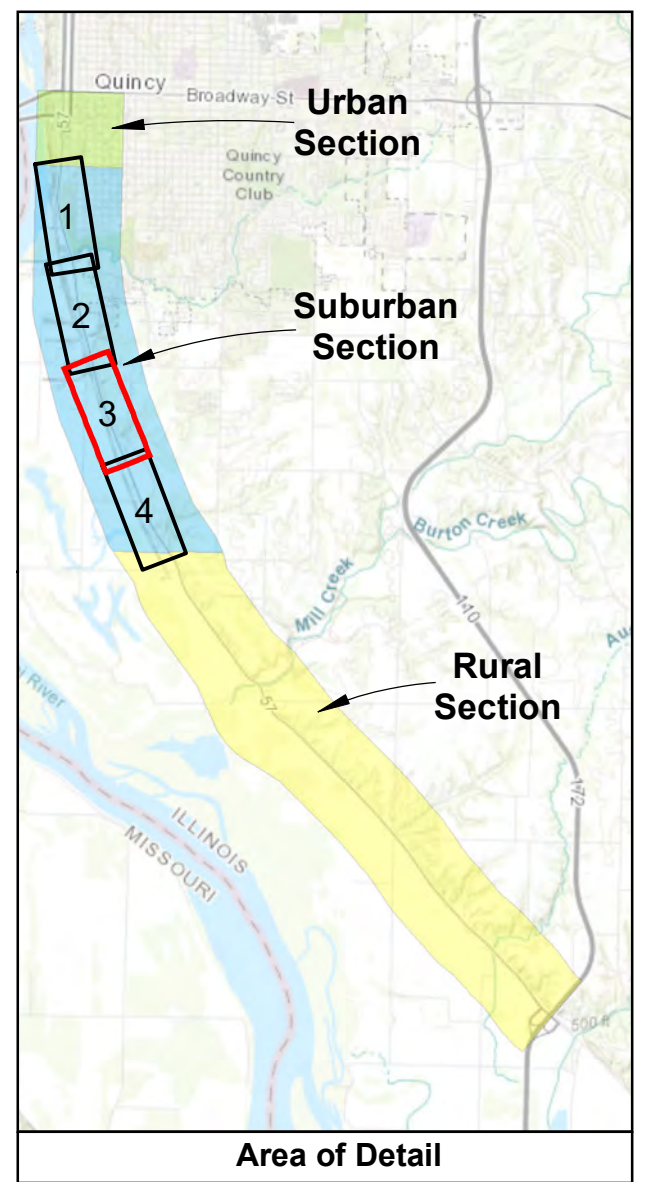
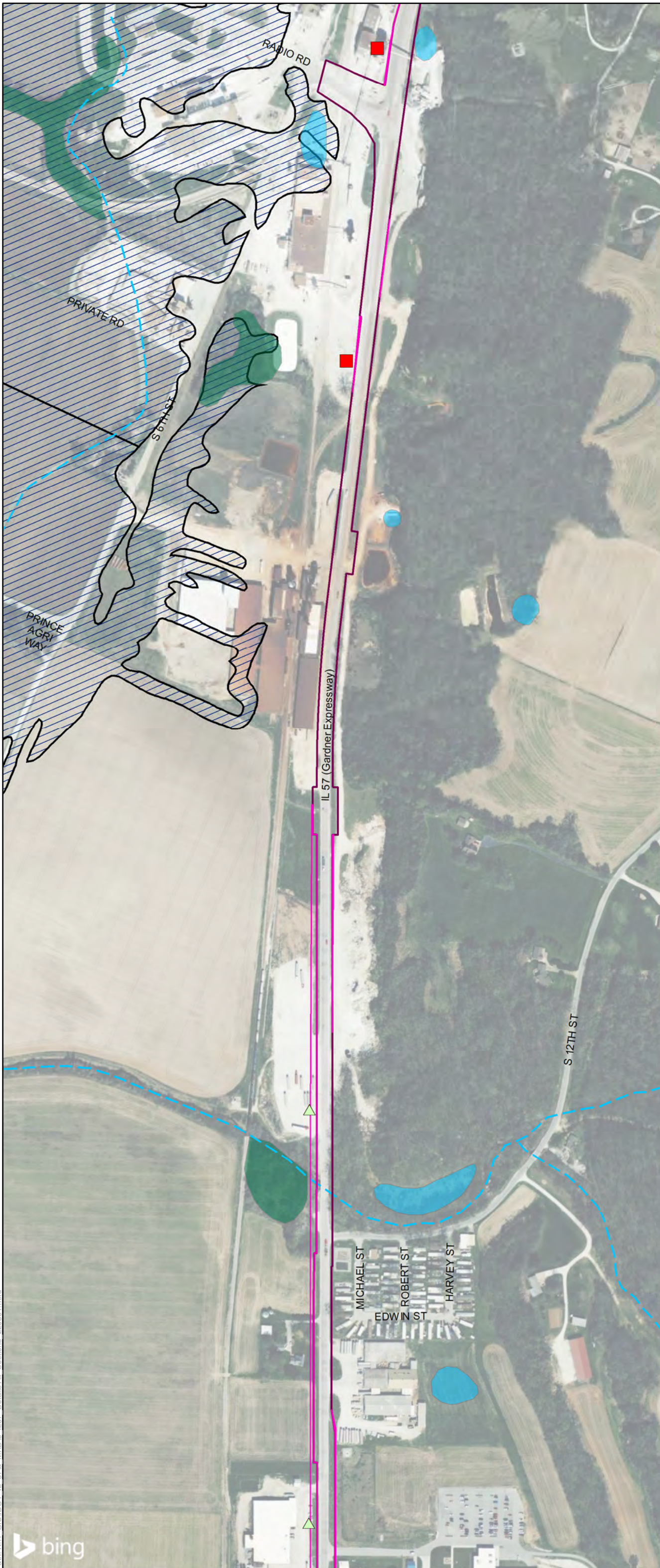


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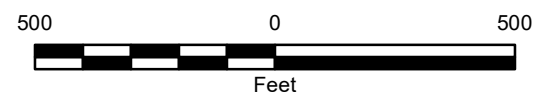
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Area of Detail

Legend

- Possible Commercial Building Impact
- ▲ Possible Parking Impact
- Intermittent Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water



Alternative S-2

Sheet 3 of 4

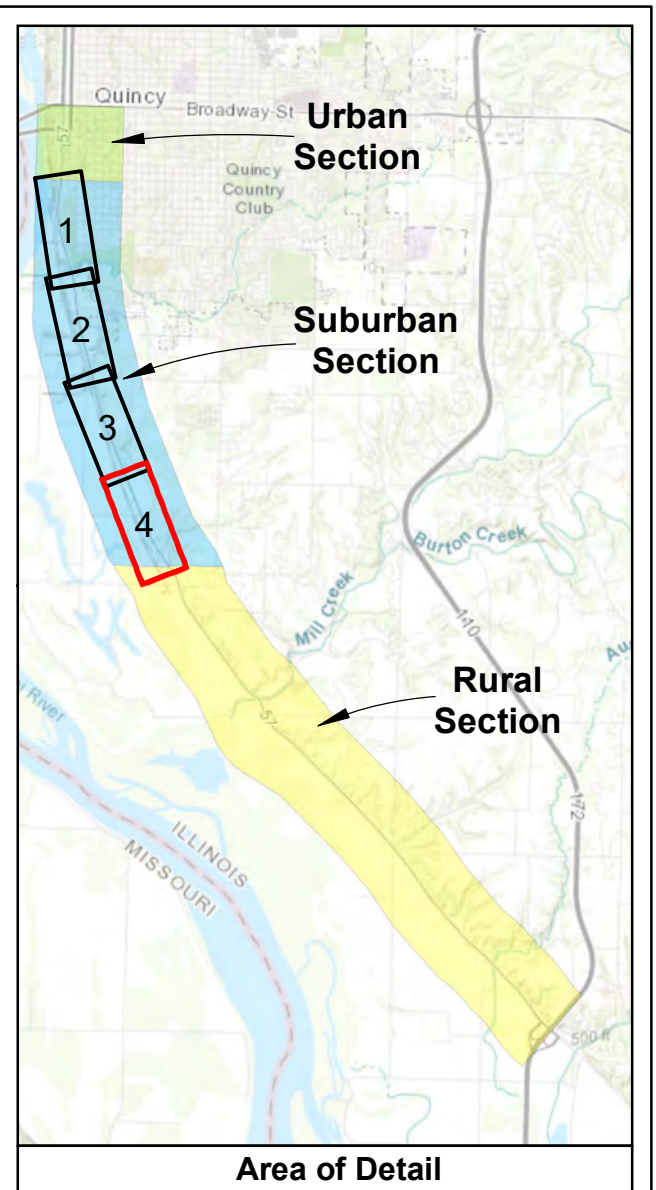
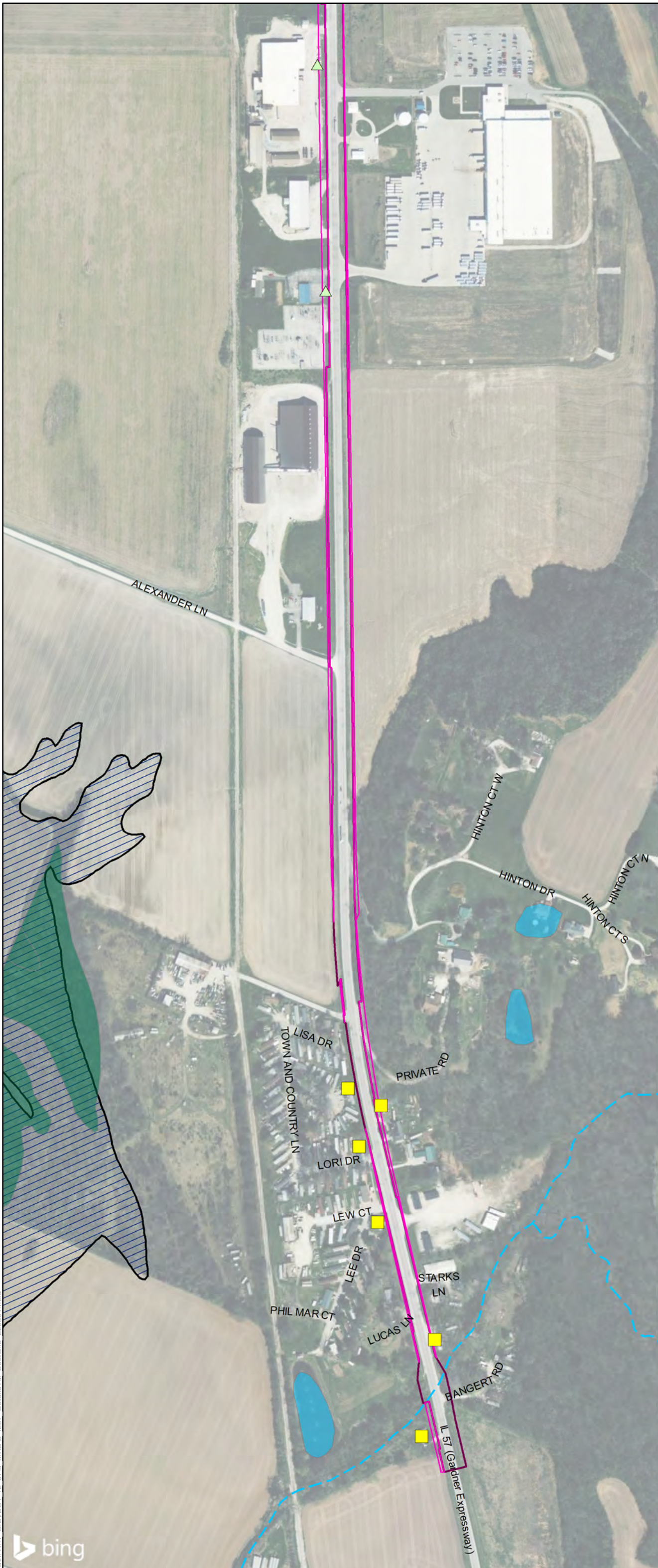


**PEL Study for IL 57,
Broadway to I-172**

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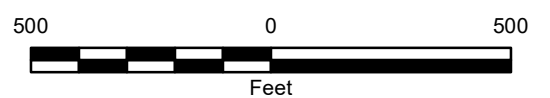
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Area of Detail

Legend

- Possible Residential Building Impact
- Possible Parking Impact
- Intermittent Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water



Alternative S-2

Sheet 4 of 4

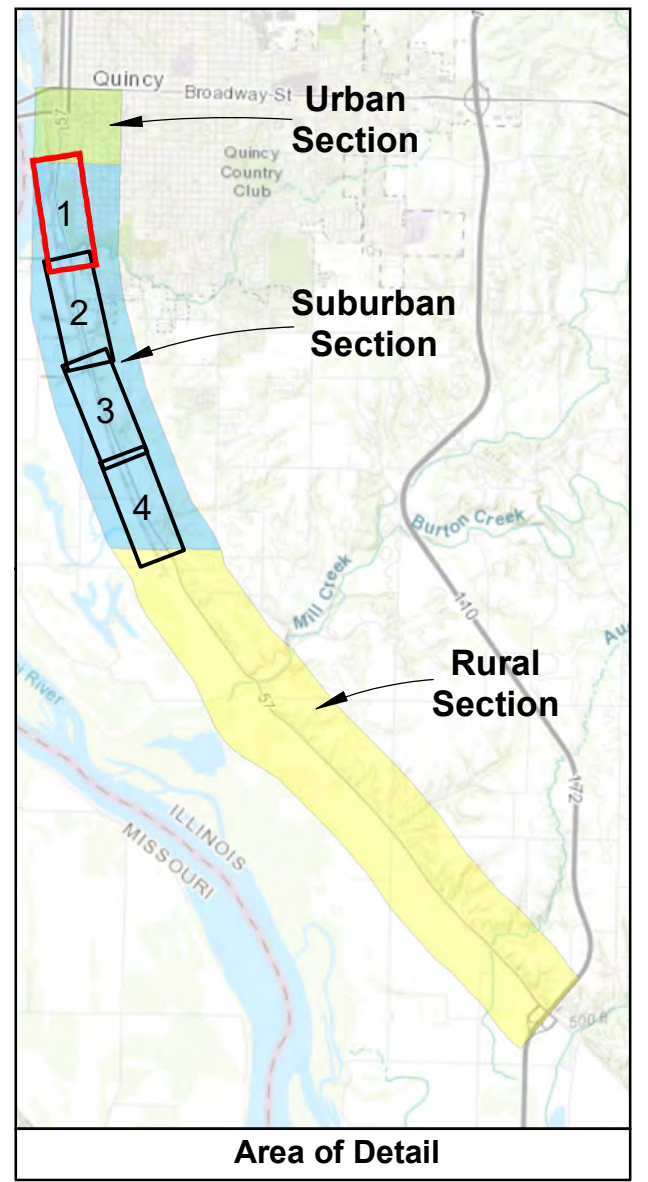


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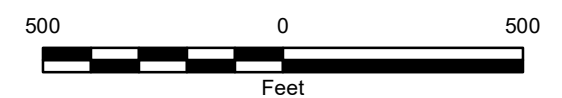
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Area of Detail

Legend

- Cemetery
 - Perennial Stream
 - Floodplain (100 year)
 - Floodway
 - Low Income Block Group
 - Proposed New ROW
 - Existing ROW
- NWI Wetland Type**
- Emergent
 - Forested
 - Open Water



Alternative S-3

Sheet 1 of 4

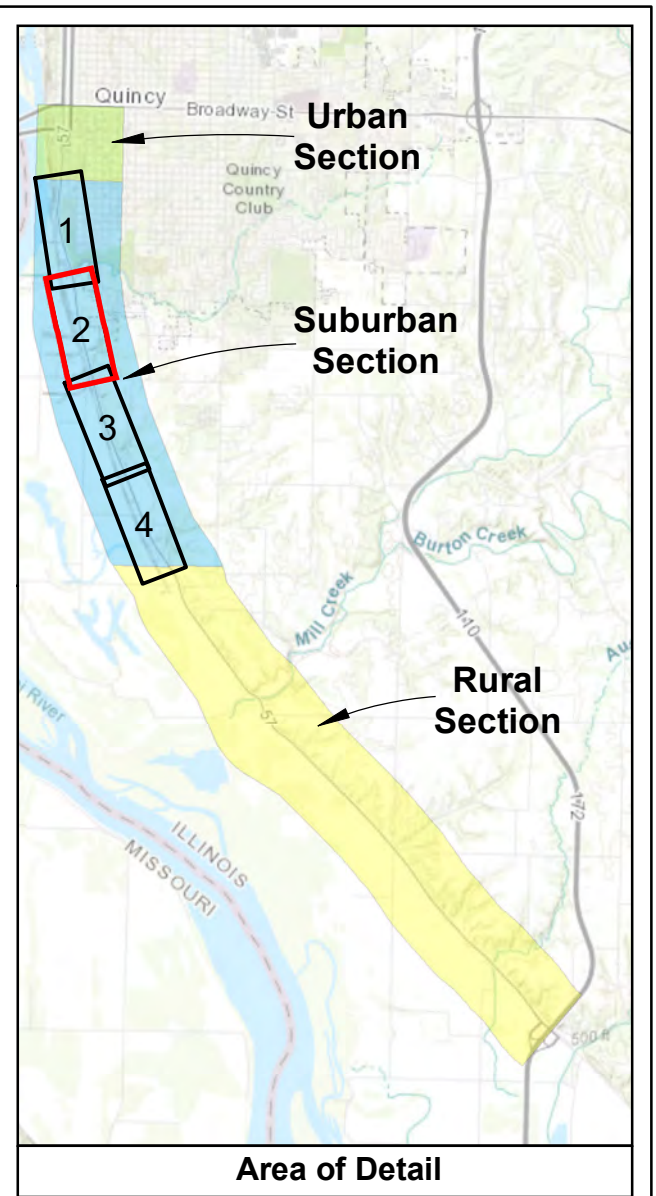


PEL Study for IL 57, Broadway to I-172

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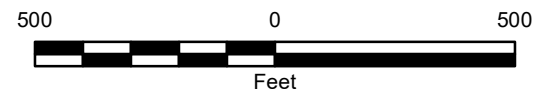
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Area of Detail

Legend

- Commercial Building Impact
- Possible Commercial Building Impact
- Possible Parking Impact
- Intermittent Stream
- Perennial Stream
- Floodplain (100 year)
- Floodway
- Low Income Block Group
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water



Alternative S-3

Sheet 2 of 4



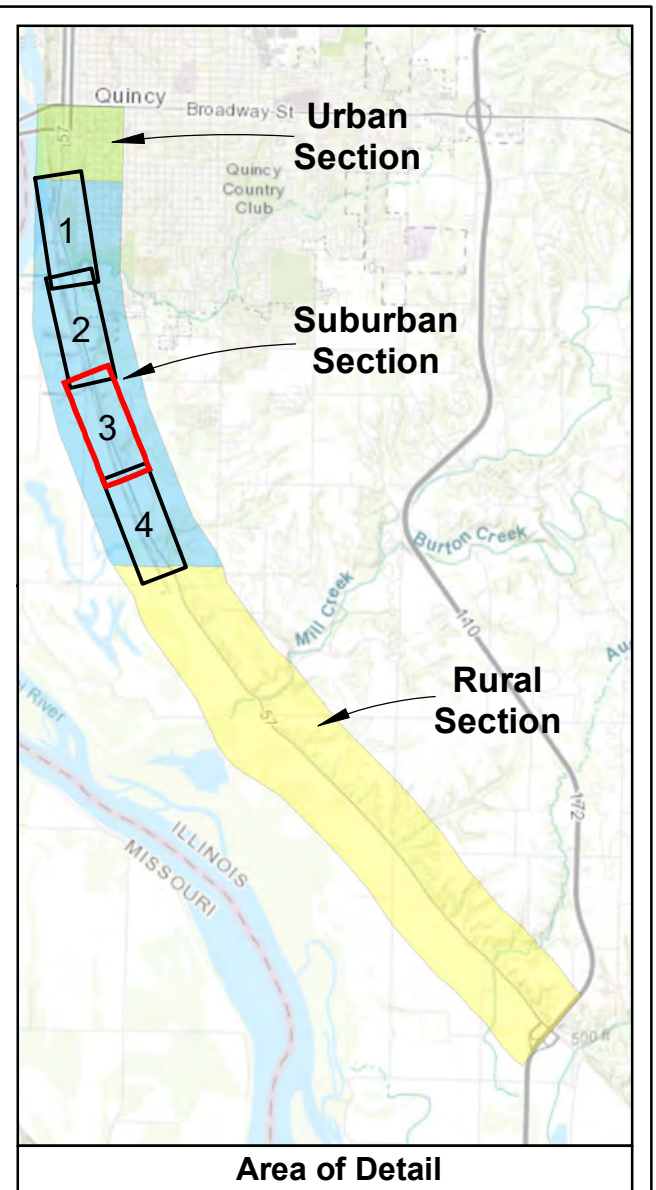
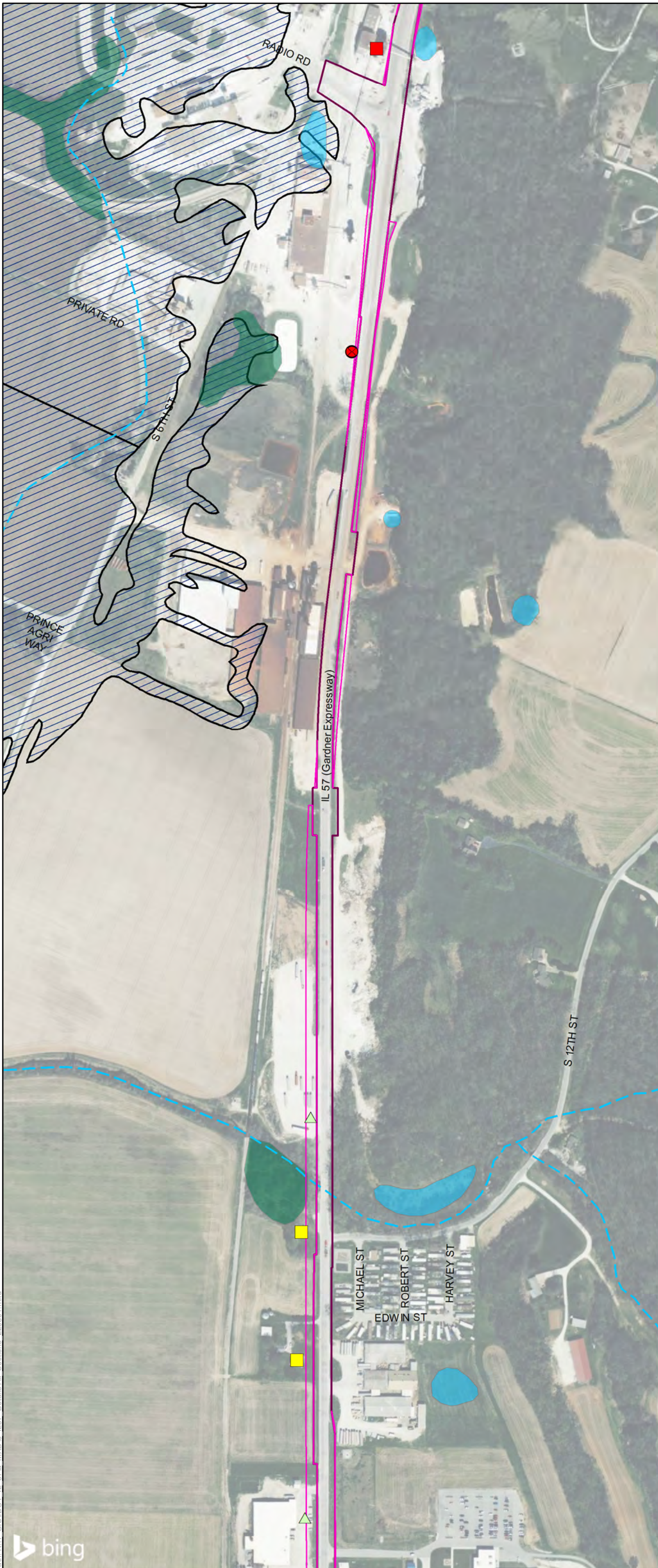
PEL Study for IL 57, Broadway to I-172

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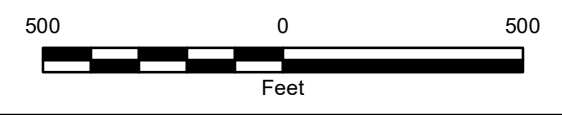
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Area of Detail

Legend

- Possible Residential Building
- Commercial Building Impact
- Possible Commercial Building
- Possible Parking Impact
- Intermittent Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water



Alternative S-3

Sheet 3 of 4

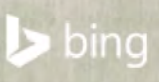


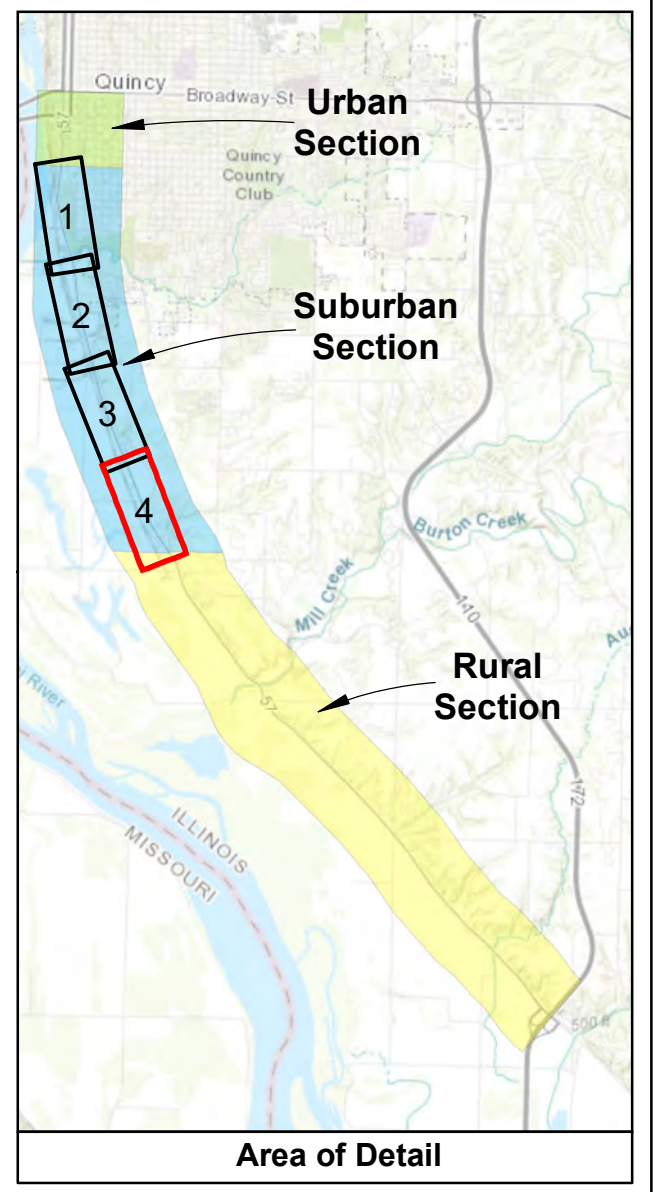
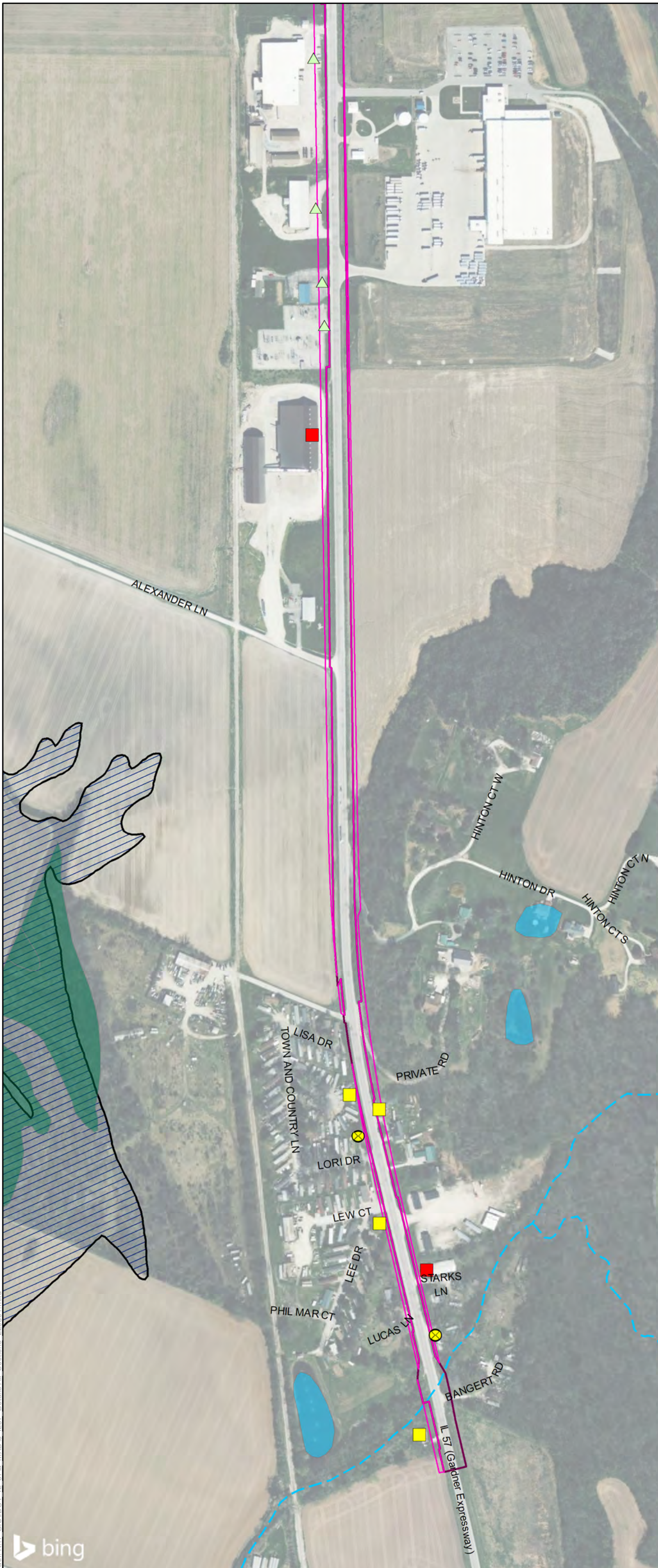
PEL Study for IL 57, Broadway to I-172

Job No. 2302201748
 Drawn By: BSM
 Reviewed By: SJM
 Date: 8/1/2022



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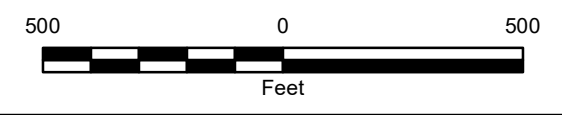




Area of Detail

Legend

- Residential Building Impact
- Possible Residential Building Impact
- Possible Commercial Building Impact
- Possible Parking Impact
- Intermittent Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water



Alternative S-3

Sheet 4 of 4

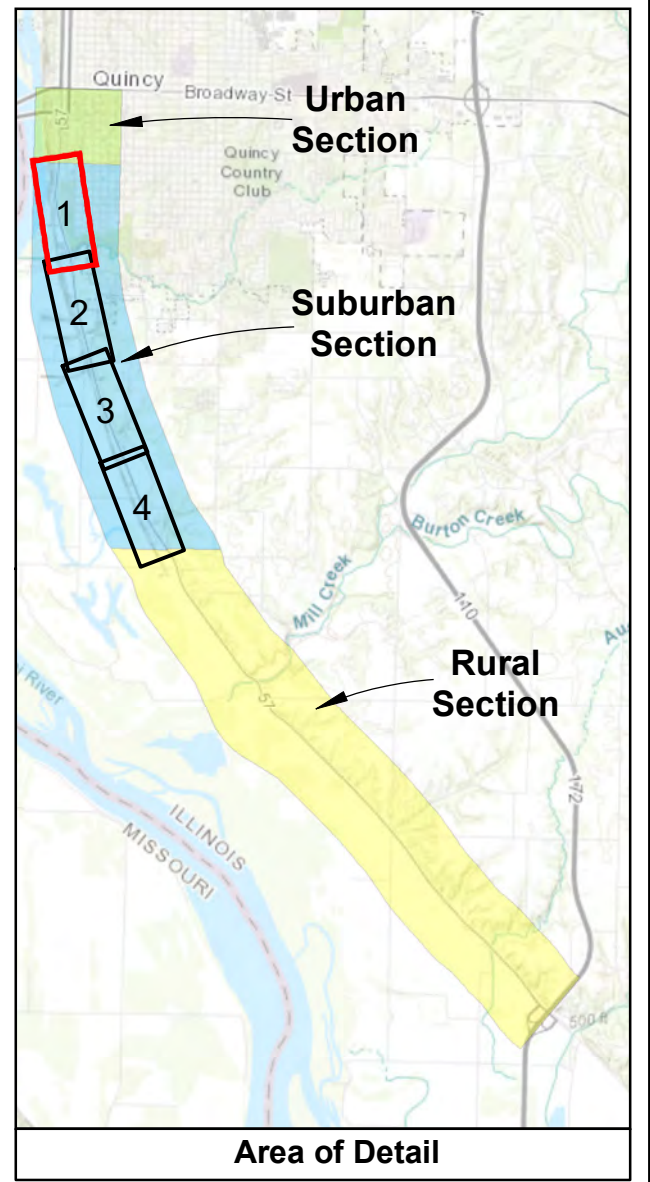


PEL Study for IL 57, Broadway to I-172

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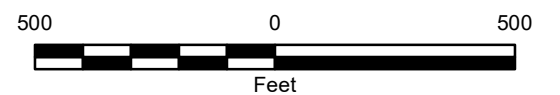
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Area of Detail

Legend

- Cemetery
- Perennial Stream
- Floodplain (100 year)
- Floodway
- Low Income Block Group
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
 - Emergent
 - Forested
 - Open Water



Alternative S-4

Sheet 1 of 4

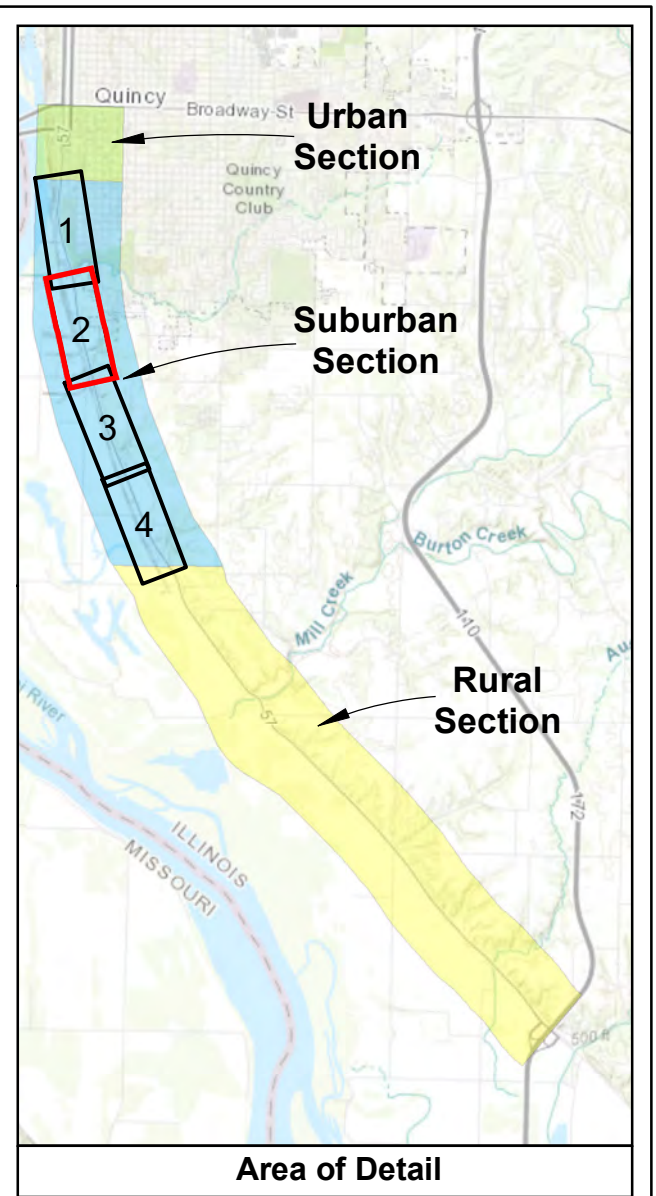


PEL Study for IL 57, Broadway to I-172

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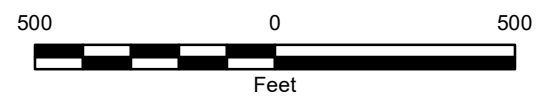
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Area of Detail

Legend

- Commercial Building Impact
- Possible Commercial Building
- Possible Parking Impact
- Intermittent Stream
- Perennial Stream
- Floodplain (100 year)
- Floodway
- Low Income Block Group
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
 - Forested
 - Open Water



Alternative S-4

Sheet 2 of 4

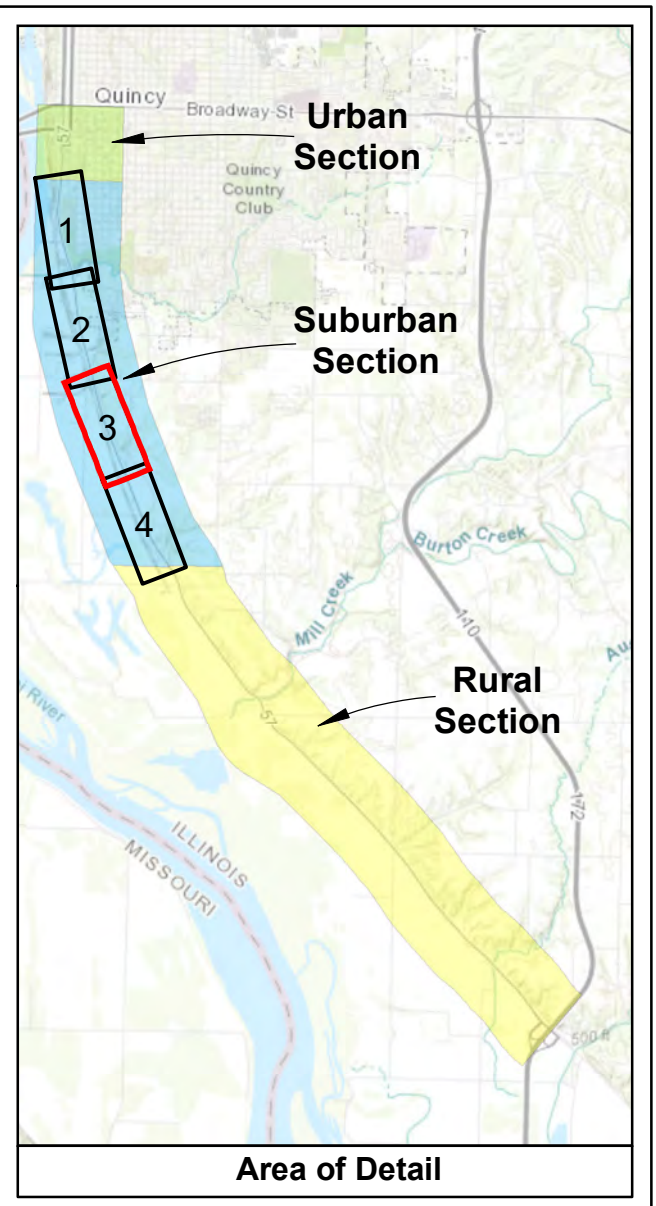
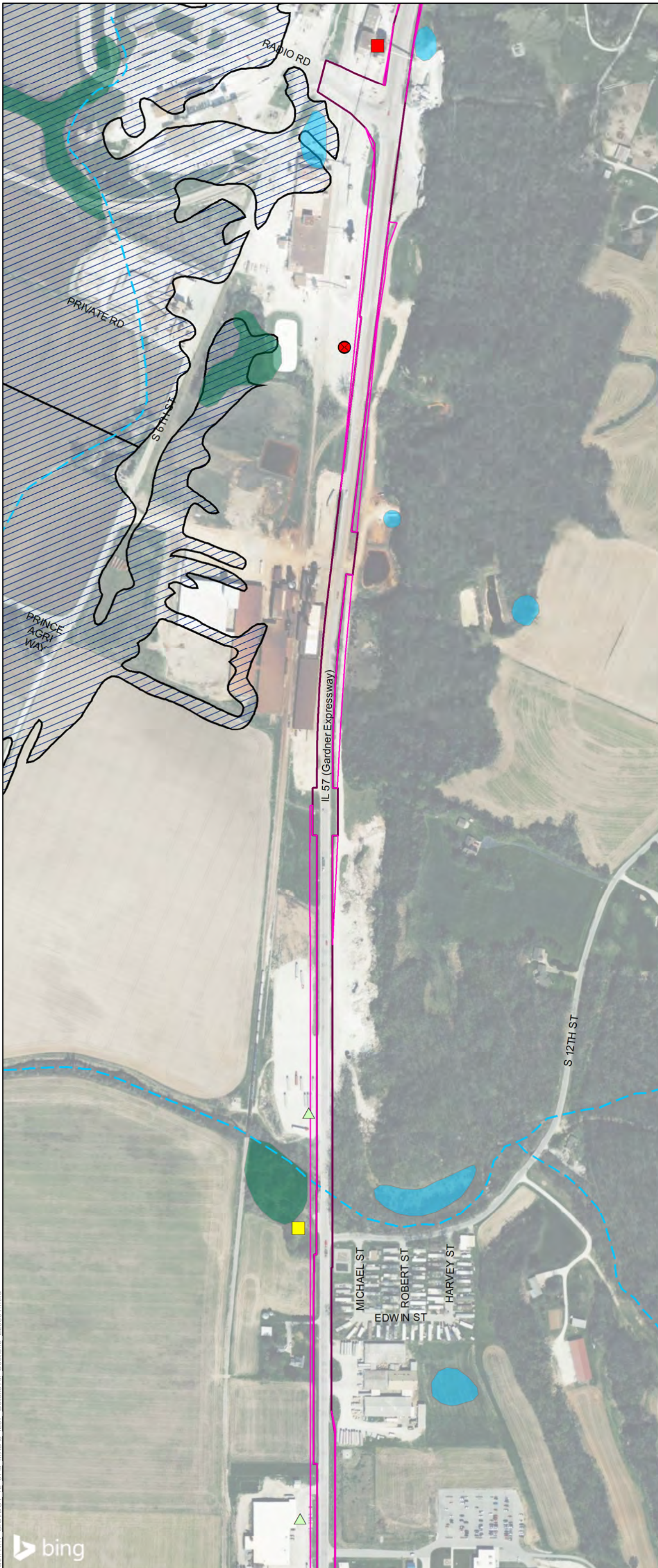


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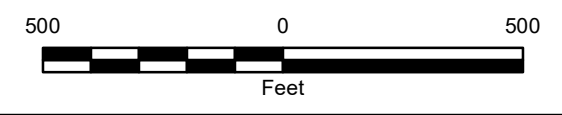
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Area of Detail

Legend

- Possible Residential Building Impact
- ⊗ Commercial Building Impact
- Possible Commercial Building Impact
- Possible Parking Impact
- Intermittent Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water



Alternative S-4

Sheet 3 of 4

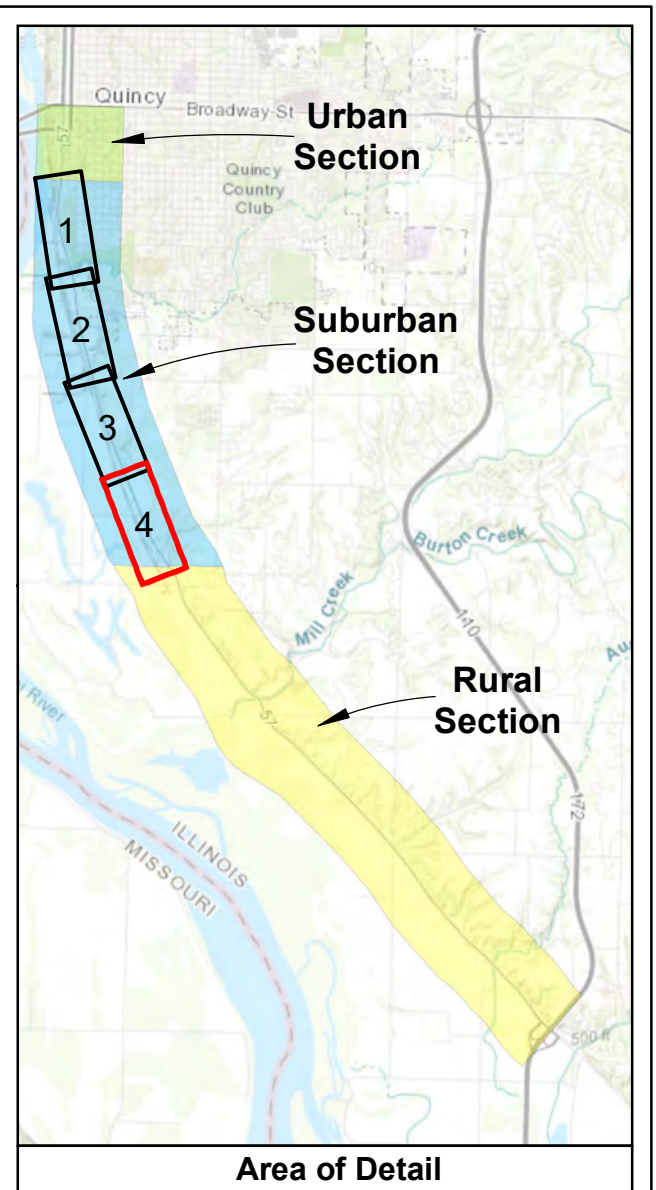
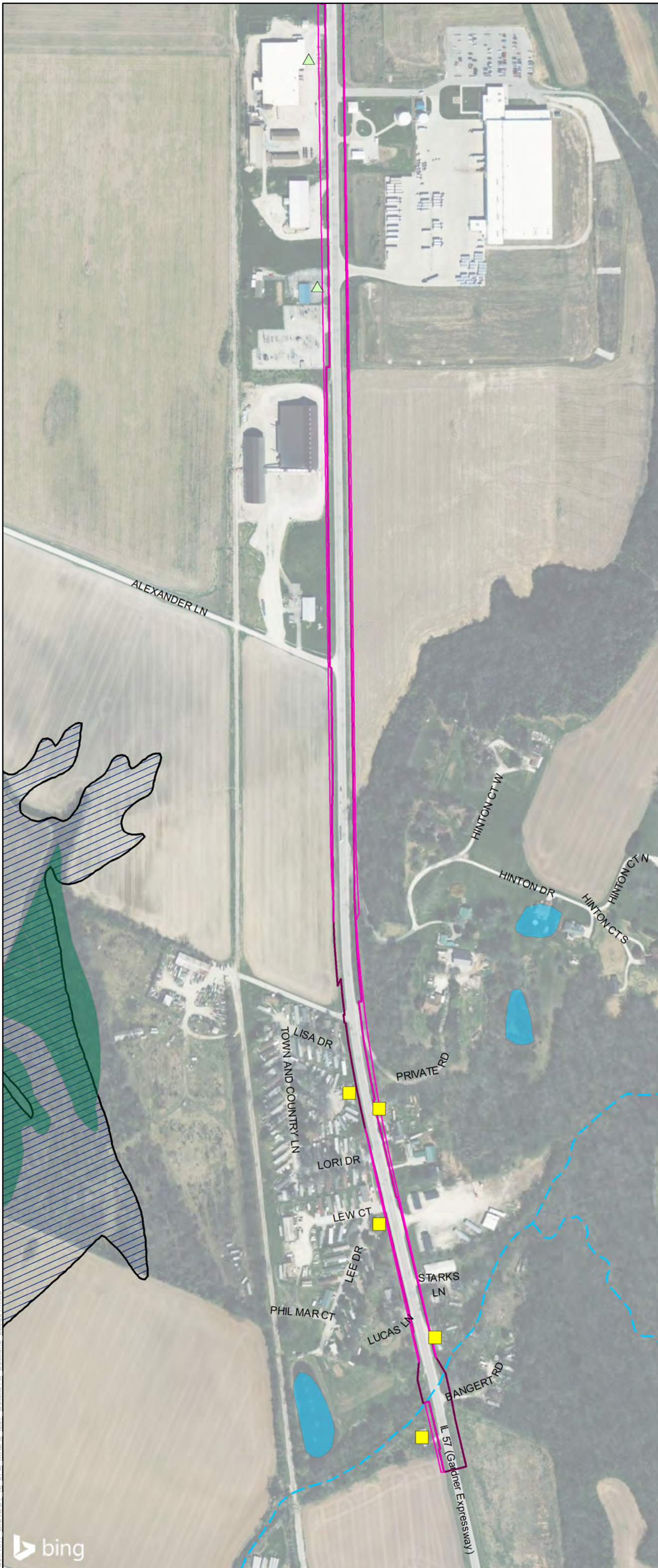


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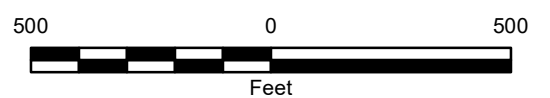
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Area of Detail

Legend

- Possible Residential Building Impact
- Possible Parking Impact
- Intermittent Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water



Alternative S-4

Sheet 4 of 4

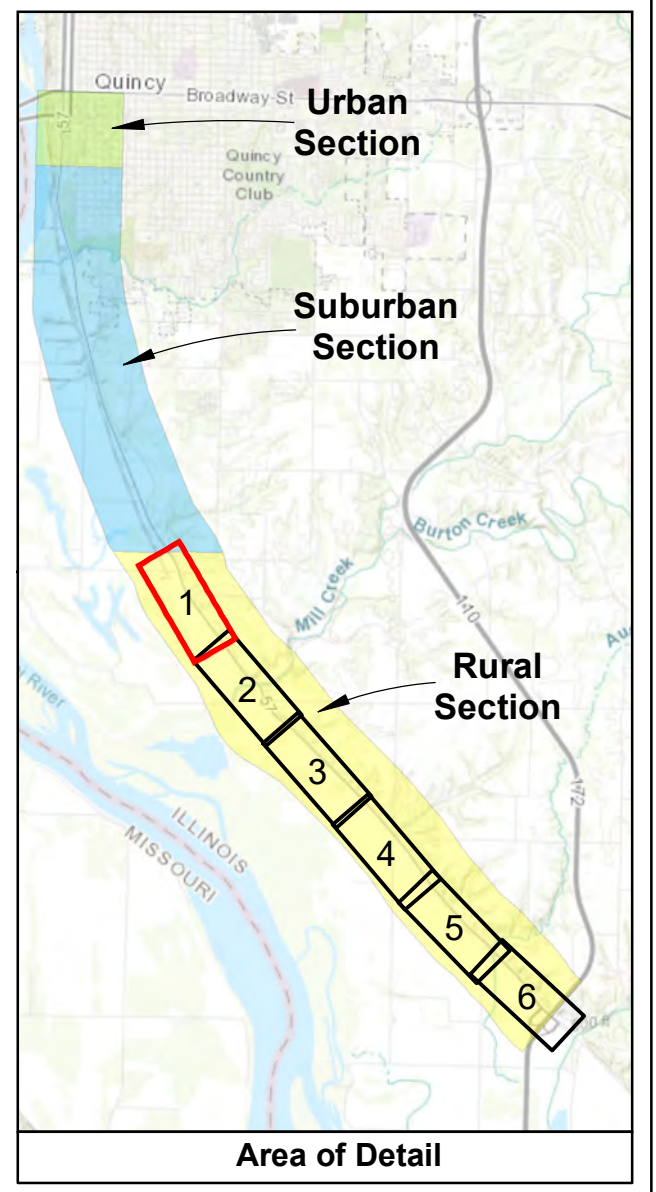
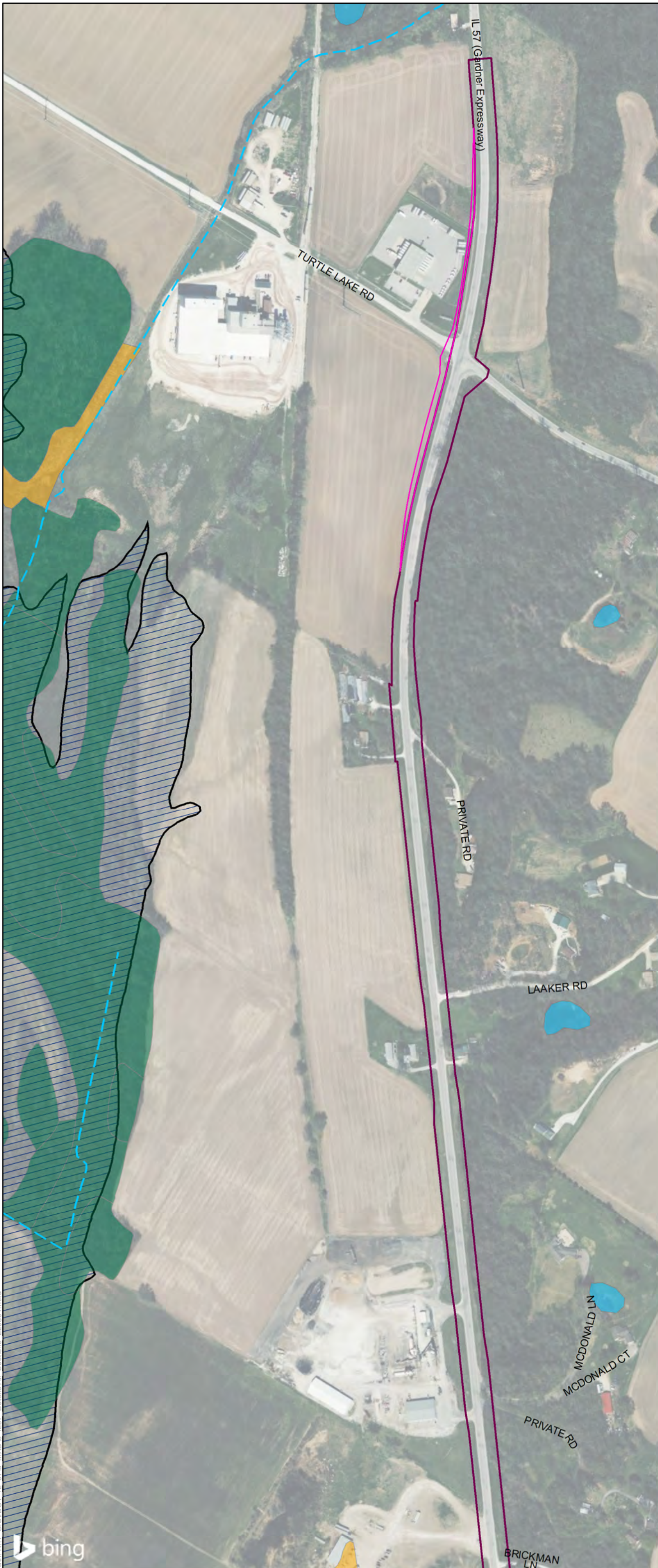


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Job No. 2302201748
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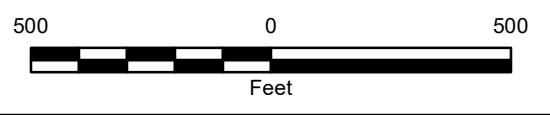


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Legend

- Intermittent Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water
- Scrub Shrub



Alternative R-1

Sheet 1 of 6



PEL Study for IL 57, Broadway to I-172

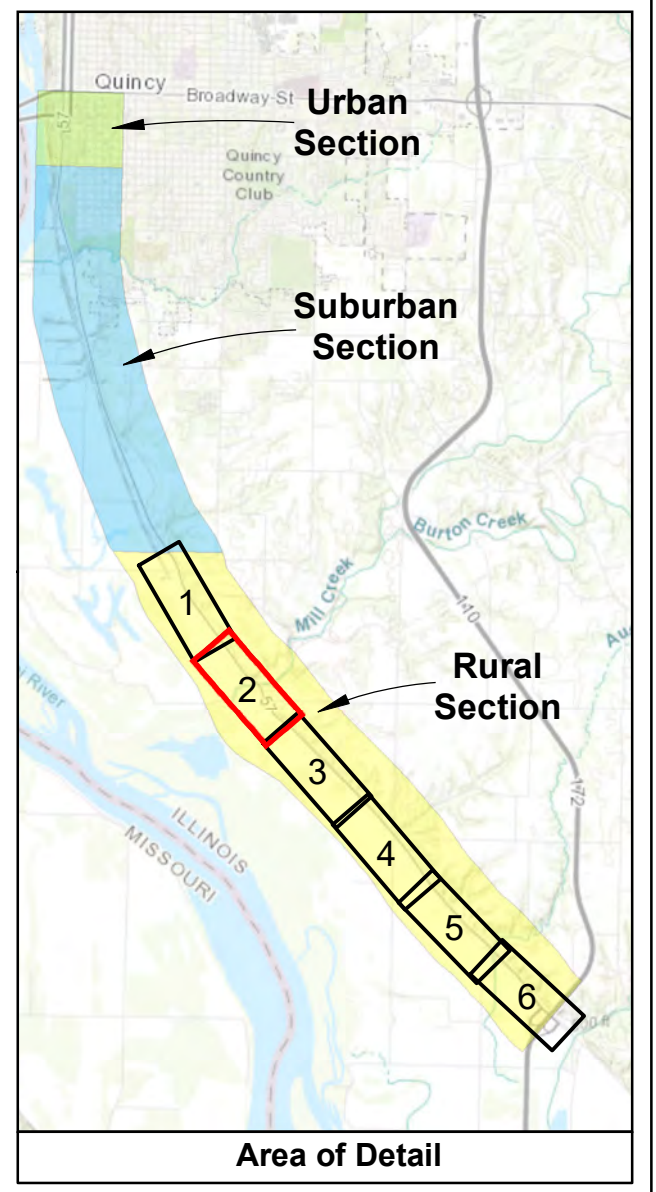
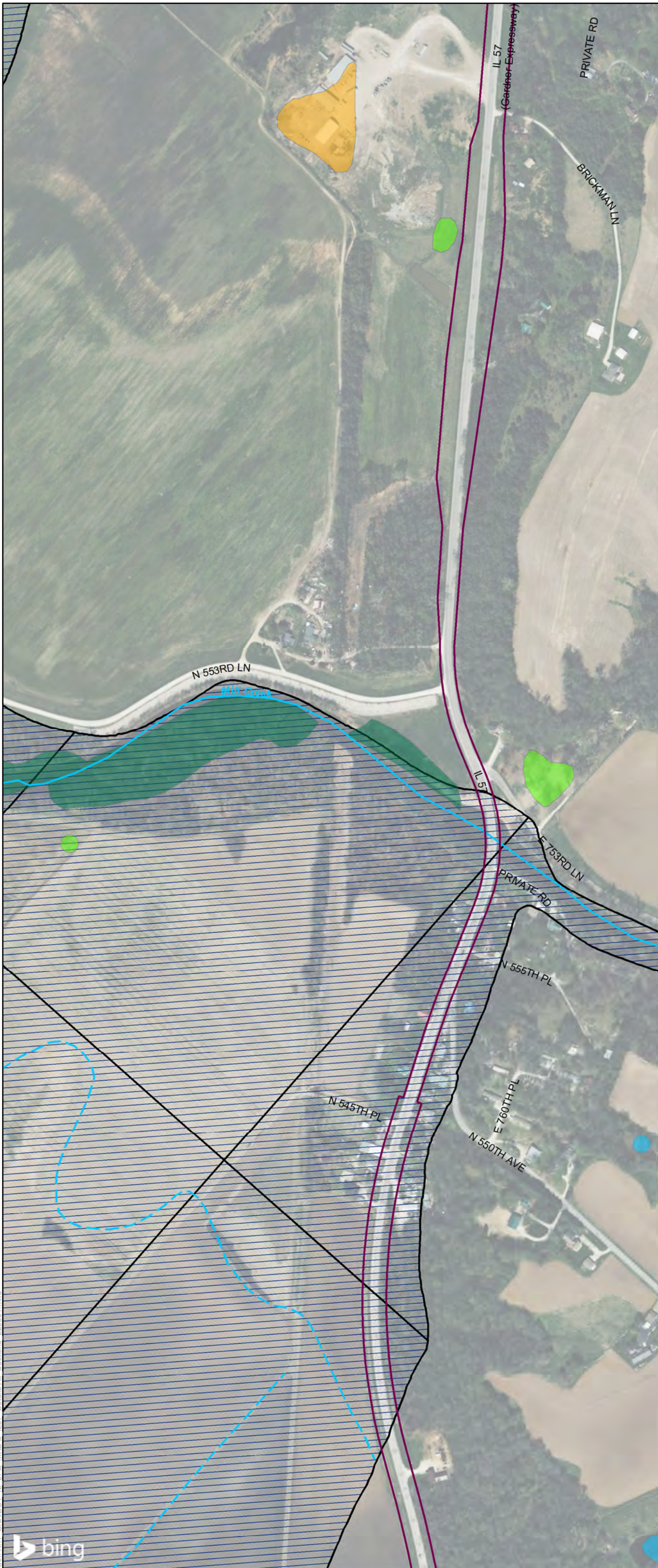
Job No. 2302201748
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 Date: 8/1/2022



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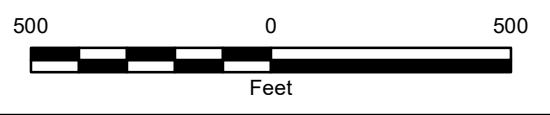
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Legend

- Intermittent Stream
- Perennial Stream
- Floodplain (100 year)
- Existing ROW
- NWI Wetland Type**
- Emergent
- Forested
- Open Water
- Scrub Shrub



Alternative R-1

Sheet 2 of 6

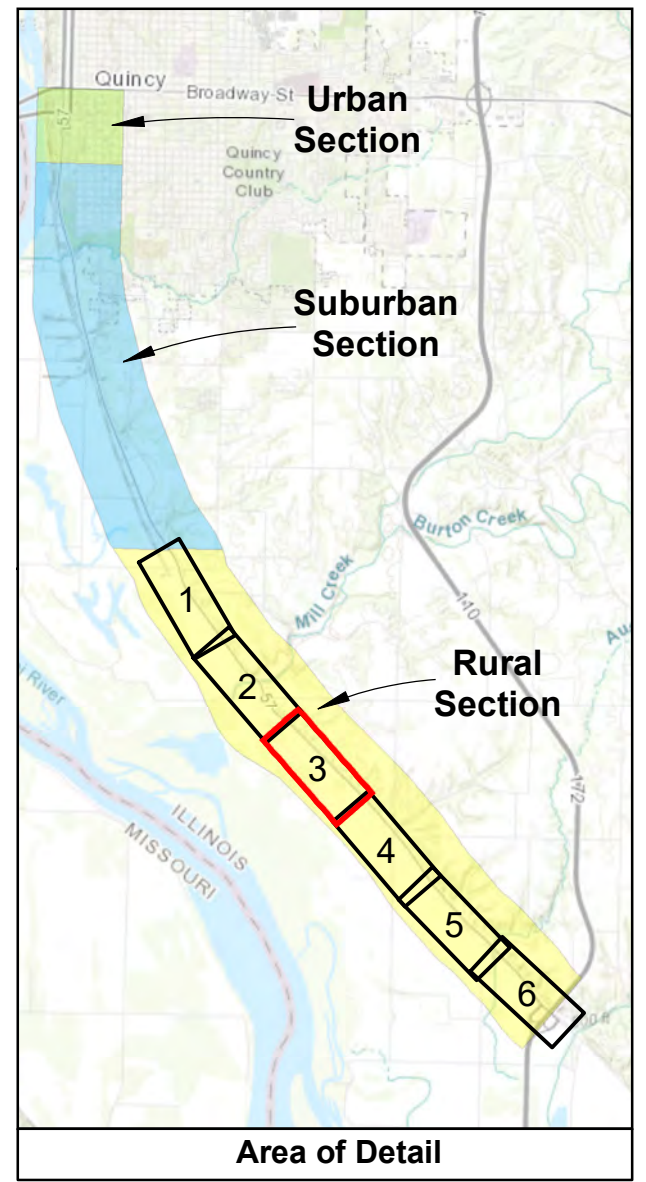
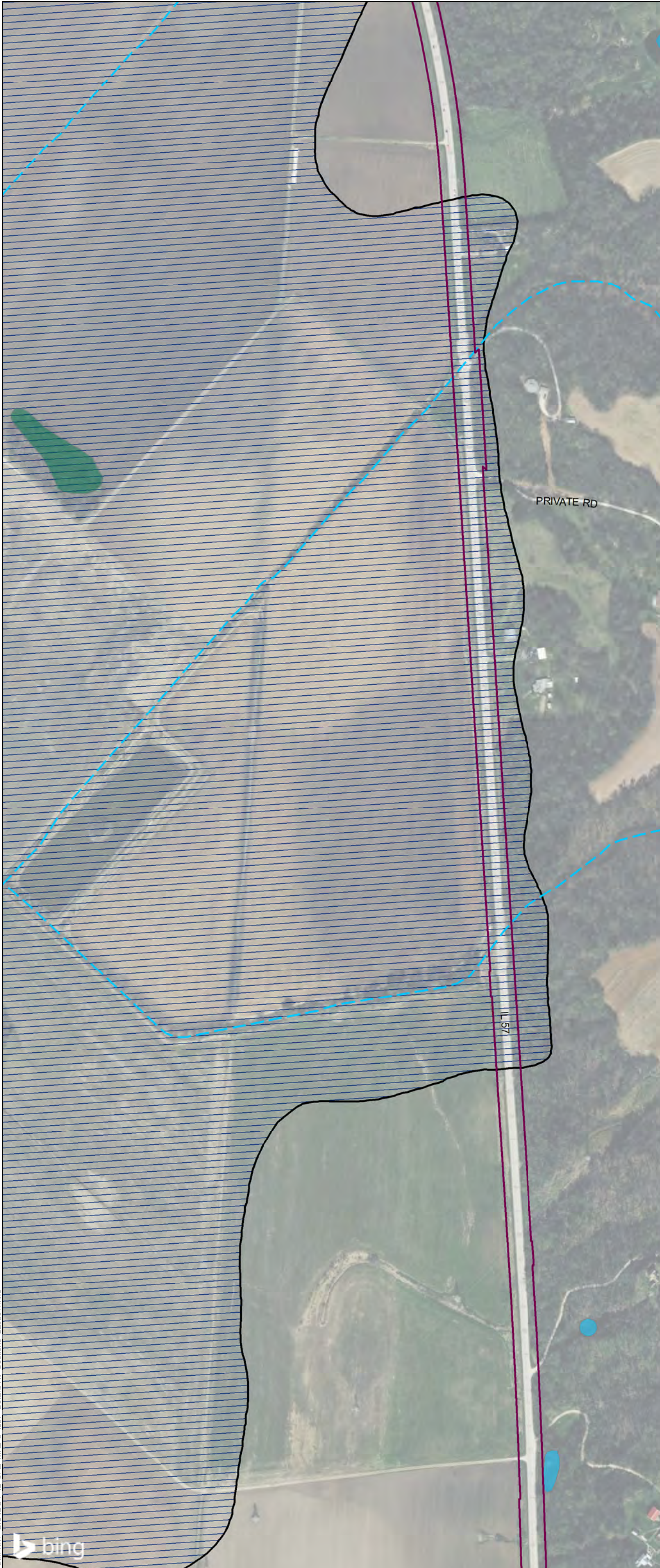


PEL Study for IL 57, Broadway to I-172

Job No. 2302201748
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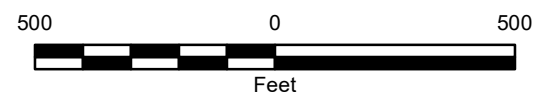


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Legend

- Intermittent Stream
- Floodplain (100 year)
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water



Alternative R-1

Sheet 3 of 6

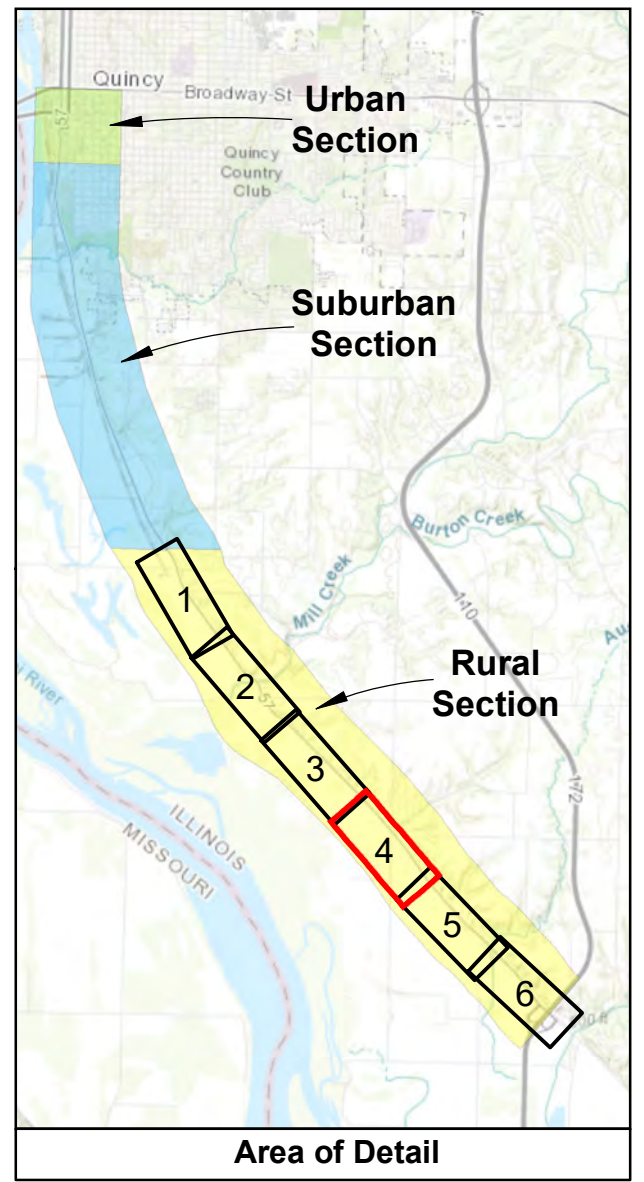


**PEL Study for IL 57,
Broadway to I-172**

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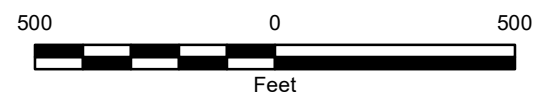


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Legend

- Intermittent Stream
- Perennial Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Open Water



Alternative R-1

Sheet 4 of 6

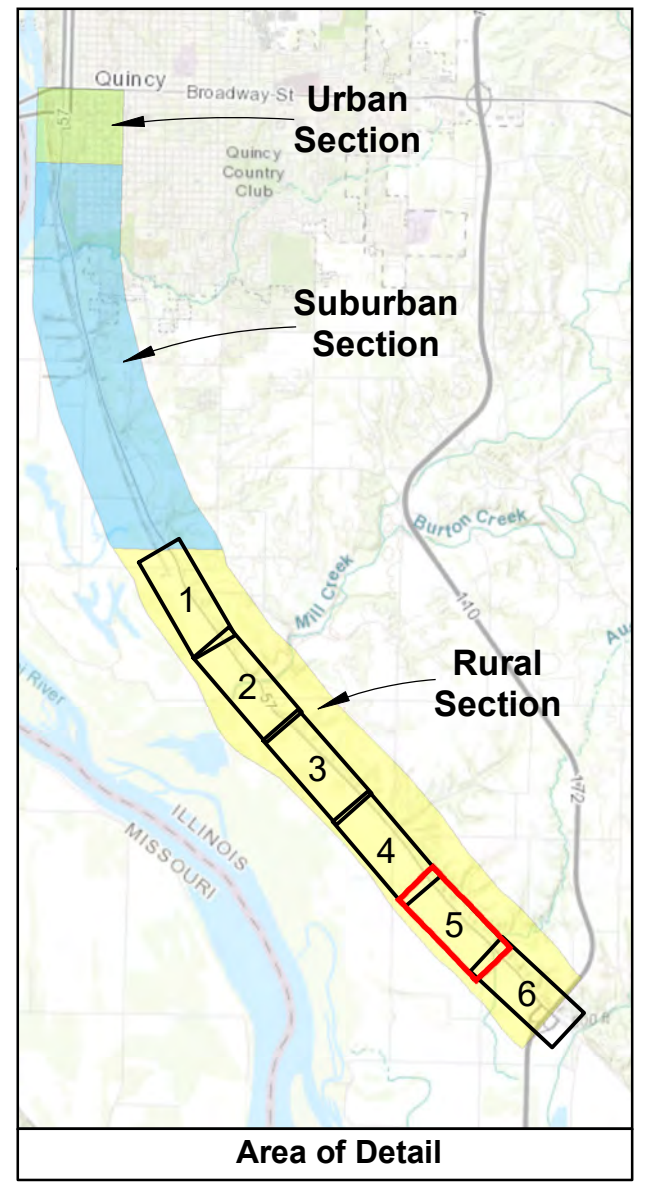


**PEL Study for IL 57,
Broadway to I-172**





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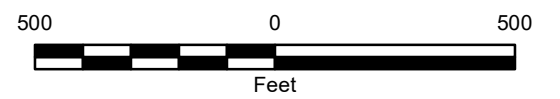


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Legend

-  Intermittent Stream
-  Perennial Stream
-  Existing ROW
- NWI Wetland Type**
-  Open Water



Alternative R-1

Sheet 5 of 6

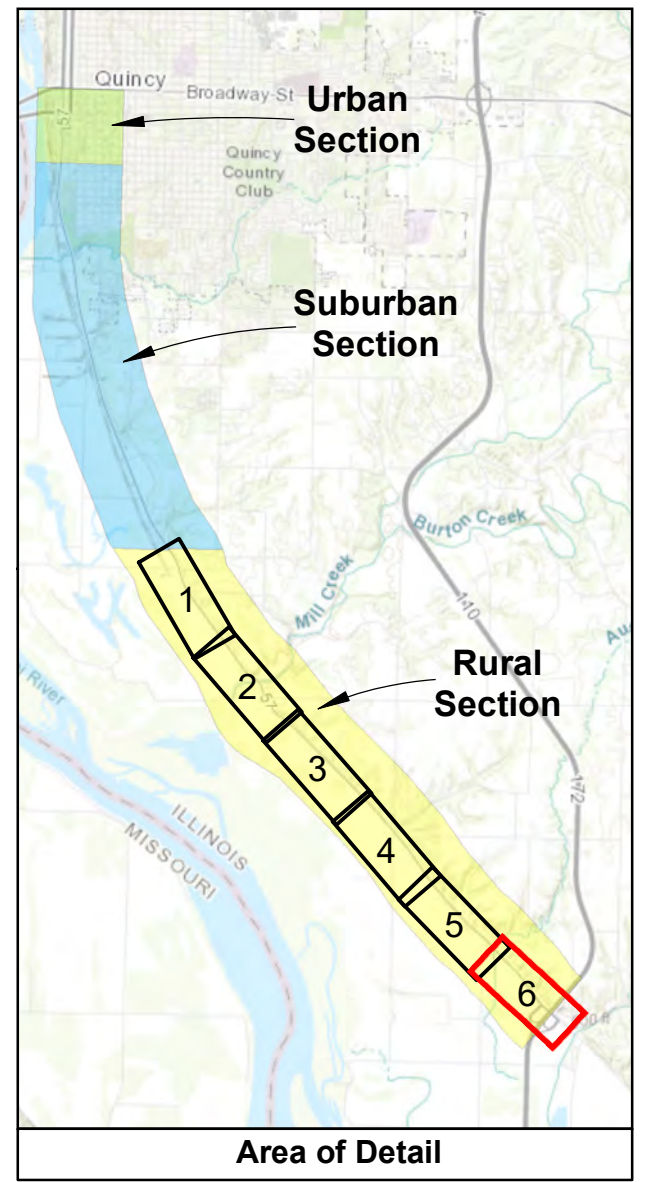


**PEL Study for IL 57,
Broadway to I-172**

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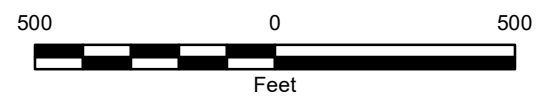
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Area of Detail

Legend

- Intermittent Stream
- Perennial Stream
- Existing ROW
- NWI Wetland Type**
- Emergent
- Forested
- Open Water



Alternative R-1

Sheet 6 of 6

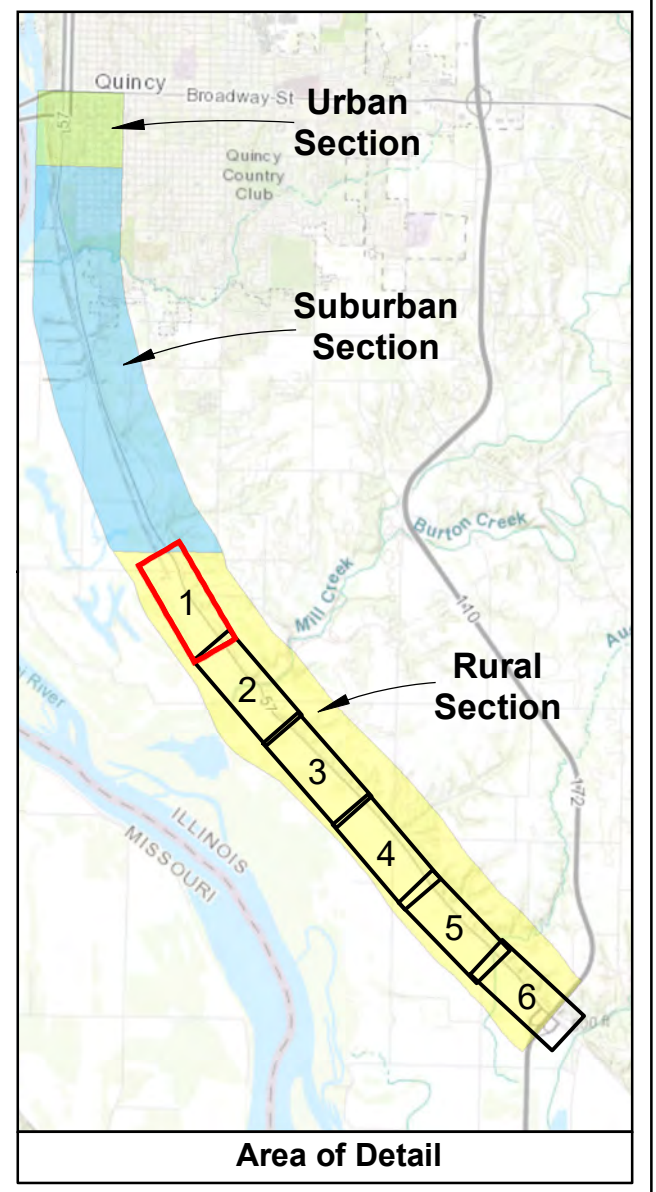
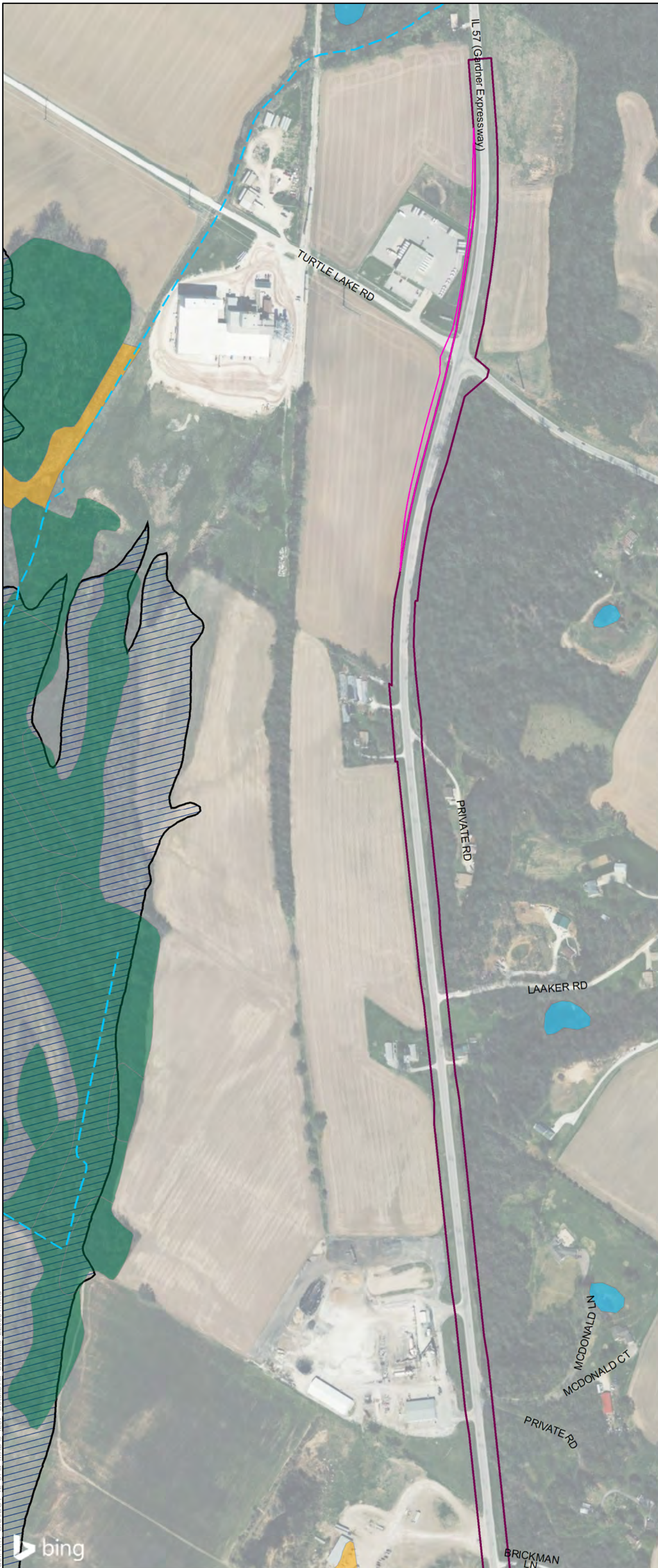


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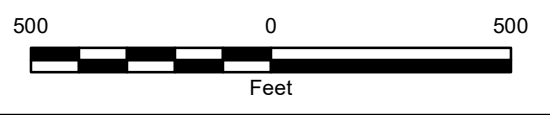


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Legend

- Intermittent Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water
- Scrub Shrub



Alternative R-1A

Sheet 1 of 6

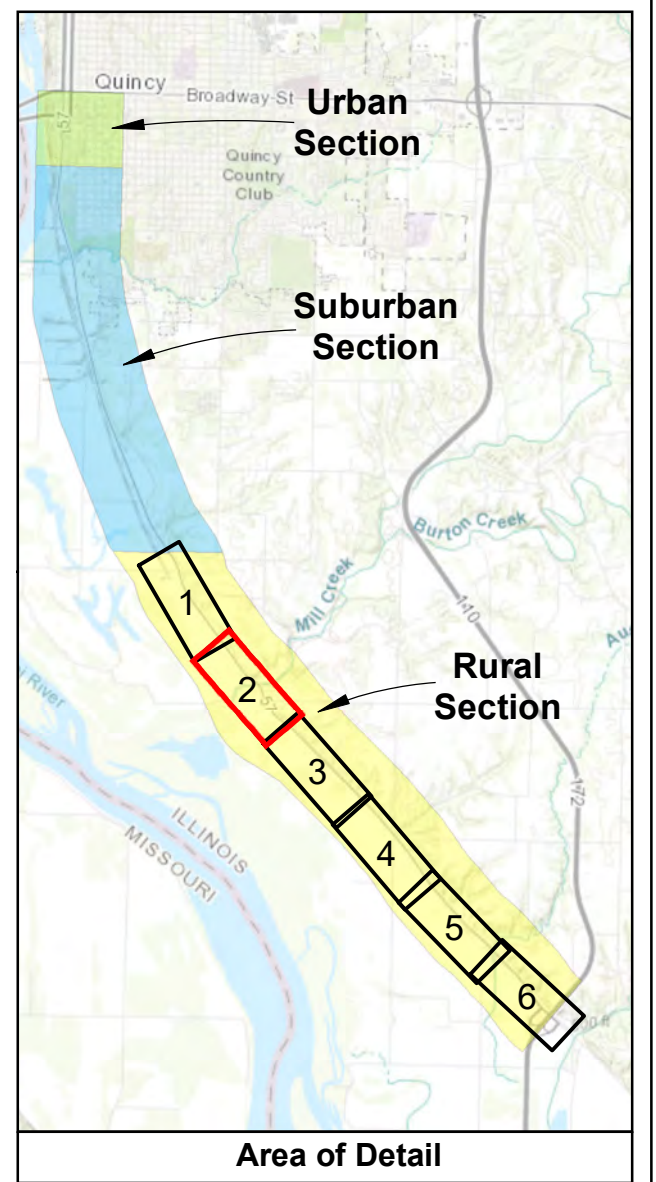
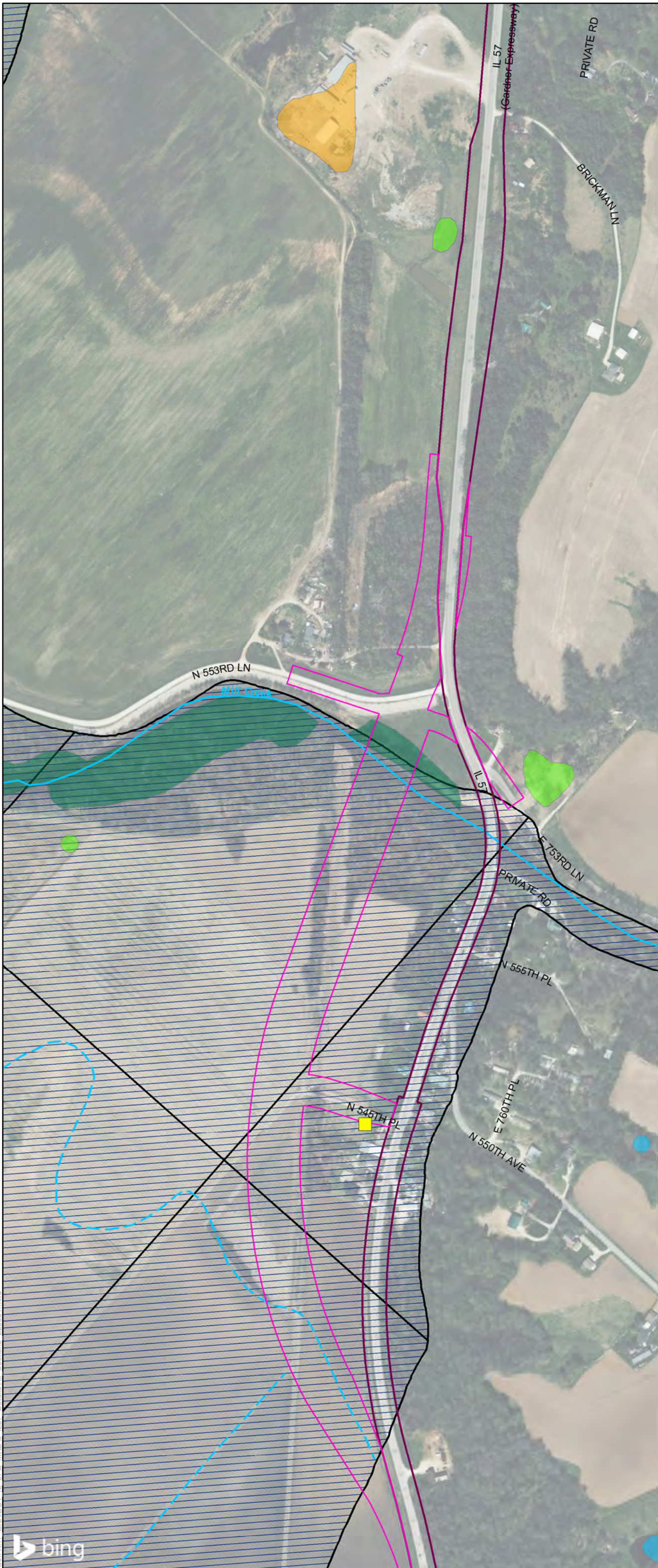


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Area of Detail

Legend

- Possible Residential Building Impact
 - Intermittent Stream
 - Perennial Stream
 - Floodplain (100 year)
 - Proposed New ROW
 - Existing ROW
- NWI Wetland Type**
- Emergent
 - Forested
 - Open Water
 - Scrub Shrub



Alternative R-1A

Sheet 2 of 6

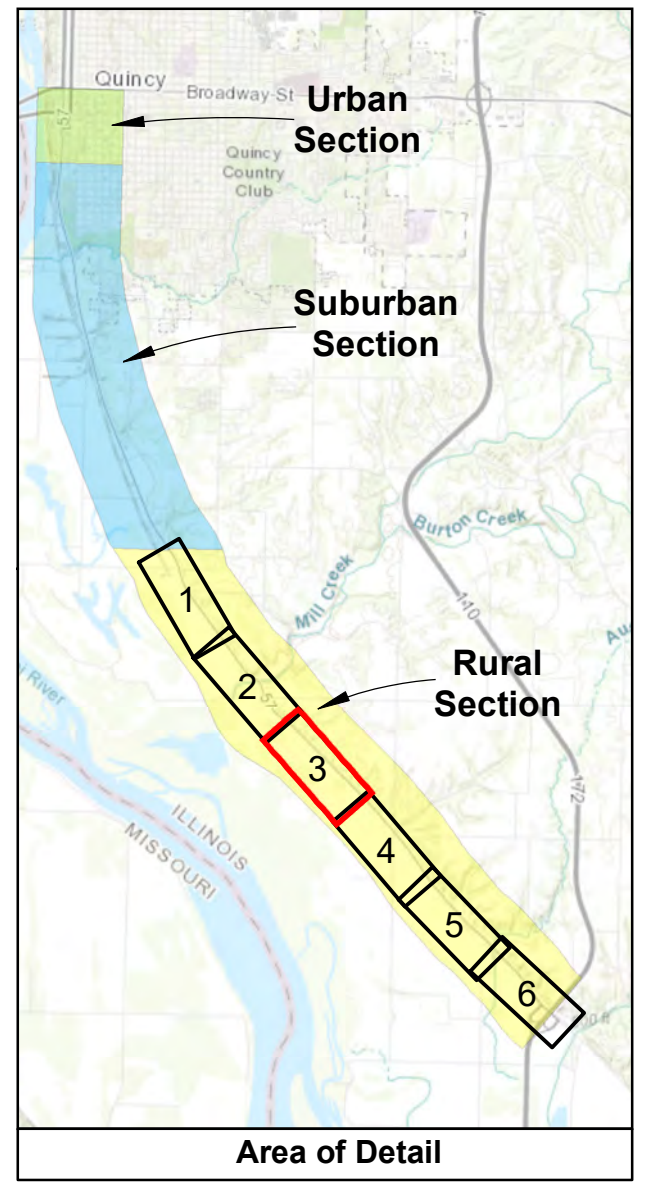
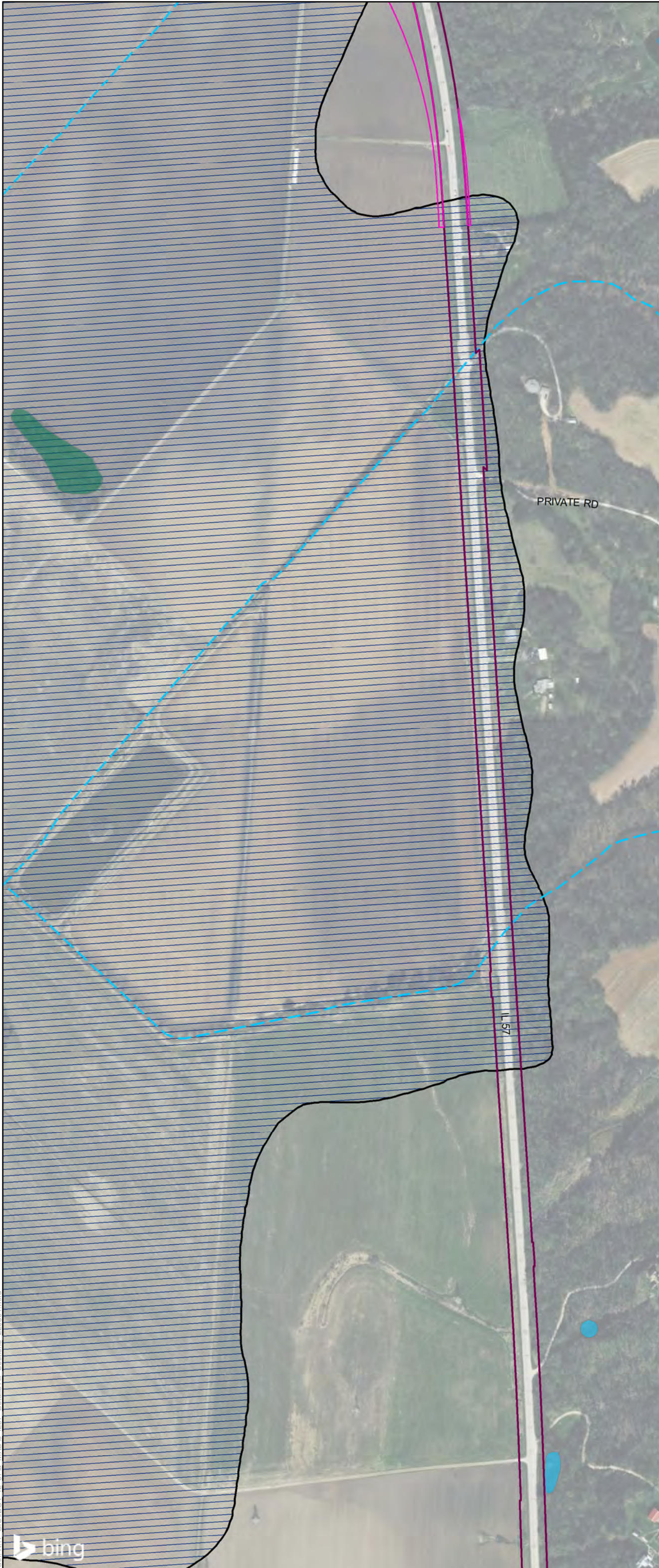


**PEL Study for IL 57,
Broadway to I-172**







Job No. 2302201748
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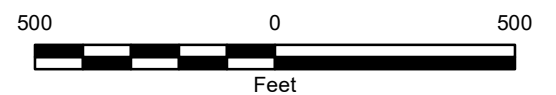


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Legend

-  Intermittent Stream
-  Floodplain (100 year)
-  Proposed New ROW
-  Existing ROW
- NWI Wetland Type**
-  Forested
-  Open Water



Alternative R-1A

Sheet 3 of 6

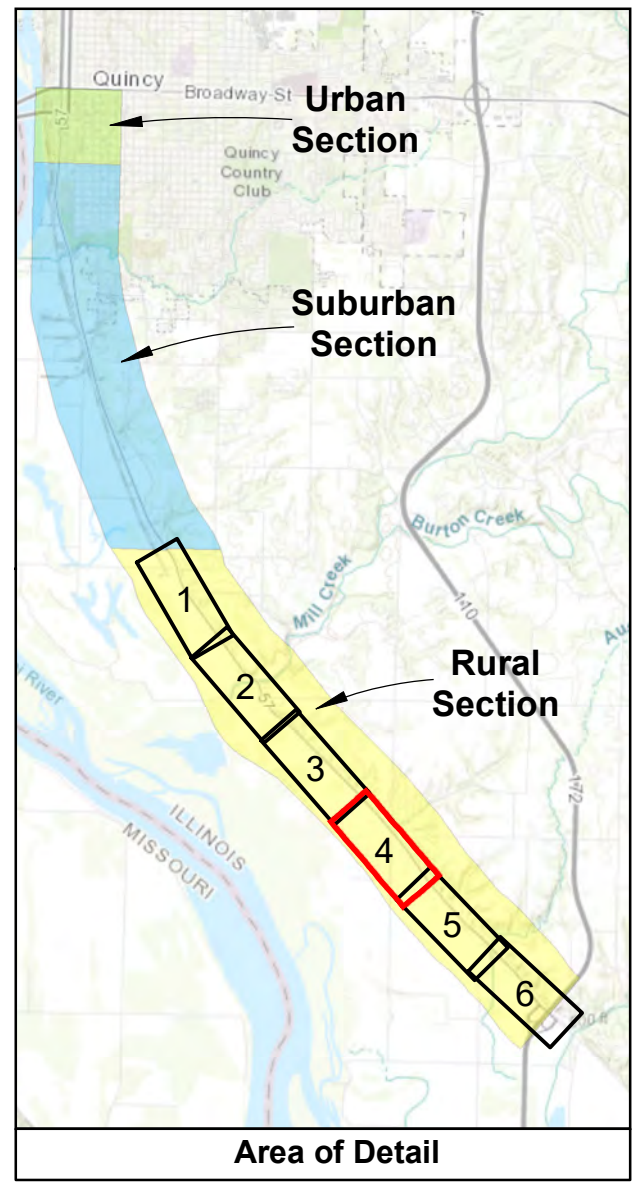


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Broadway to I-172**

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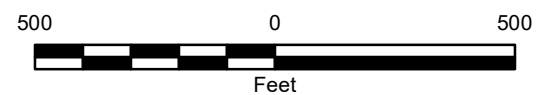


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Legend

- Intermittent Stream
- Perennial Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Open Water



Alternative R-1A

Sheet 4 of 6

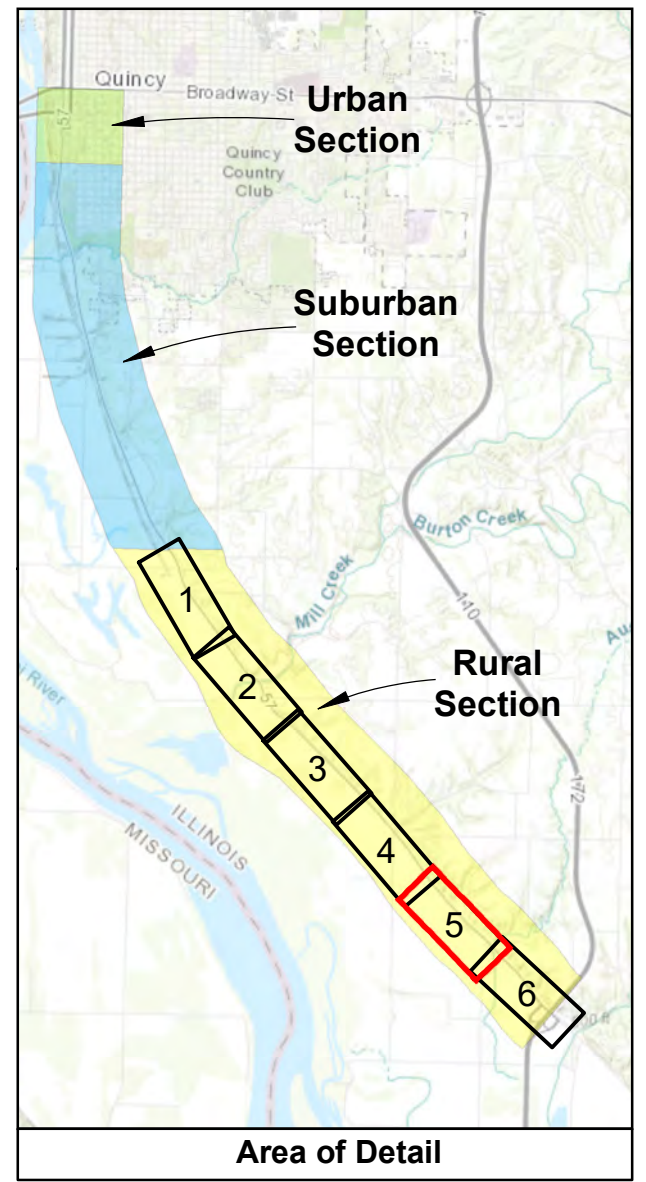


**PEL Study for IL 57,
Broadway to I-172**

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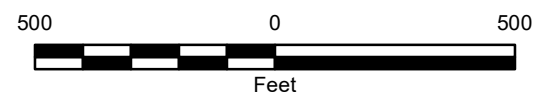


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Legend

- - - Intermittent Stream
 - Perennial Stream
 - Existing ROW
- NWI Wetland Type**
- Open Water



Alternative R-1A

Sheet 5 of 6

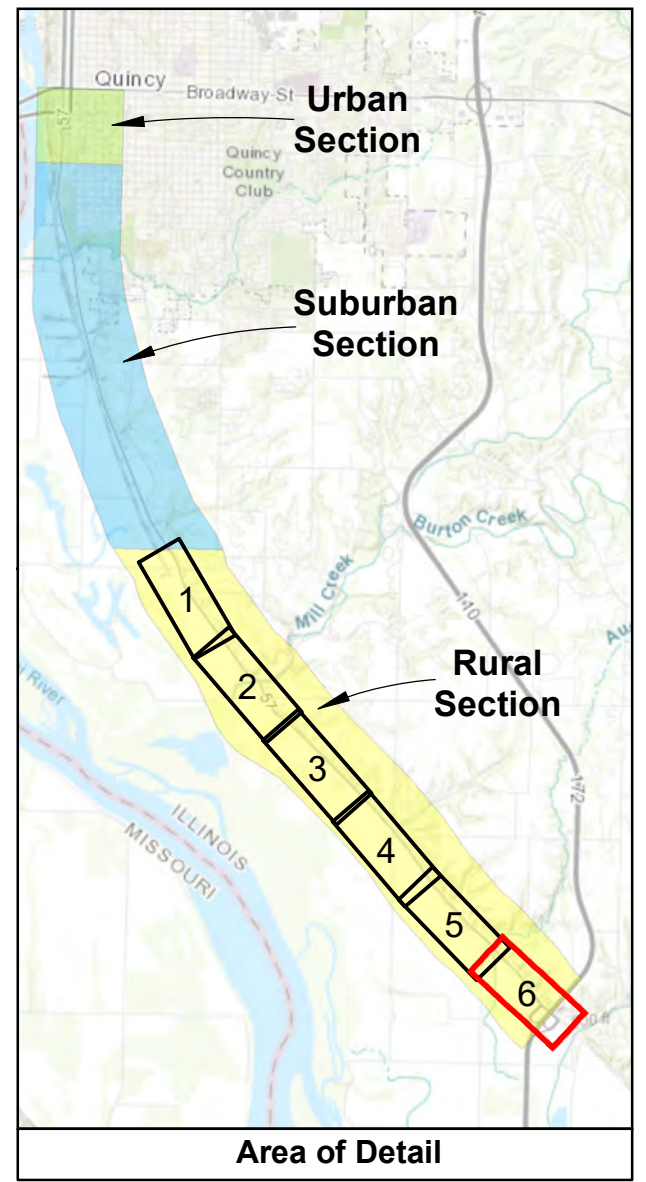


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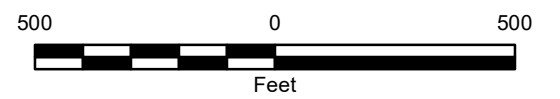
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Area of Detail

Legend

- - - Intermittent Stream
 - Perennial Stream
 - Existing ROW
- NWI Wetland Type**
- Emergent
 - Forested
 - Open Water



Alternative R-1A

Sheet 6 of 6

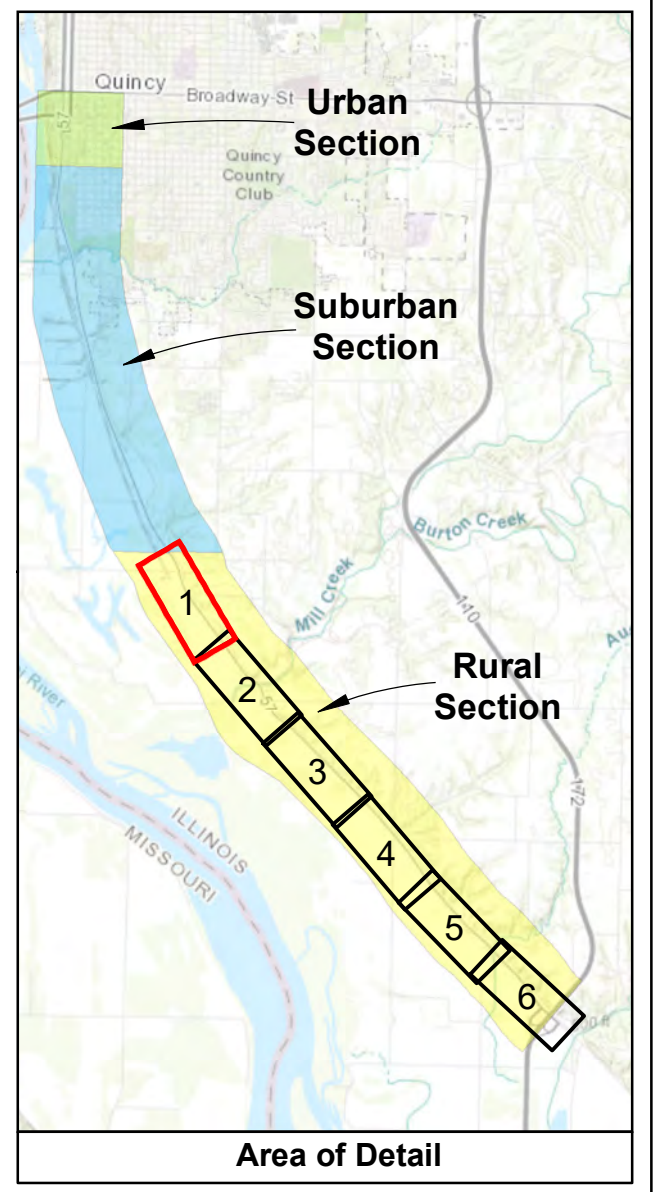
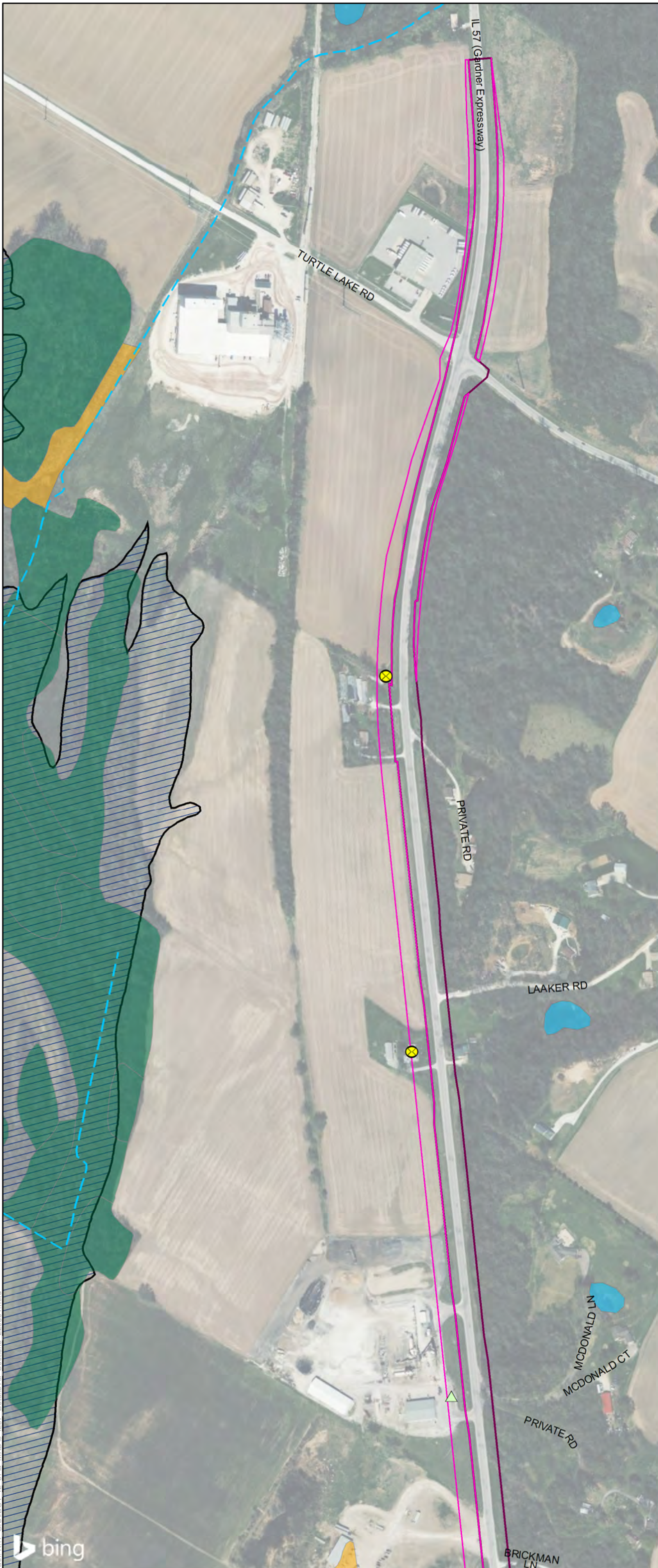


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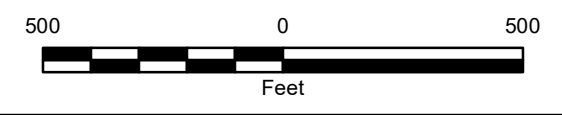


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Legend

- Residential Building Impact
 - Possible Parking Impact
 - Intermittent Stream
 - Floodplain (100 year)
 - Proposed New ROW
 - Existing ROW
- NWI Wetland Type**
- Forested
 - Open Water
 - Scrub Shrub



Alternative R-2

Sheet 1 of 6

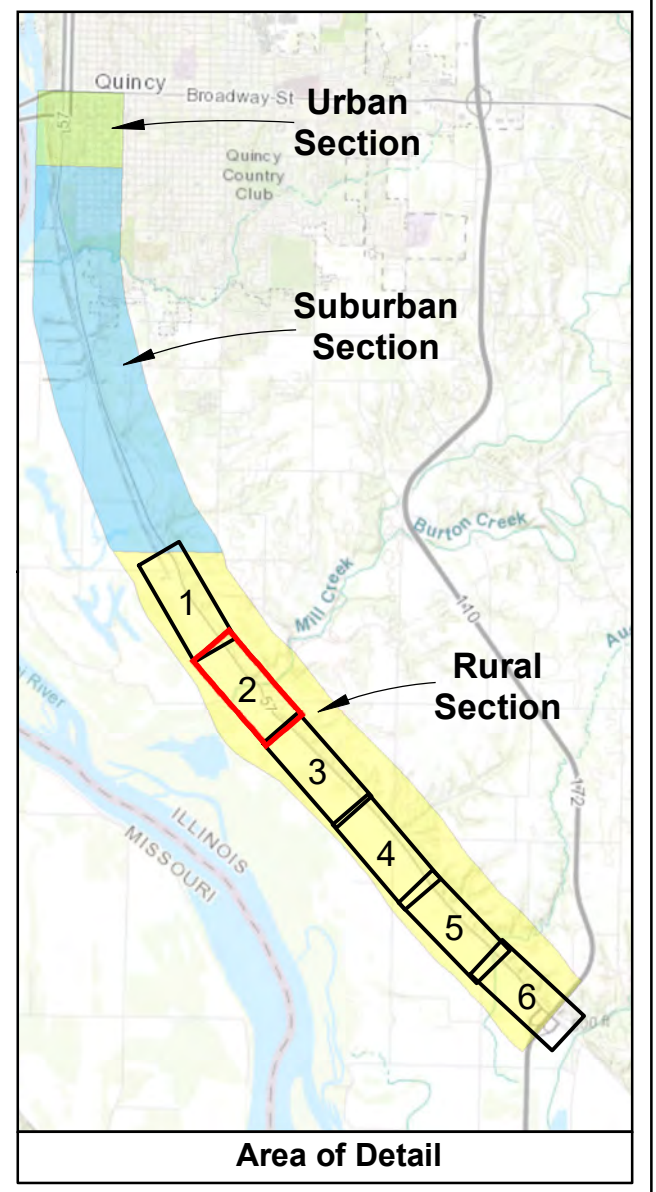
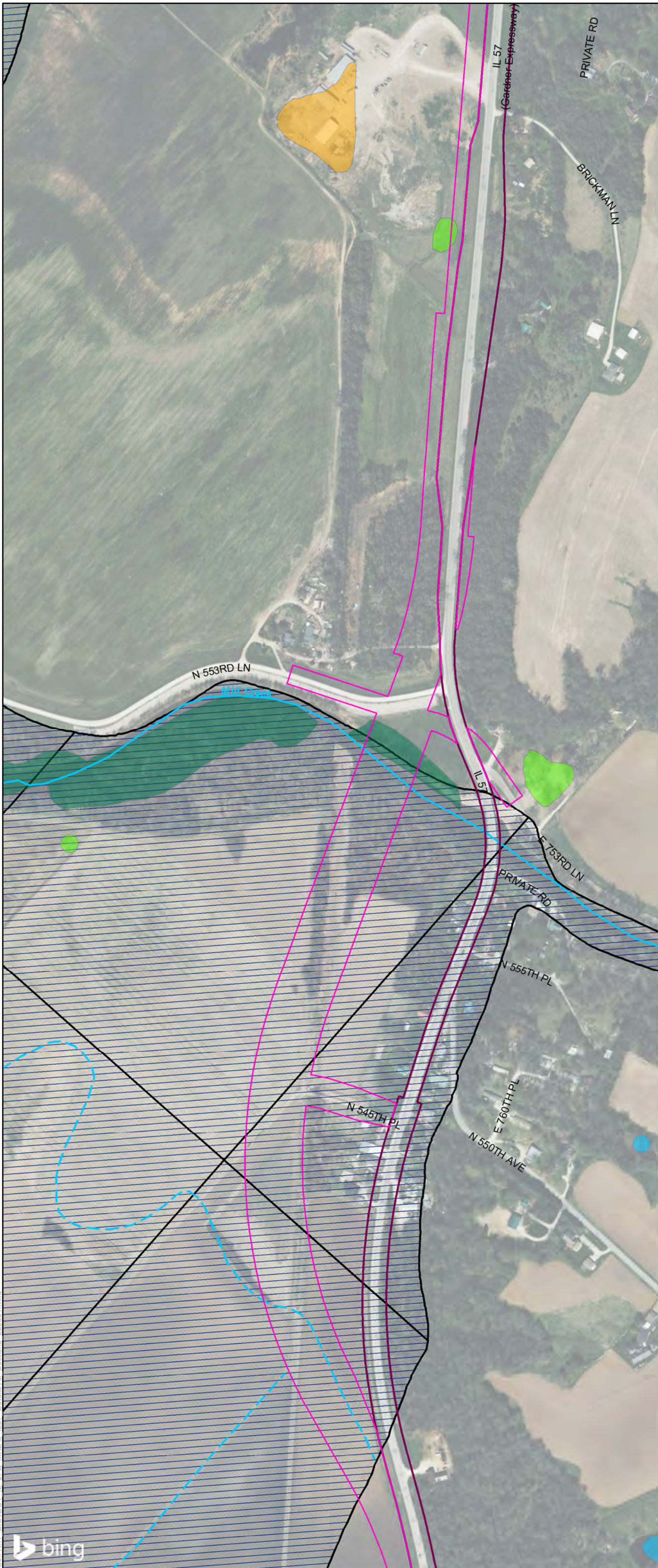


PEL Study for IL 57, Broadway to I-172

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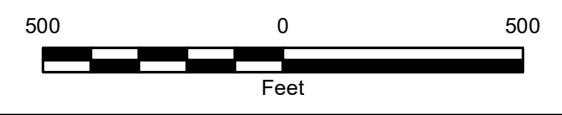


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Legend

- Intermittent Stream
- Perennial Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Emergent
- Forested
- Open Water
- Scrub Shrub



Alternative R-2

Sheet 2 of 6



PEL Study for IL 57, Broadway to I-172

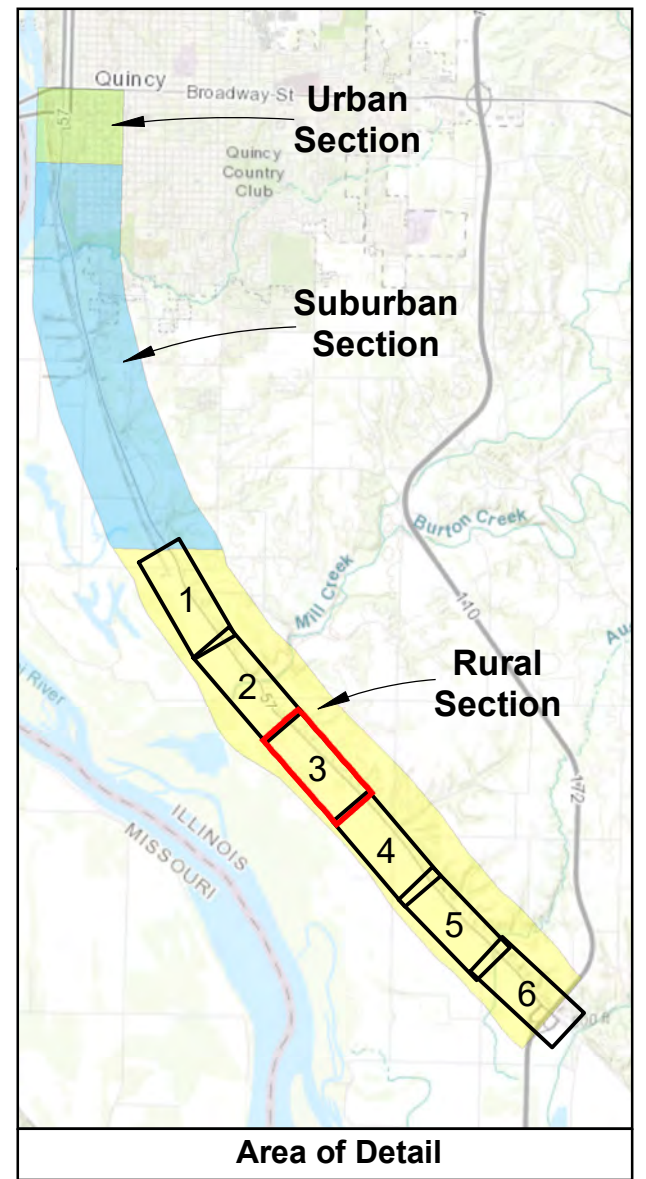
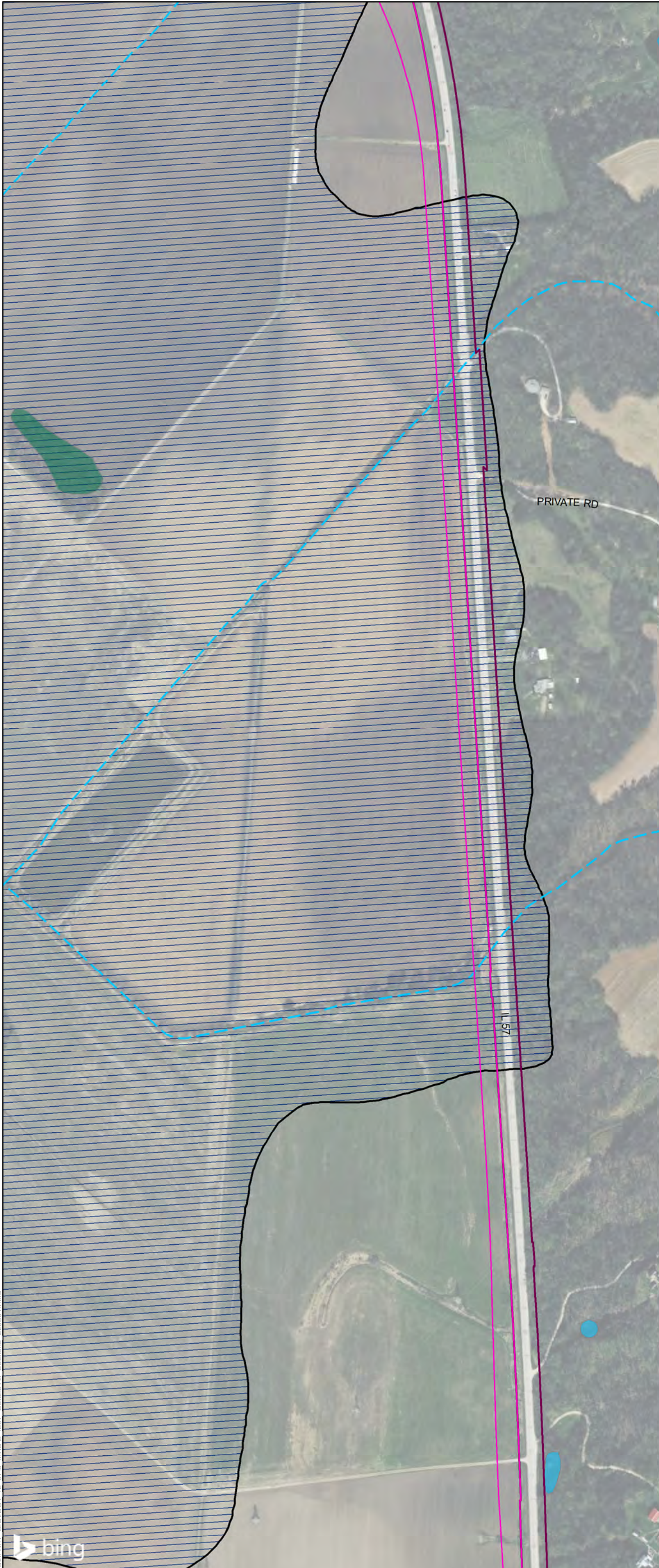
Job No. 2302201748
 Drawn By: BSM
 Reviewed By: SJM
 Date: 8/1/2022









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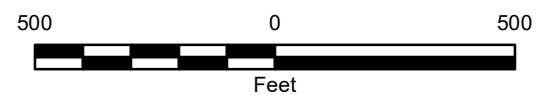
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Legend

-  Intermittent Stream
-  Floodplain (100 year)
-  Proposed New ROW
-  Existing ROW
- NWI Wetland Type**
-  Forested
-  Open Water



Alternative R-2

Sheet 3 of 6

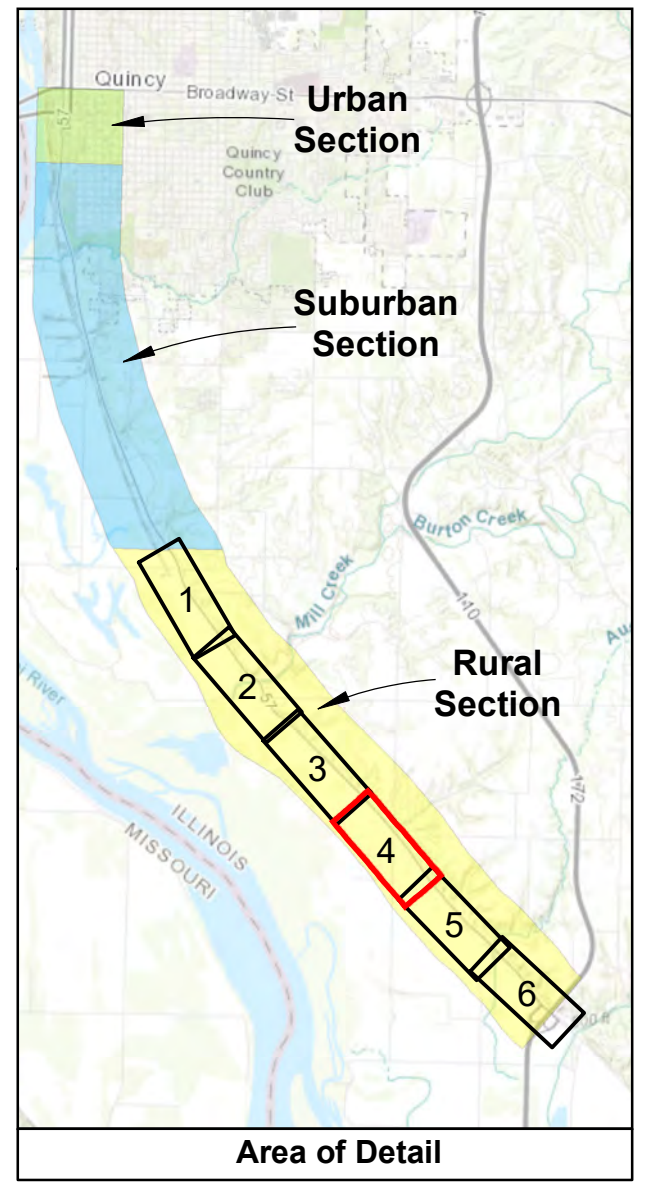


**PEL Study for IL 57,
Broadway to I-172**

Job No. 2302201748
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Legend

- Intermittent Stream
- Perennial Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Open Water



Alternative R-2

Sheet 4 of 6

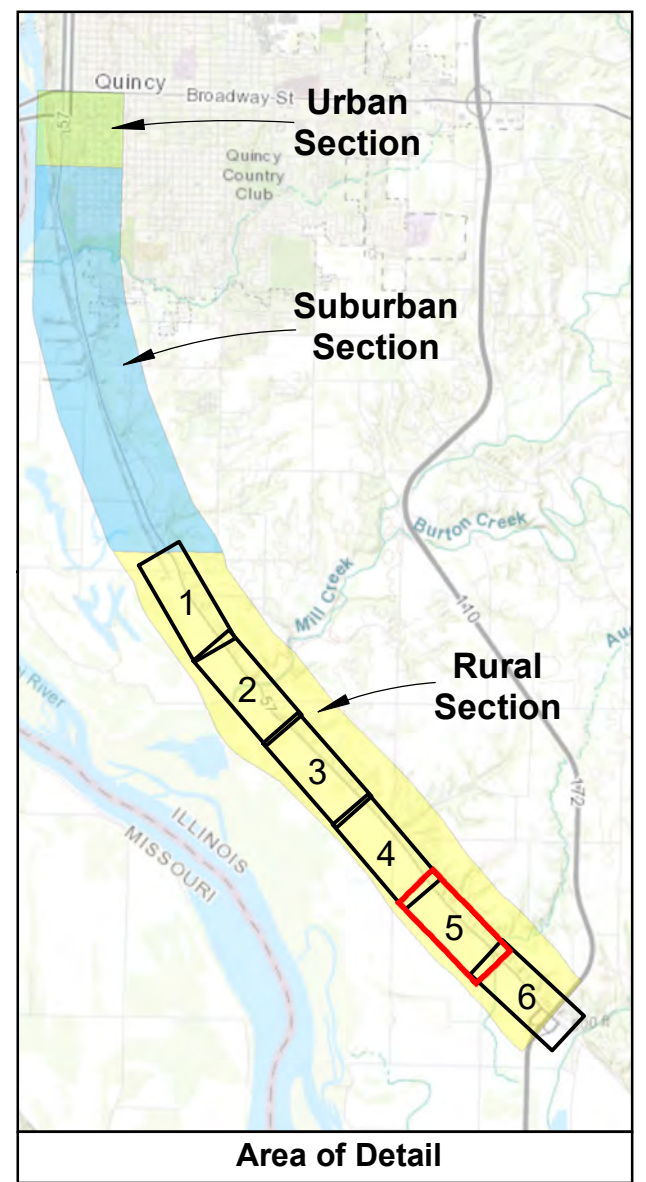


**PEL Study for IL 57,
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Area of Detail

Legend

-  Residential Building Impact
-  Possible Residential Building Impact
-  Intermittent Stream
-  Perennial Stream
-  Proposed New ROW
-  Existing ROW
- NWI Wetland Type**
-  Open Water



Alternative R-2

Sheet 5 of 6

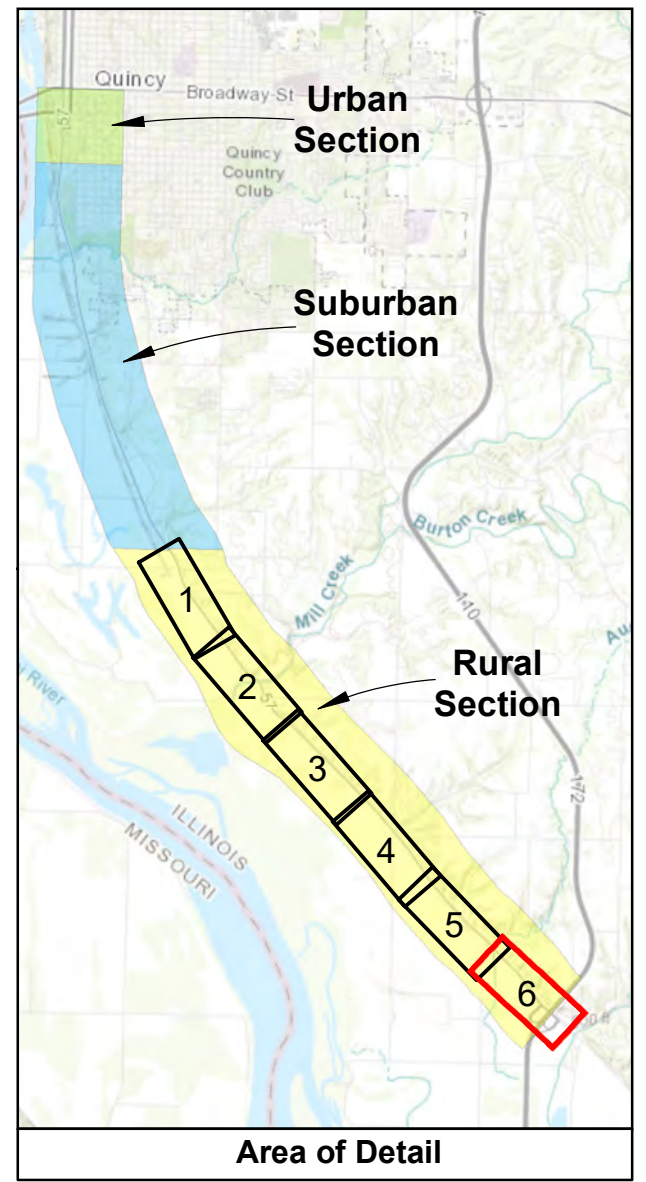


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Broadway to I-172**

Job No. 2302201748
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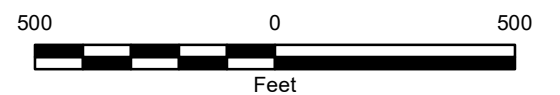
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Area of Detail

Legend

- Intermittent Stream
- Perennial Stream
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Emergent
- Forested
- Open Water



Alternative R-2

Sheet 6 of 6

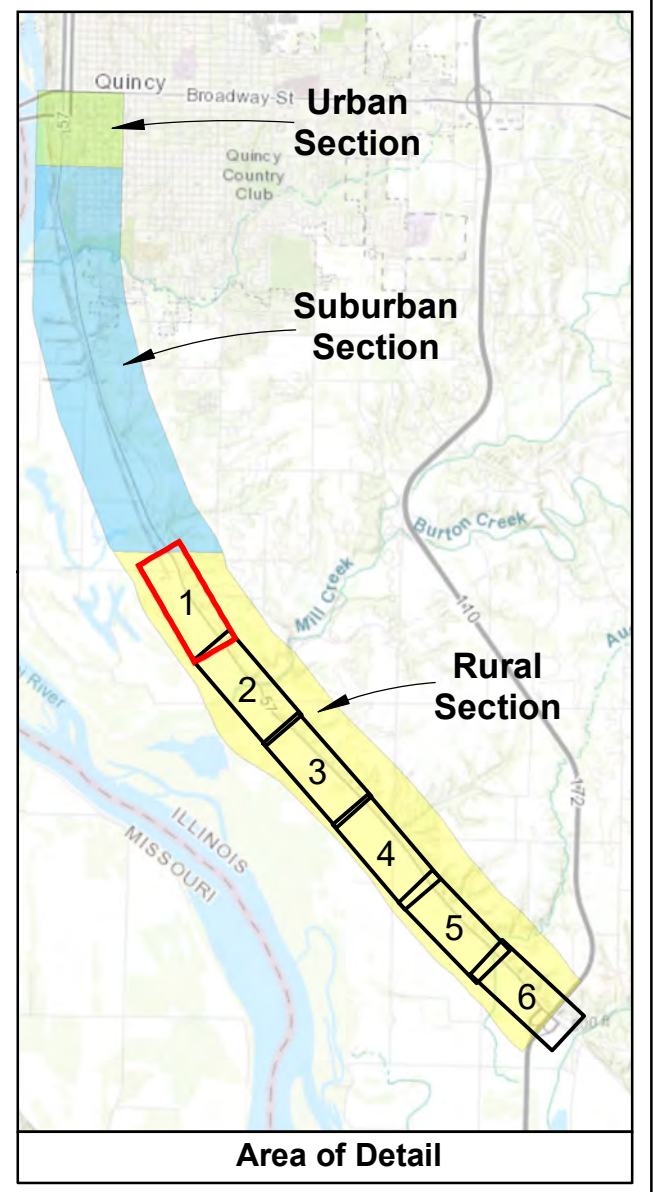
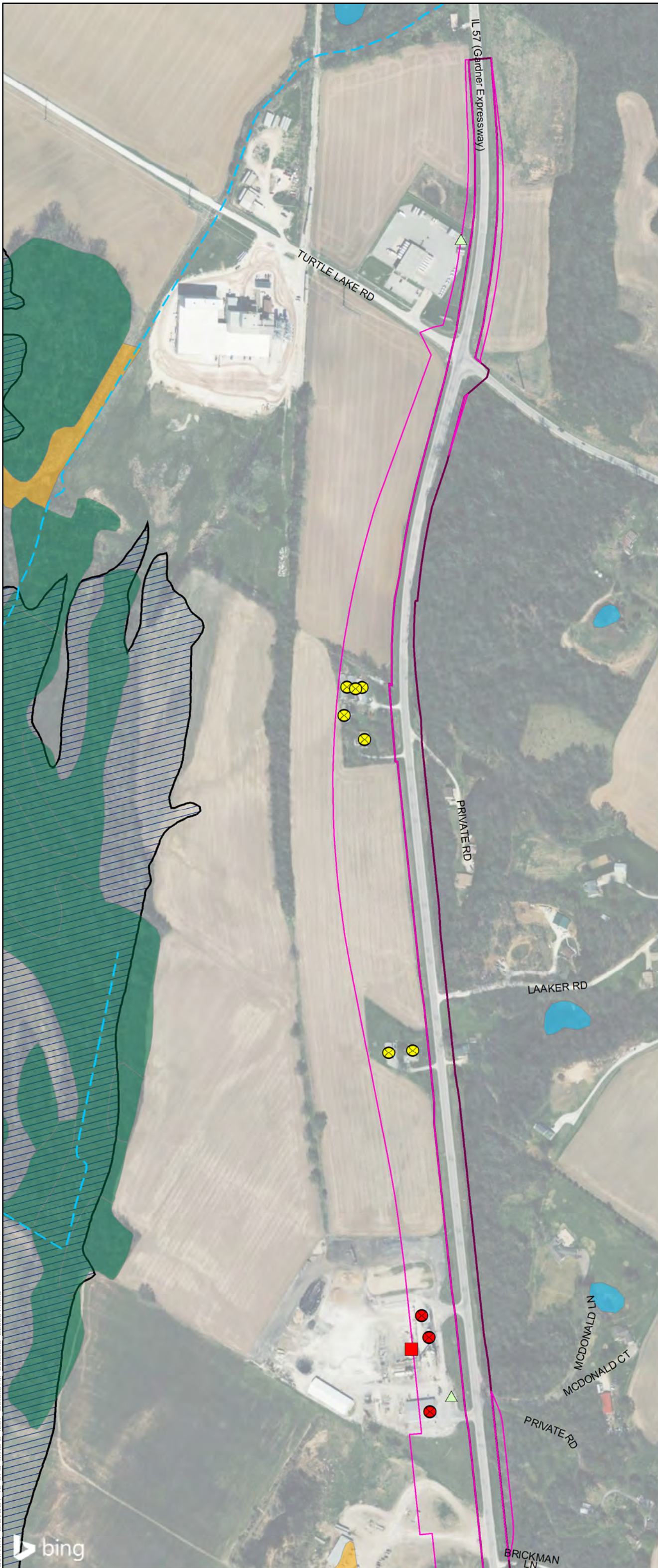


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Job No. 2302201748
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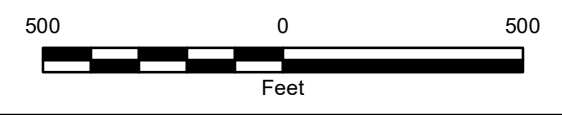
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Area of Detail

Legend

- Residential Building Impact
- Commercial Building Impact
- Possible Commercial Building Impact
- Possible Parking Impact
- Intermittent Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water
- Scrub Shrub



Alternative R-3A

Sheet 1 of 6

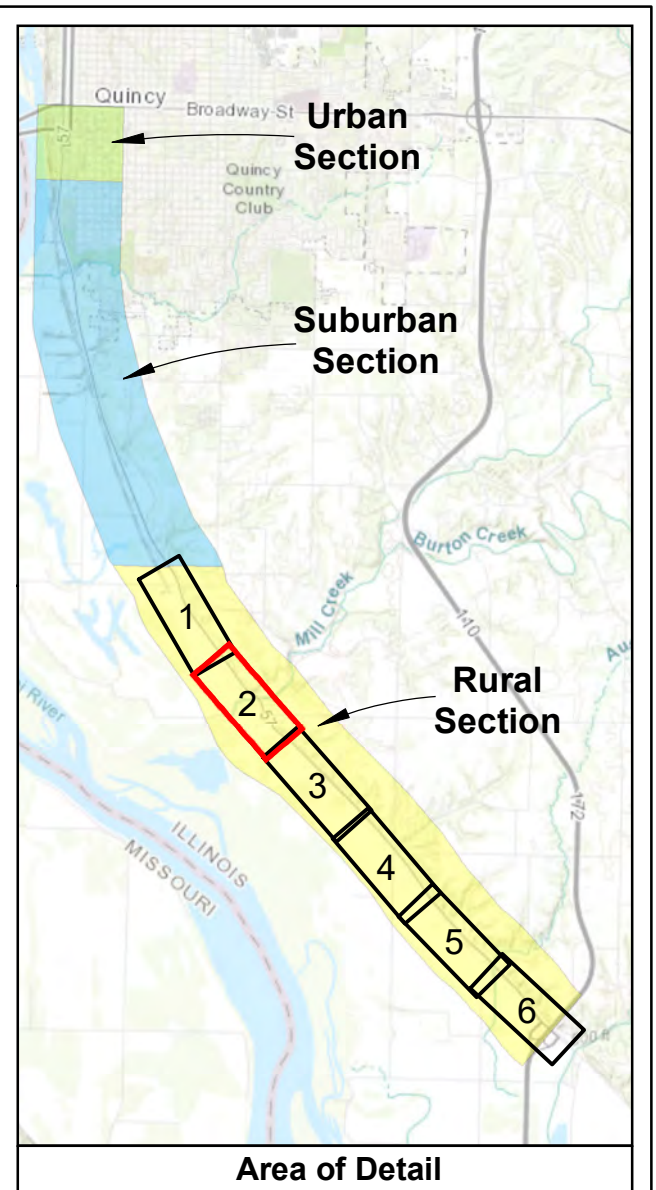
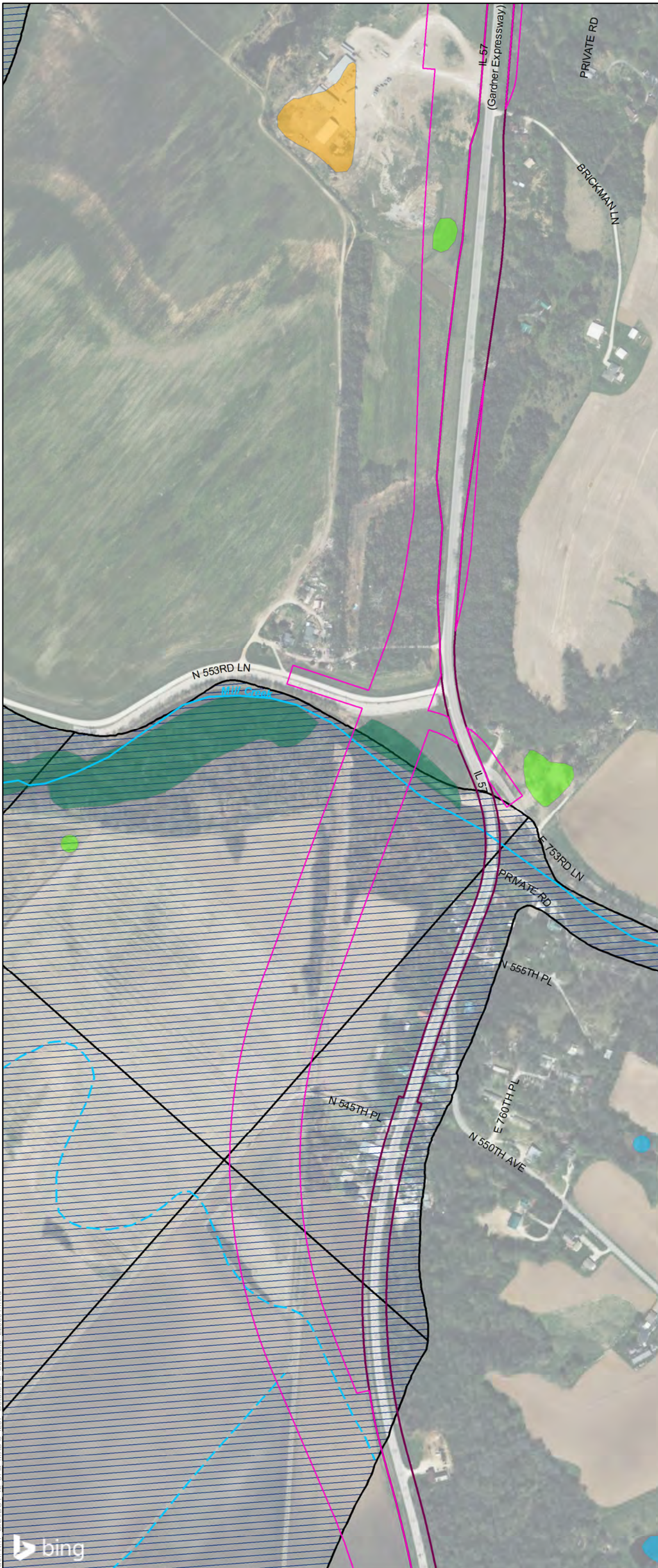


PEL Study for IL 57, Broadway to I-172

Job No. 2302201748
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 Reviewed By: SJM
 Date: 8/1/2022



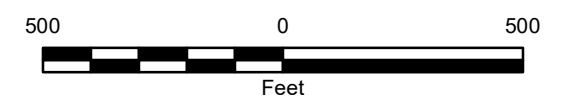
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Area of Detail

Legend

- Intermittent Stream
- Perennial Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Emergent
- Forested
- Open Water
- Scrub Shrub



Alternative R-3A

Sheet 2 of 6

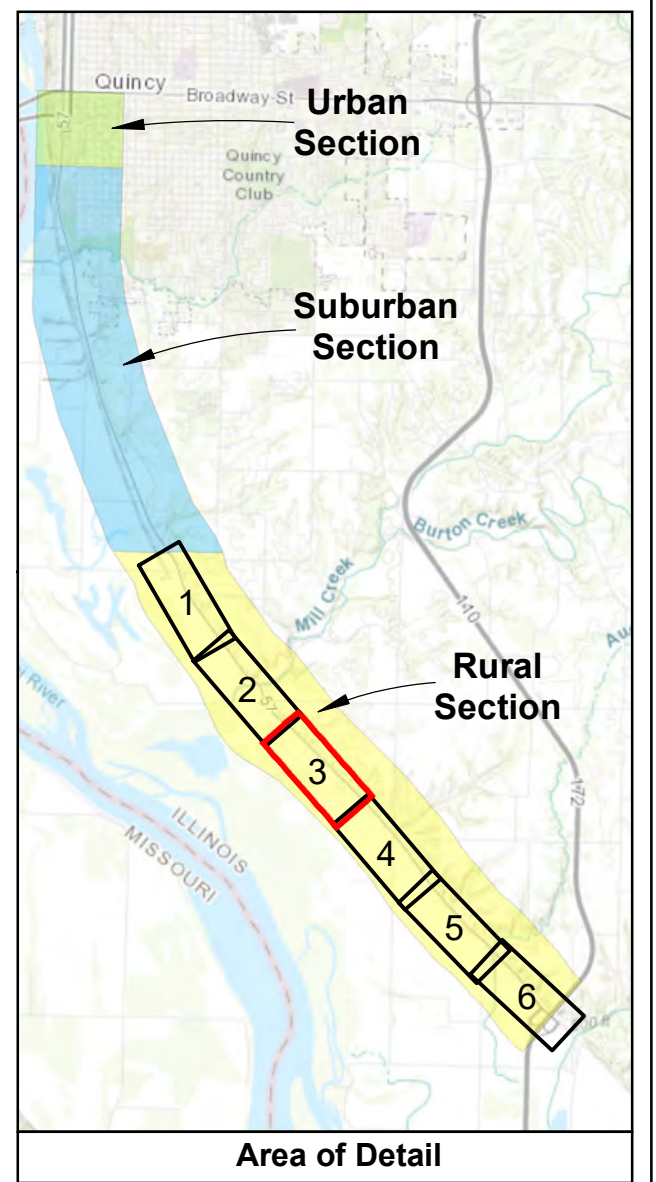
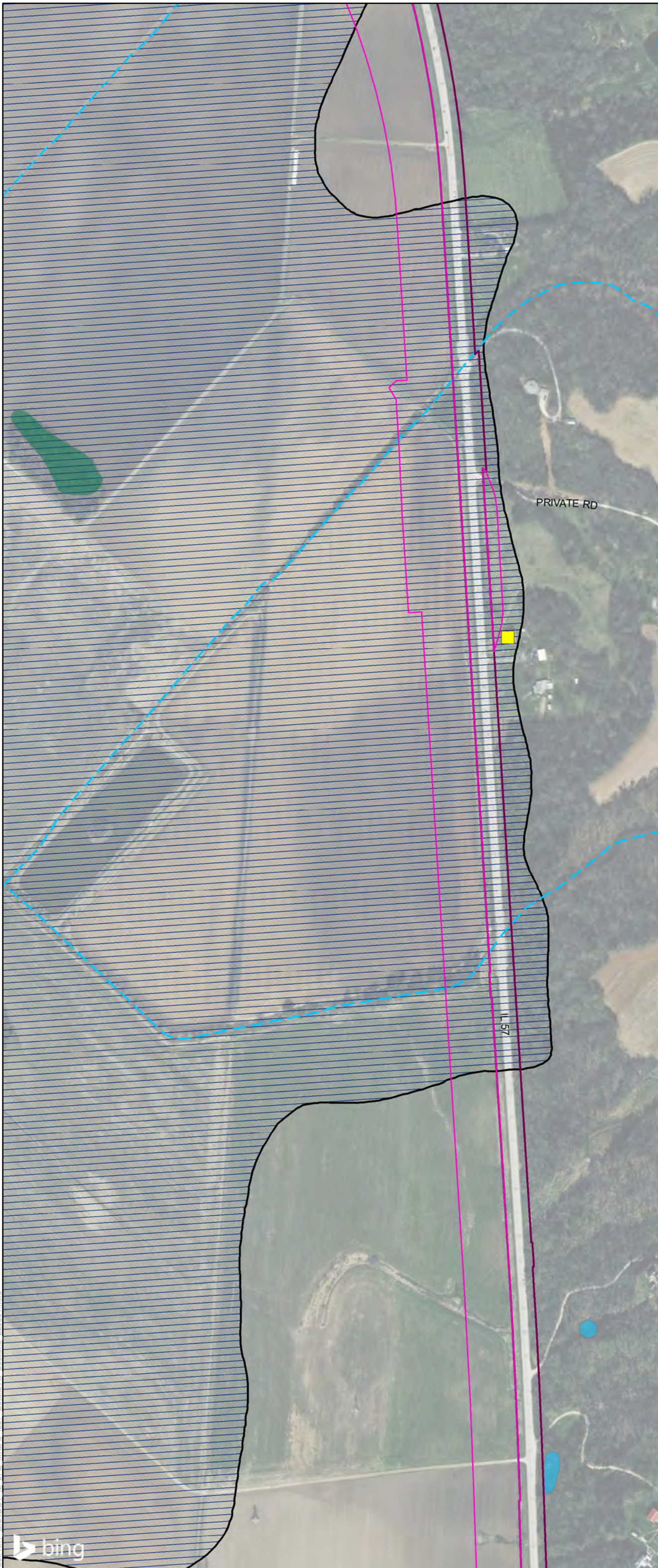


PEL Study for IL 57, Broadway to I-172

Job No. 2302201748
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Area of Detail

Legend

- Possible Residential Building Impact
- Intermittent Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Forested
- Open Water



Alternative R-3A

Sheet 3 of 6

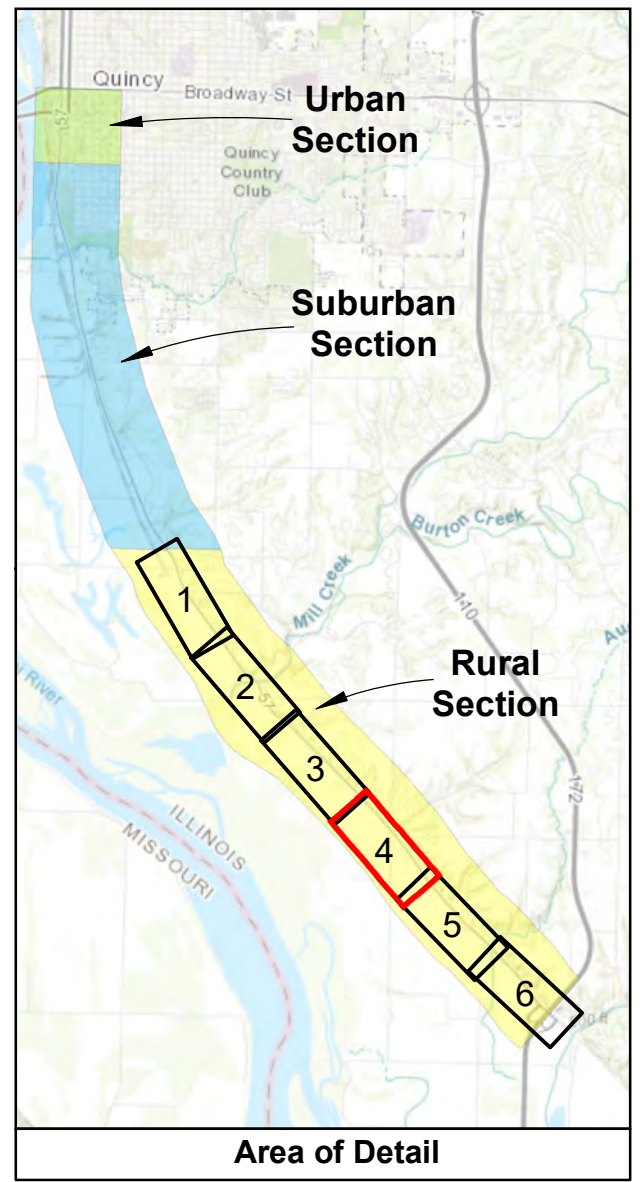


PEL Study for IL 57, Broadway to I-172

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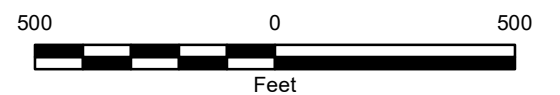


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Legend

- Intermittent Stream
- Perennial Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Open Water



Alternative R-3A

Sheet 4 of 6

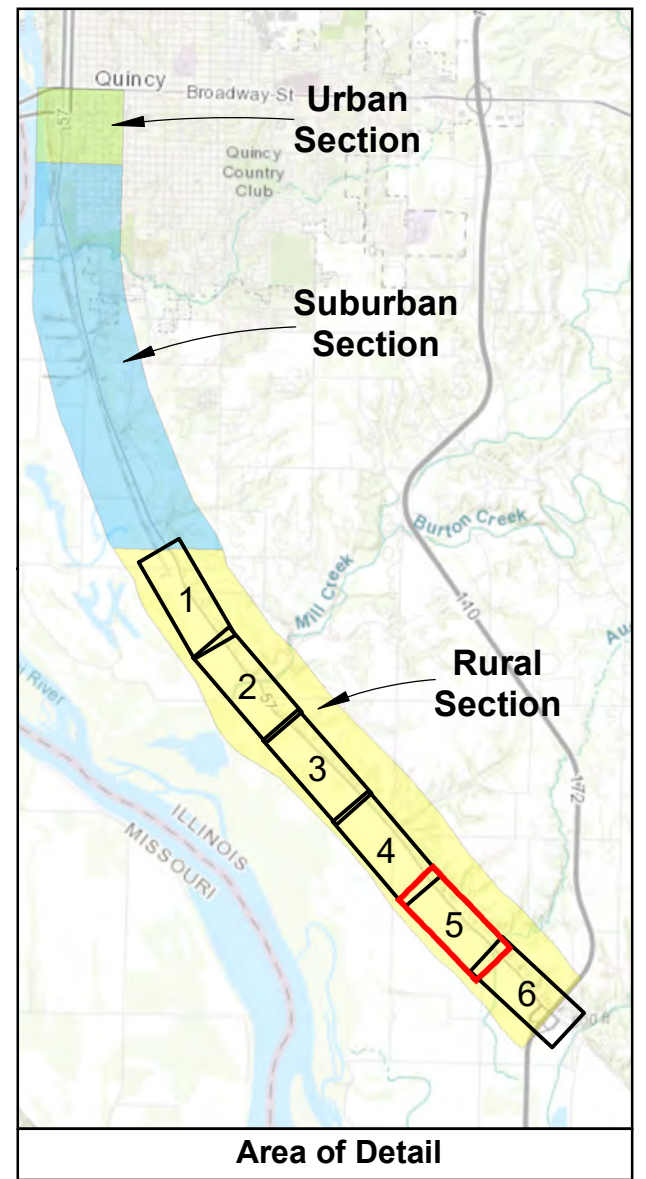


**PEL Study for IL 57,
Broadway to I-172**

Job No. 2302201748
 Drawn By: BSM
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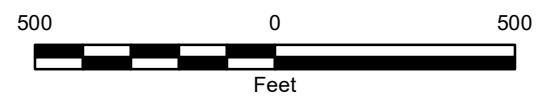
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Area of Detail

Legend

- Residential Building Impact
- Possible Residential Building Impact
- Intermittent Stream
- Perennial Stream
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Open Water



Alternative R-3A

Sheet 5 of 6

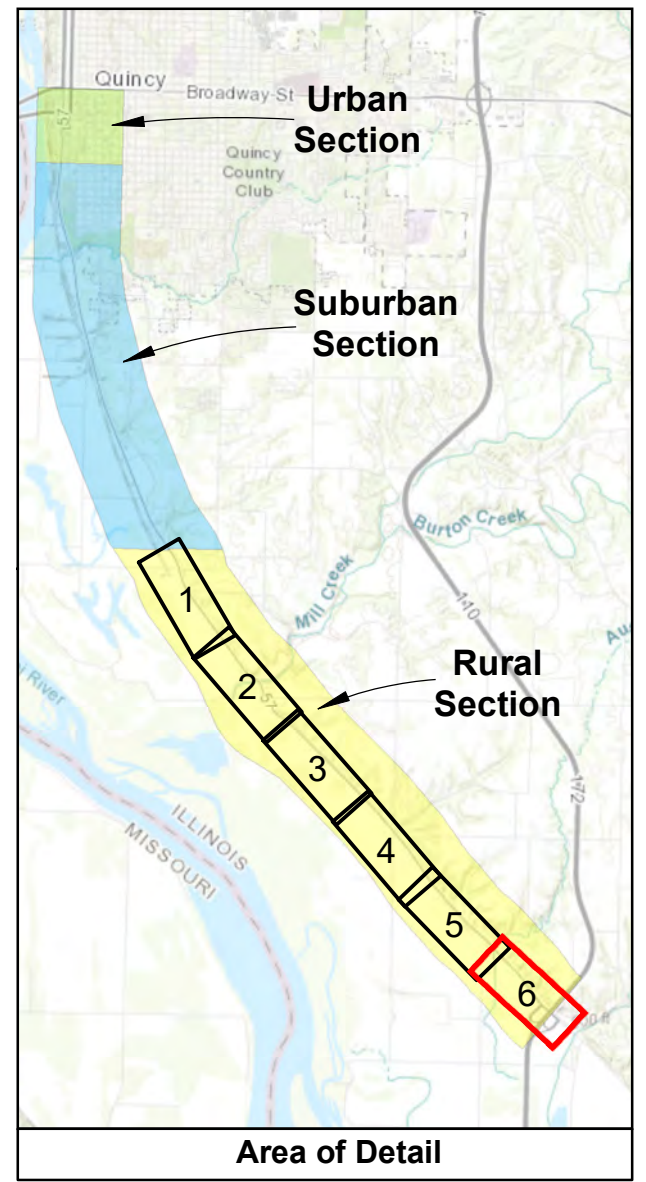
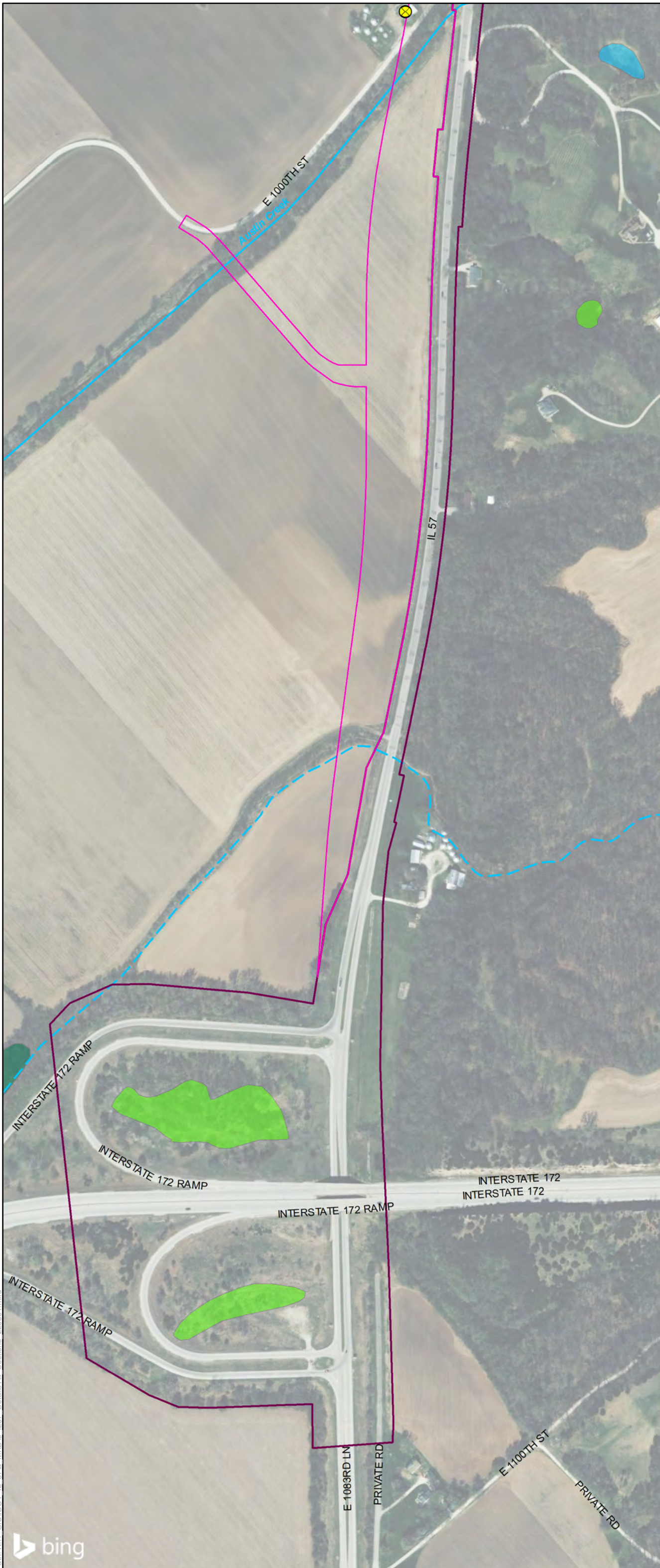


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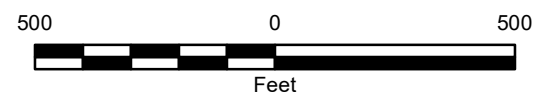


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Legend

- Residential Building Impact
- Intermittent Stream
- Perennial Stream
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
 - Emergent
 - Forested
 - Open Water



Alternative R-3A

Sheet 6 of 6

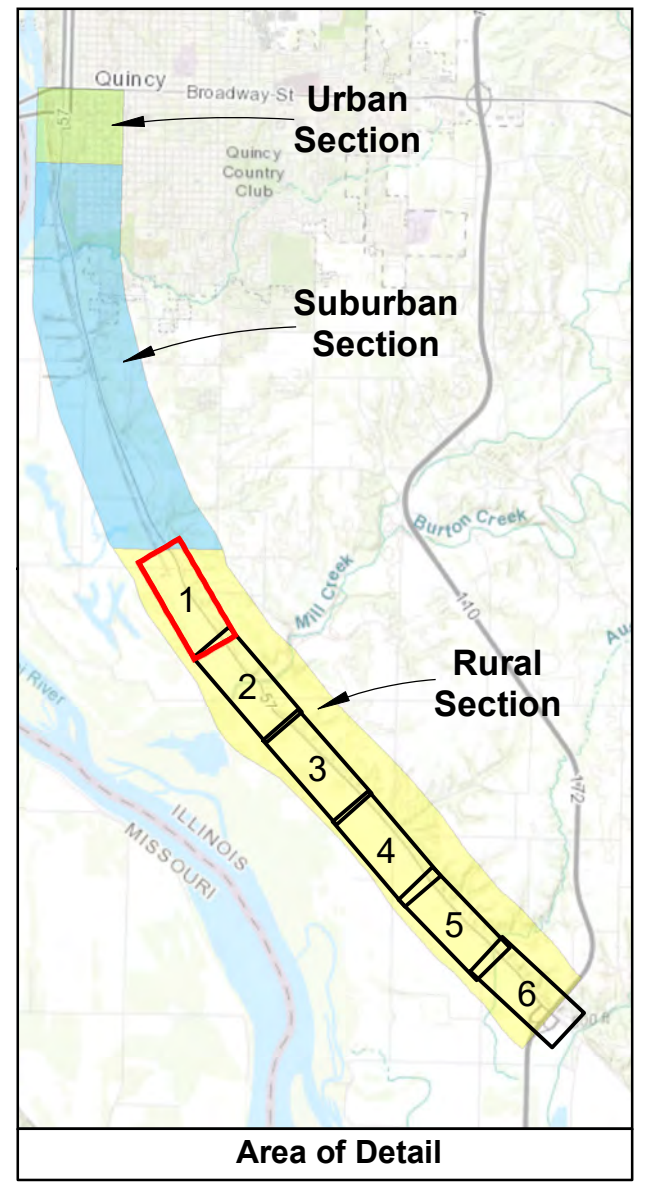
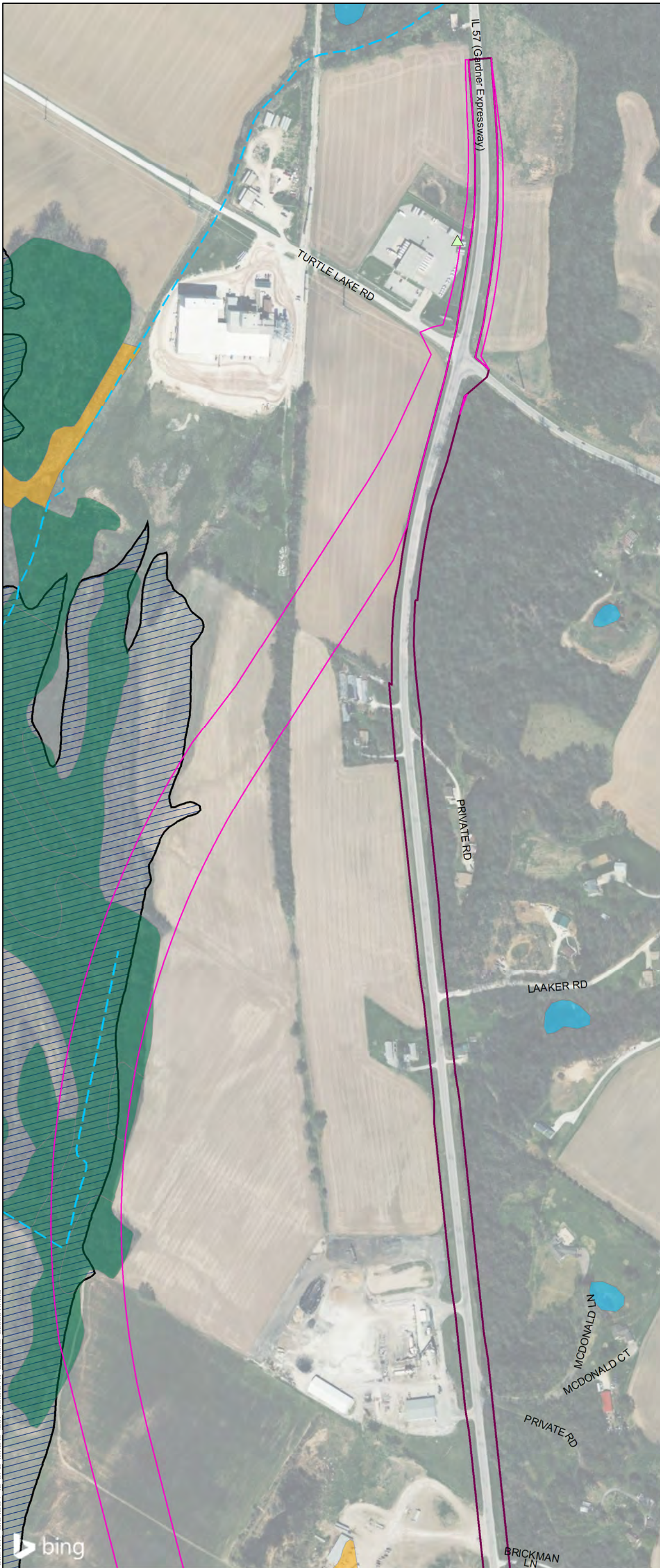


**PEL Study for IL 57,
Broadway to I-172**

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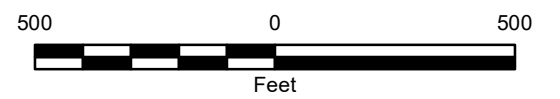


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Legend

- Possible Parking Impact
 - Intermittent Stream
 - Floodplain (100 year)
 - Proposed New ROW
 - Existing ROW
- NWI Wetland Type**
- Forested
 - Open Water
 - Scrub Shrub



Alternative R-4

Sheet 1 of 6

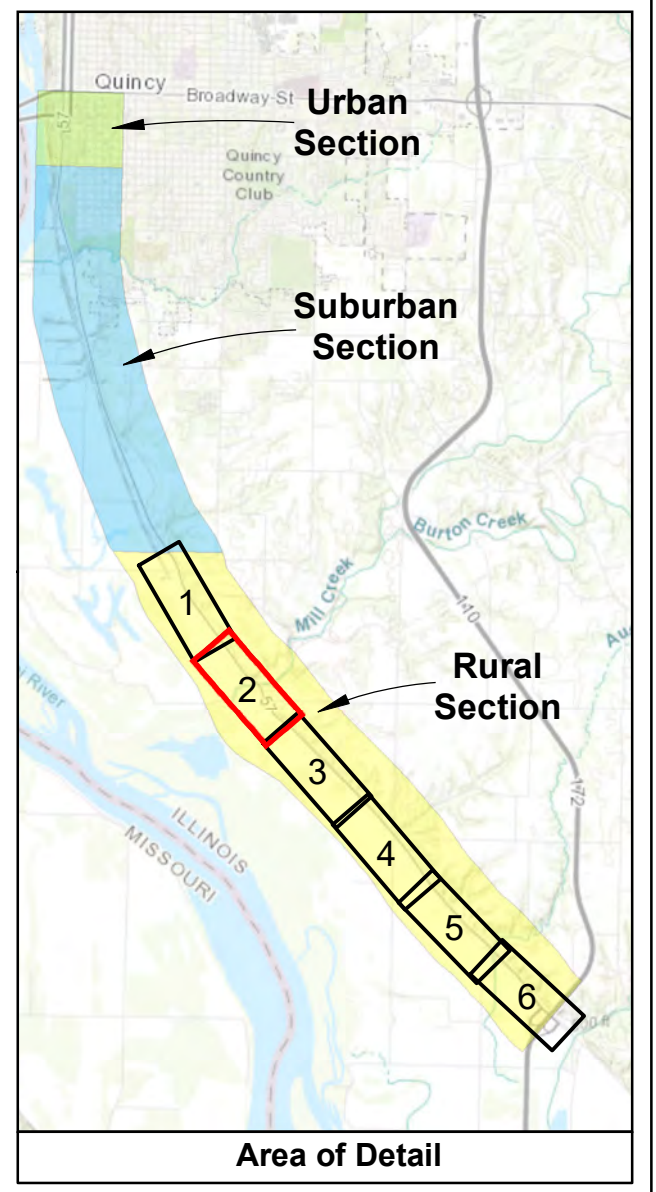
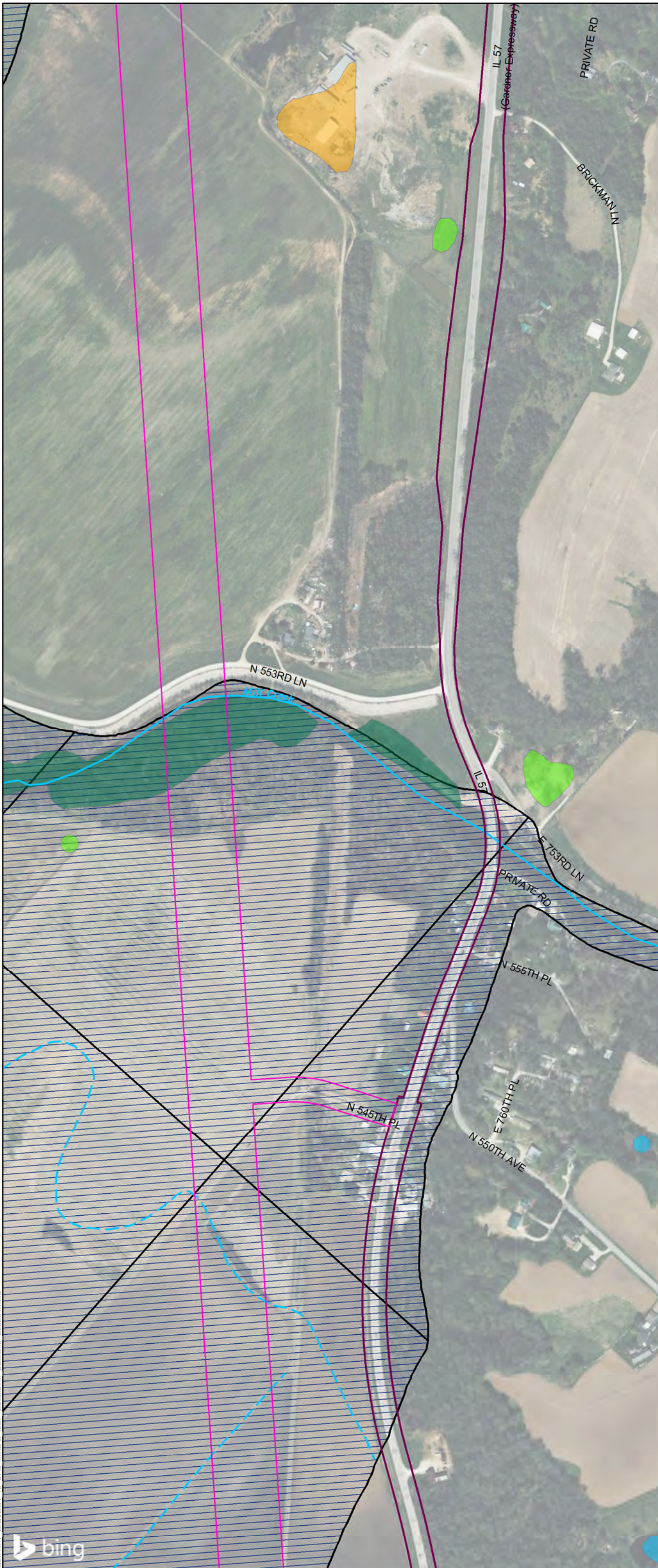


PEL Study for IL 57, Broadway to I-172

Job No. 2302201748
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 Reviewed By: SJM
 Date: 8/1/2022

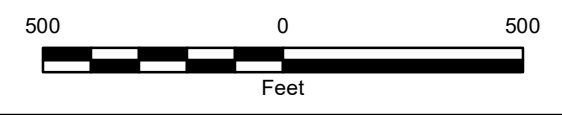


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Legend

- Intermittent Stream
- Perennial Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
 - Emergent
 - Forested
 - Open Water
 - Scrub Shrub



Alternative R-4

Sheet 2 of 6

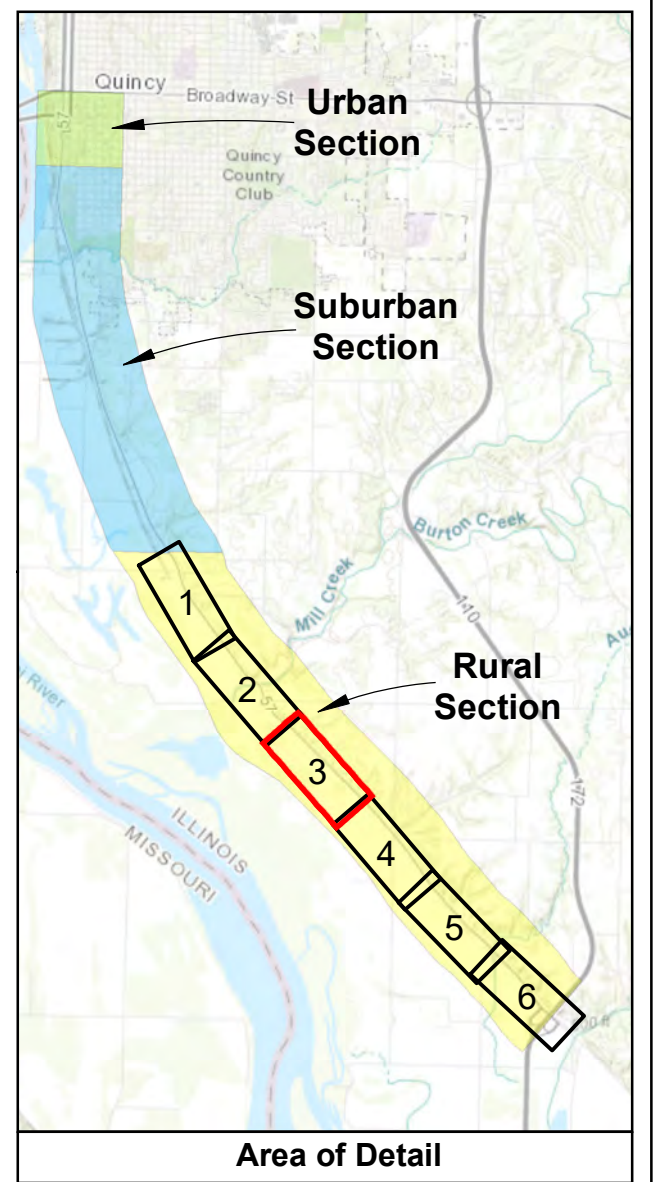
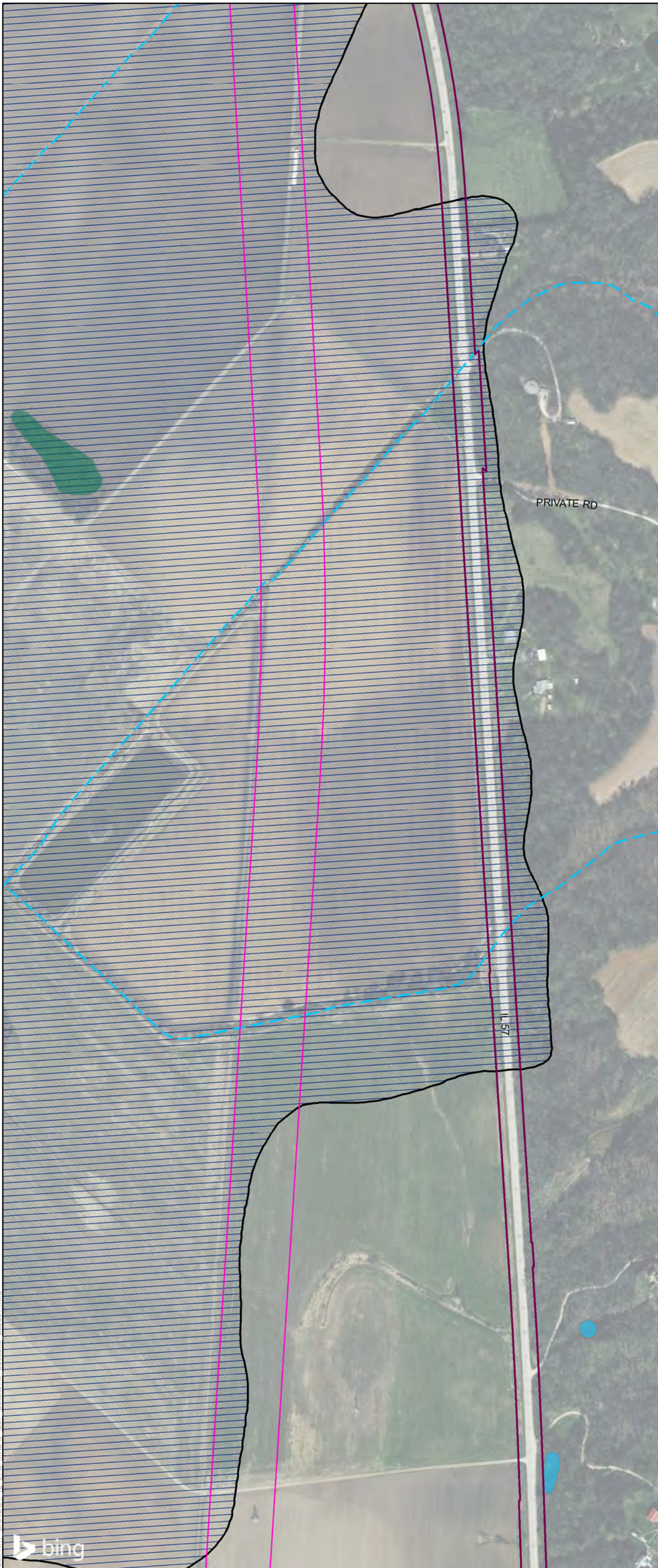


PEL Study for IL 57, Broadway to I-172







Job No. 2302201748
 Drawn By: BSM
 Reviewed By: SJM
 Date: 8/1/2022

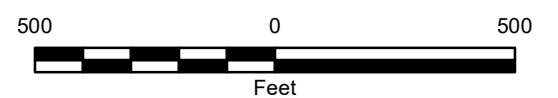


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Legend

-  Intermittent Stream
-  Floodplain (100 year)
-  Proposed New ROW
-  Existing ROW
- NWI Wetland Type**
-  Forested
-  Open Water



Alternative R-4

Sheet 3 of 6



**PEL Study for IL 57,
Broadway to I-172**

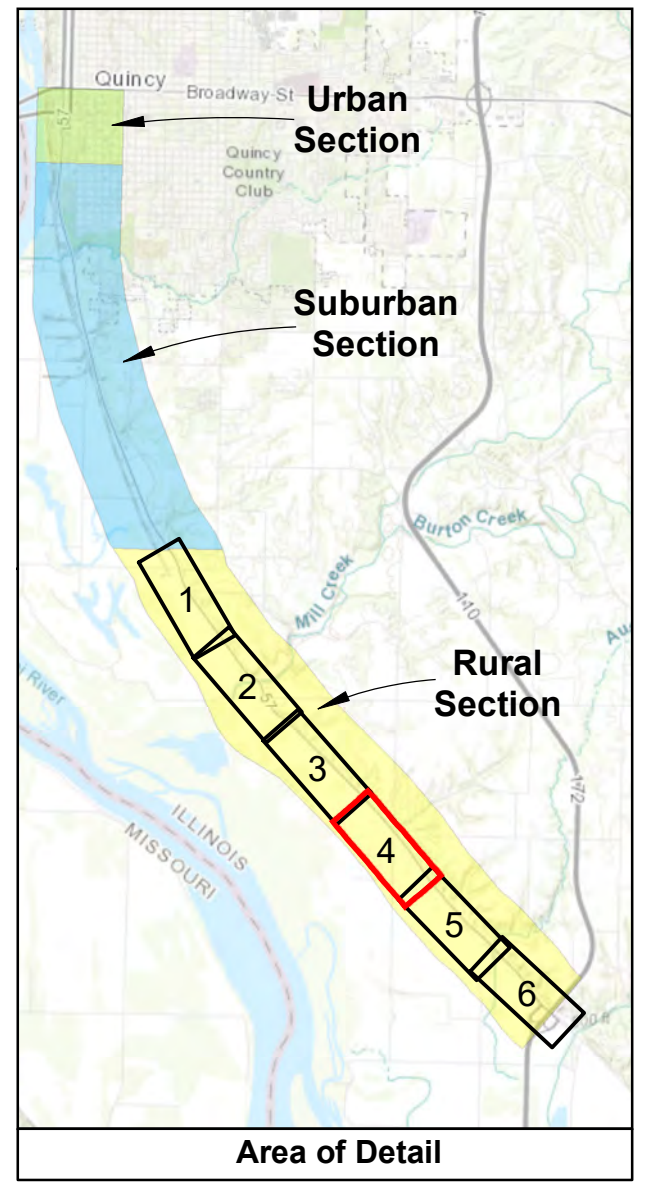
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Legend

- Intermittent Stream
- Perennial Stream
- Floodplain (100 year)
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Open Water



Alternative R-4

Sheet 4 of 6

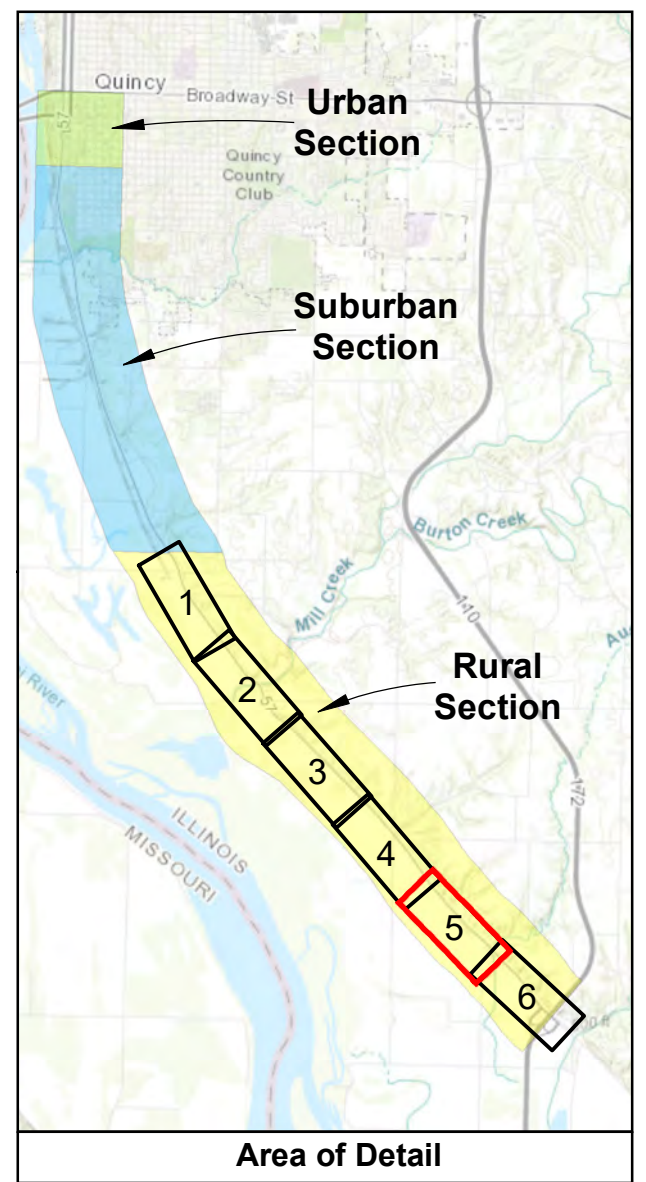


**PEL Study for IL 57,
Broadway to I-172**

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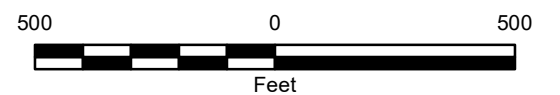
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Area of Detail

Legend

- Possible Commercial Building
- Intermittent Stream
- Perennial Stream
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Open Water



Alternative R-4

Sheet 5 of 6

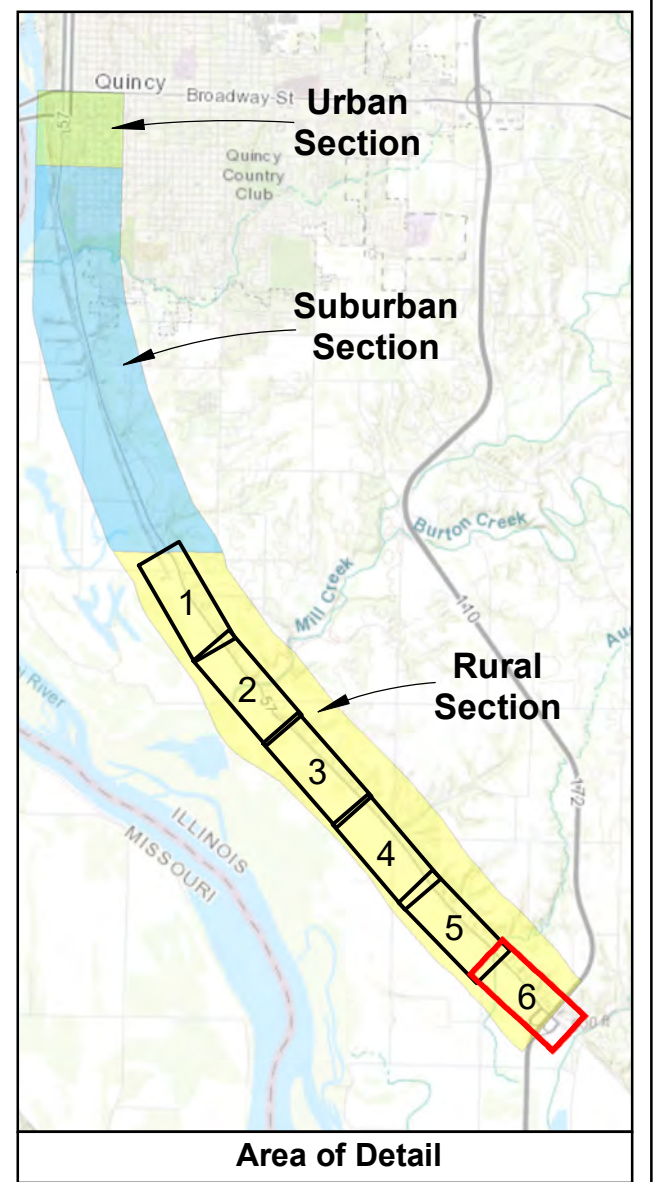
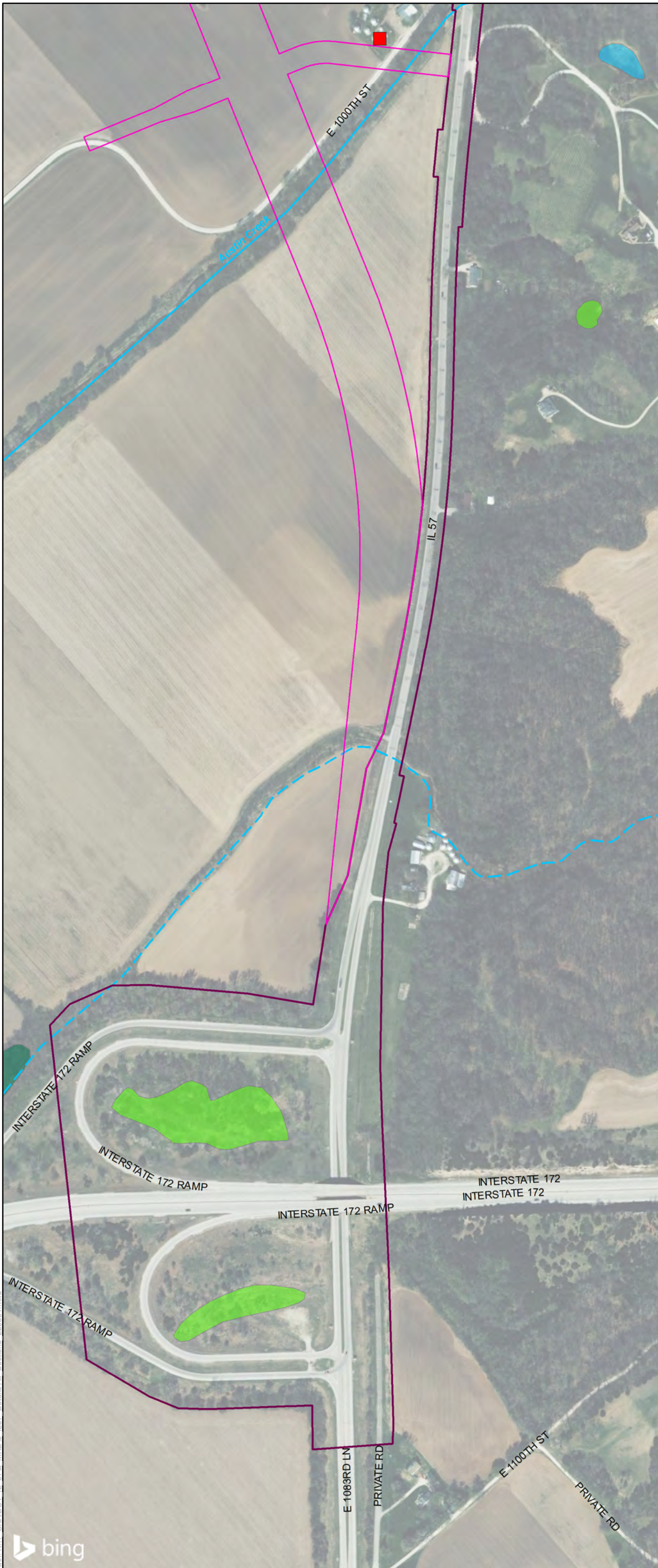


**PEL Study for IL 57,
Broadway to I-172**

Job No. 2302201748
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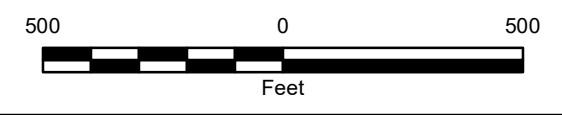
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Area of Detail

Legend

- Possible Commercial Building Impact
- - - Intermittent Stream
- Perennial Stream
- Proposed New ROW
- Existing ROW
- NWI Wetland Type**
- Emergent
- Forested
- Open Water



Alternative R-4

Sheet 6 of 6



PEL Study for IL 57, Broadway to I-172

Job No. 2302201748
 Drawn By: BSM
 Reviewed By: SJM
 Date: 8/1/2022

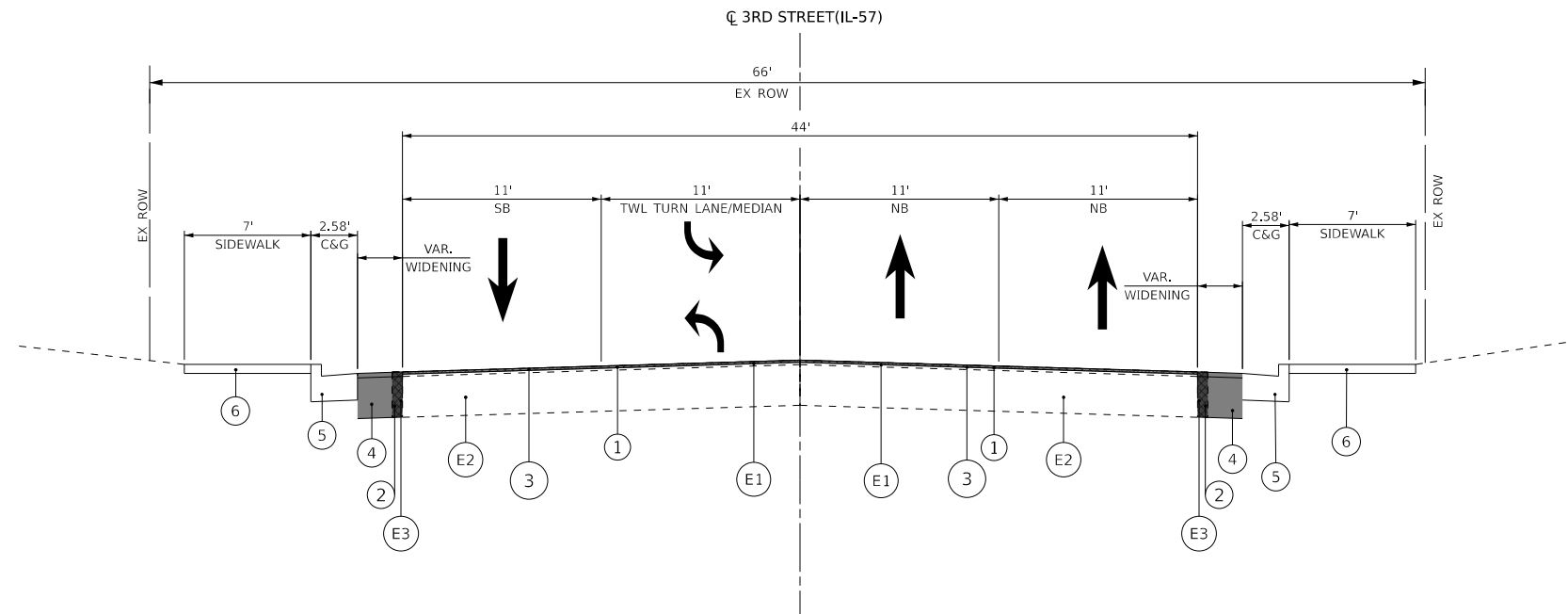


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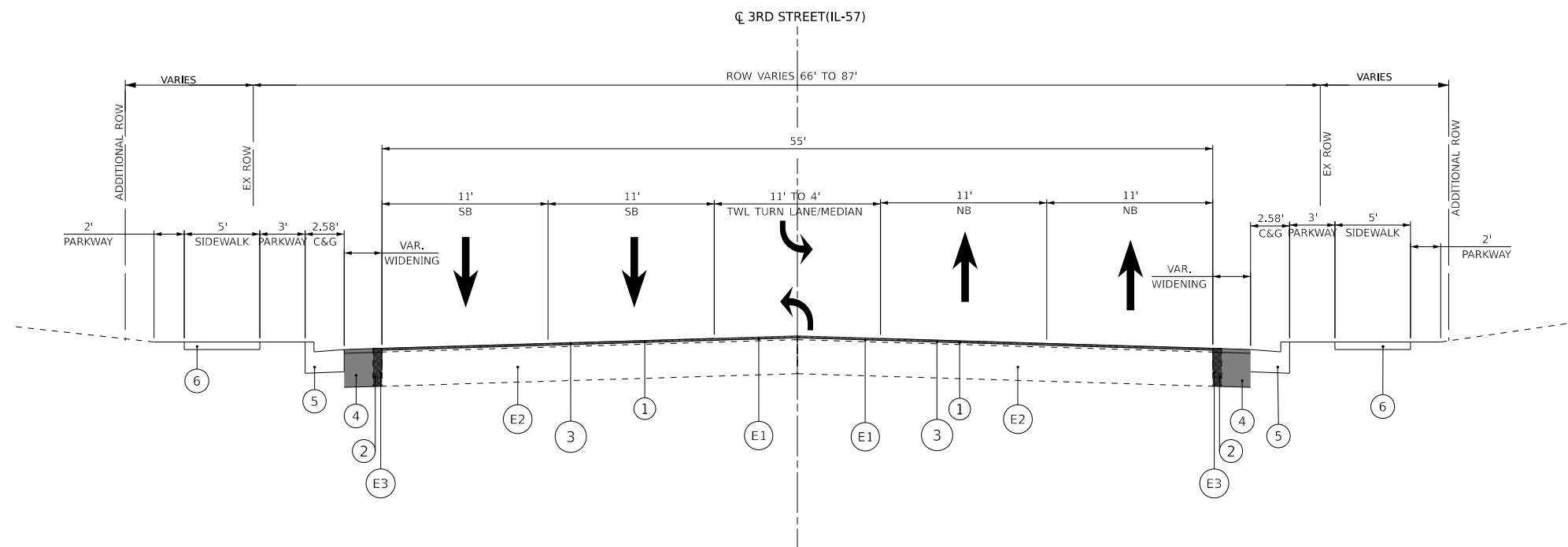
Appendix D
Typical Sections for Design Alternatives



- ① HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2"
- ② EXISTING TYPE 4 CURB REMOVAL
- ③ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE
- ④ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT
- ⑤ PROPOSED COMBINATION CONCRETE CURB AND GUTTER
- ⑥ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK

**ALTERNATIVE U-2
3RD STREET FROM BROADWAY STREET TO YORK STREET
(LOOKING NORTH)**

- Ⓔ1 EXISTING HOT-MIX ASPHALT SURFACE 3"
- Ⓔ2 EXISTING PAVEMENT BASE AND SUBBASE
- Ⓔ3 EXISTING CURB 4"



**ALTERNATIVE U-2
3RD STREET FROM YORK STREET TO PAYSON AVENUE
(LOOKING NORTH)**

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FILE: \\nas01.cpe.com\proj\amc\chris.com\pw_bentley.com\WOOD-US-IDD\T\Documents\Project_3202201748 - IL 57\US 24_PEL 50\CAD Sheets\0672M74_Typical\3-5-SHEET1



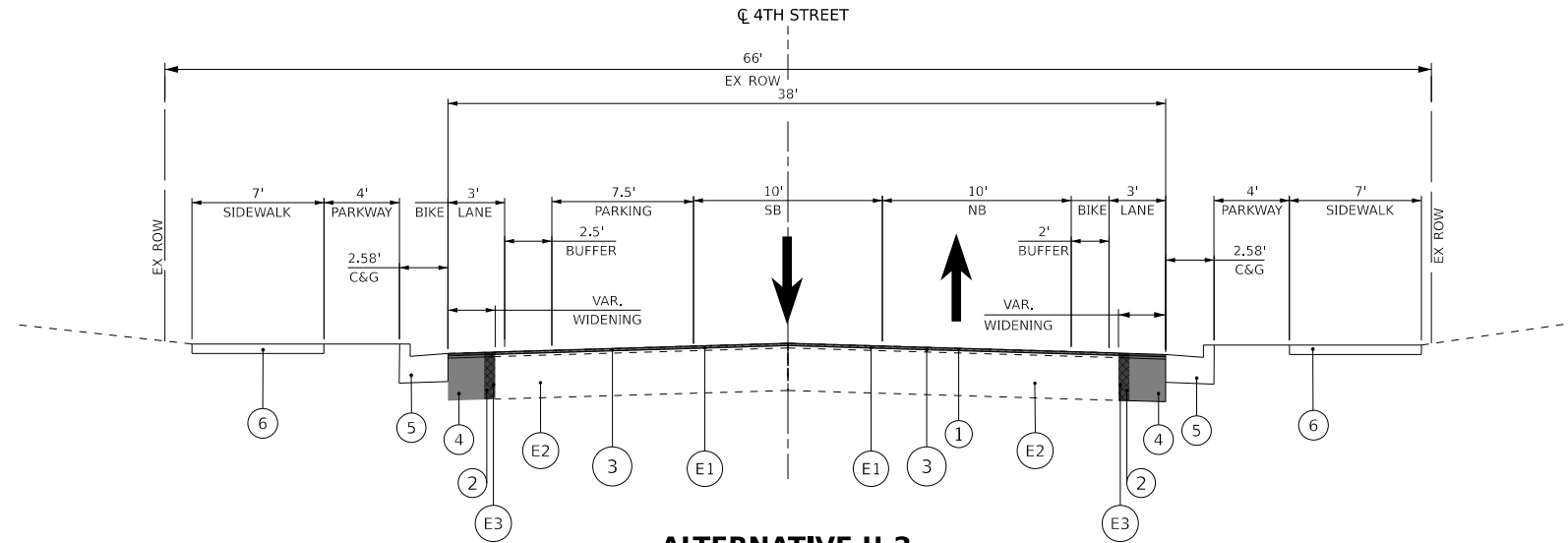
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	DRAWN -	REVISED -
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PLOT DATE = 7/5/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**3RD STREET FROM BROADWAY STREET TO PAYSON AVENUE
(ALTERNATIVE U-2)
TYPICAL SECTIONS**

SCALE: N/A SHEET 1 OF 5 SHEETS STA. TO STA.

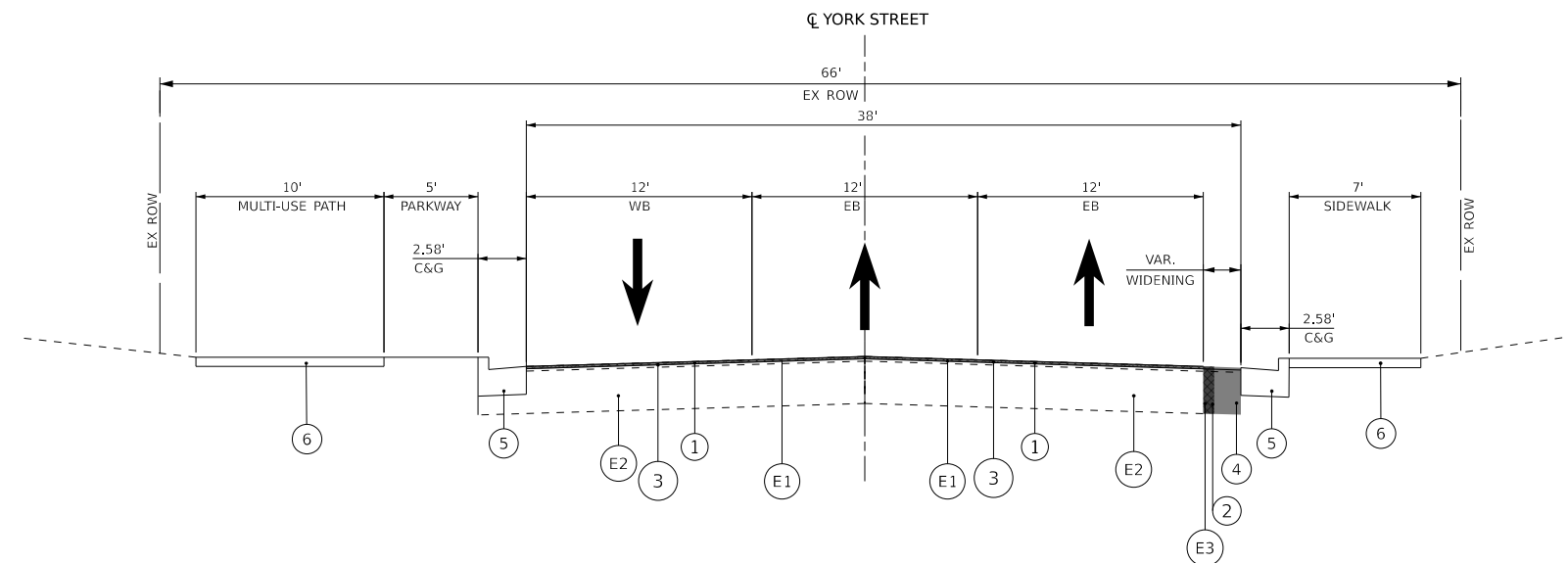
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	5	1
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				



**ALTERNATIVE U-2
4TH STREET FROM BROADWAY STREET TO YORK STREET
(LOOKING NORTH)**

- ① HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2"
- ② EXISTING TYPE 4 CURB REMOVAL
- ③ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE
- ④ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT
- ⑤ PROPOSED COMBINATION CONCRETE CURB AND GUTTER
- ⑥ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK

- ⓔ1 EXISTING HOT-MIX ASPHALT SURFACE 3"
- ⓔ2 EXISTING PAVEMENT BASE AND SUBBASE
- ⓔ3 EXISTING CURB 4"



**ALTERNATIVE U-2
YORK STREET FROM 3RD STREET TO 4TH STREET
(LOOKING EAST)**

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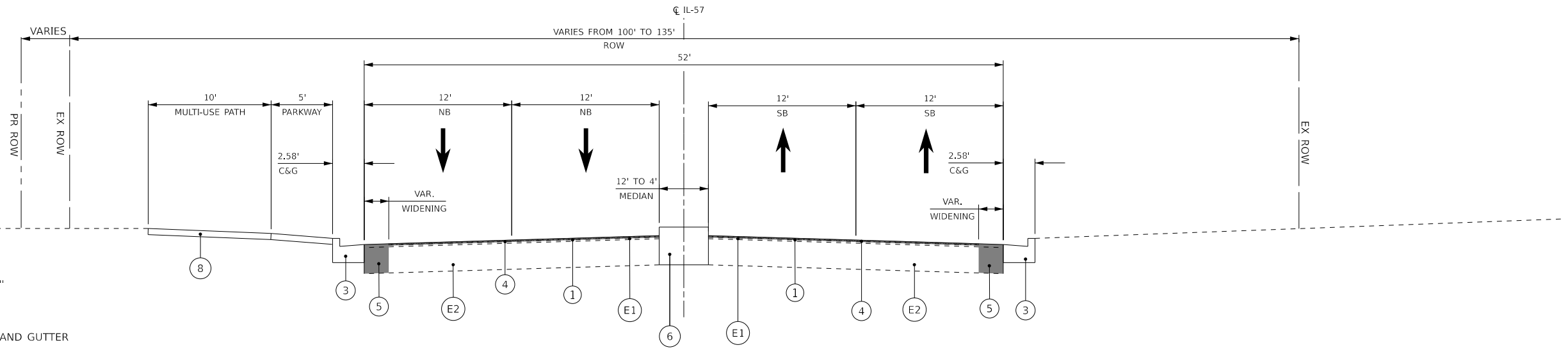
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PLOT SCALE = 20,000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/5/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**YORK STREET AND 4TH STREET (ALTERNATIVE U-2)
TYPICAL SECTION**

SCALE: N/A SHEET 2 OF 5 SHEETS STA. TO STA.

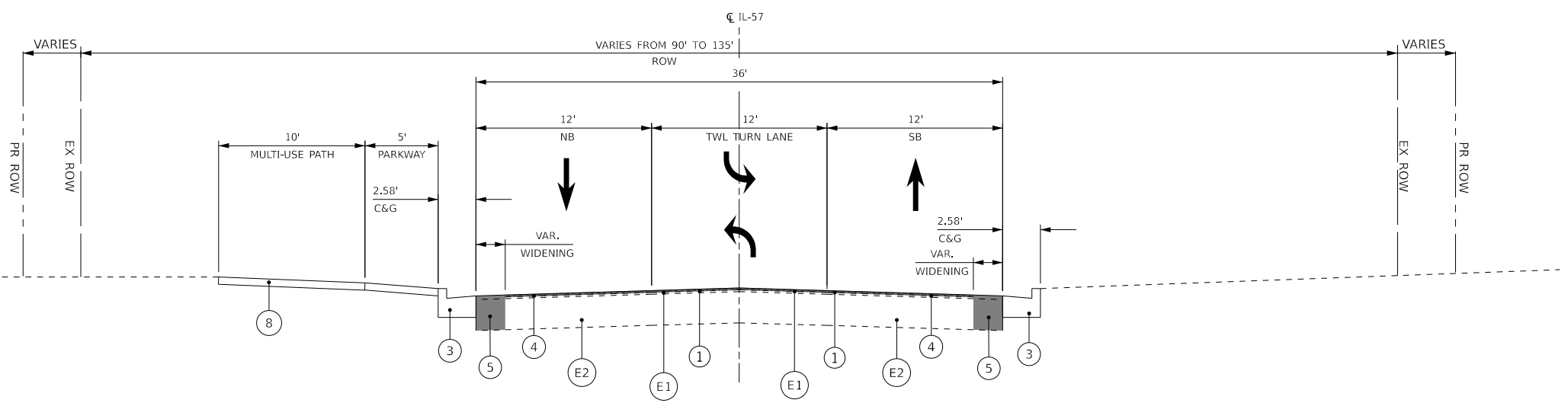
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	5	2
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				



- ① HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2"
- ② EXISTING TYPE 4 CURB REMOVAL
- ③ PROPOSED COMBINATION CONCRETE CURB AND GUTTER
- ④ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE
- ⑤ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT
- ⑥ PROPOSED MEDIAN
- ⑦ PROPOSED PAVED SHOULDER
- ⑧ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK

**ALTERNATIVE S-2
PAYSON AVENUE TO LOCK AND DAM ROAD INTERSECTION
(LOOKING NORTH)**

- ⓔ1 EXISTING HOT-MIX ASPHALT SURFACE 3"
- ⓔ2 EXISTING PAVEMENT BASE AND SUBBASE
- ⓔ3 EXISTING CURB 4"



**ALTERNATIVE S-2
LOCK AND DAM ROAD TO RADIO ROAD
(LOOKING NORTH)**

MODEL: Default; FILE: Model; PLOT: 20230714 10:57:05; 24_PEL 504; CAD: Sheets; DE: 20230714; Tpl: ka15-2-SHEET1



USER NAME = andrew.thompson2	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 7/5/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

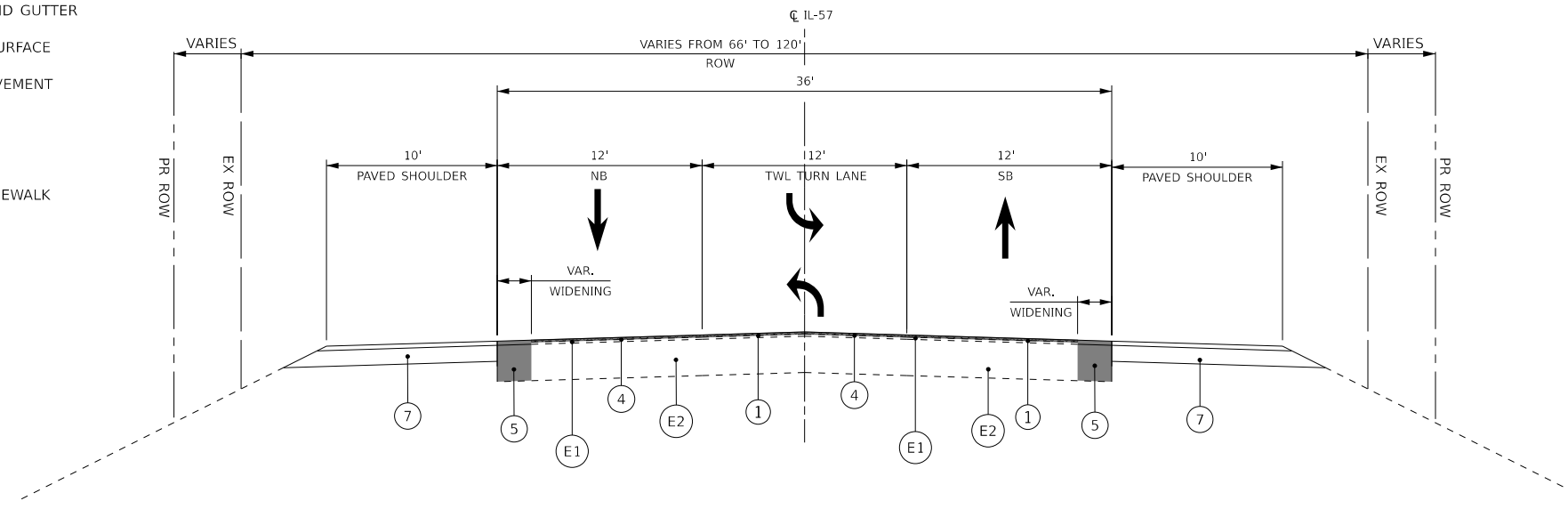
**PAYSON AVENUE TO RADIO ROAD (ALTERNATIVE S-2)
TYPICAL SECTIONS**

SCALE: N/A SHEET 3 OF 5 SHEETS STA. TO STA.

F.A.P. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 5	SHEET NO. 3
CONTRACT NO. 67M74			ILLINOIS FED. AID PROJECT	

- ① HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2"
- ② EXISTING TYPE 4 CURB REMOVAL
- ③ PROPOSED COMBINATION CONCRETE CURB AND GUTTER
- ④ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE
- ⑤ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT
- ⑥ PROPOSED MEDIAN
- ⑦ PROPOSED PAVED SHOULDER
- ⑧ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK

- ⓔ1 EXISTING HOT-MIX ASPHALT SURFACE 3"
- ⓔ2 EXISTING PAVEMENT BASE AND SUBBASE
- ⓔ3 EXISTING CURB 4"



**ALTERNATIVE S-2
RADIO ROAD TO 24TH STREET
(LOOKING NORTH)**

MODEL: Default
FILE: \\mhc\p\proj\amc\ch-us-ans-pw-bentley.com\WOOD-US-IDOT\Documents\Project_3202201748 - IL 57\US 24_PEL 50\CAD Sheets\0672M74-Typical-S-2-SHEET2

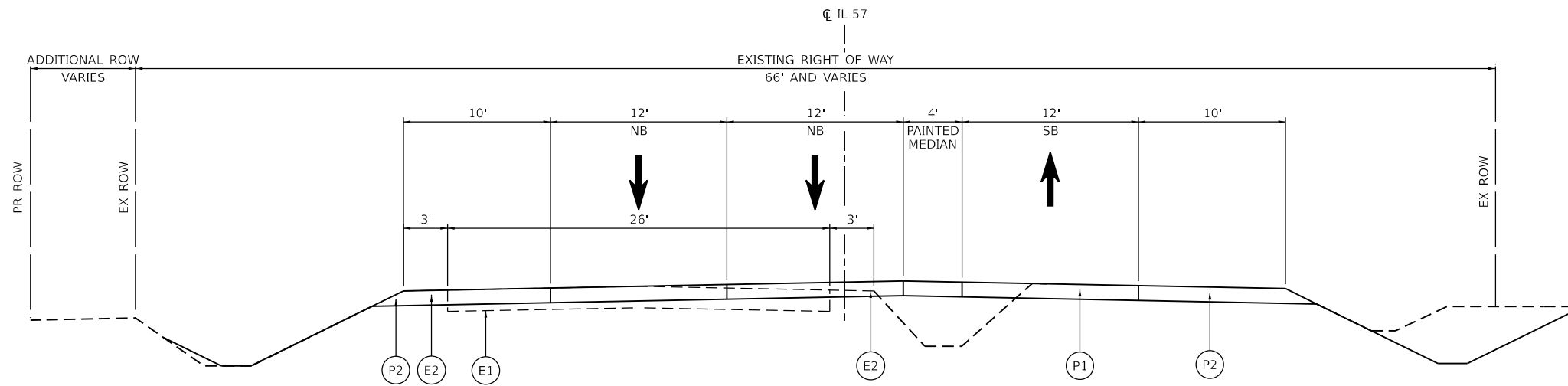


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PLOT DATE = 7/5/2023	DATE -	REVISED -

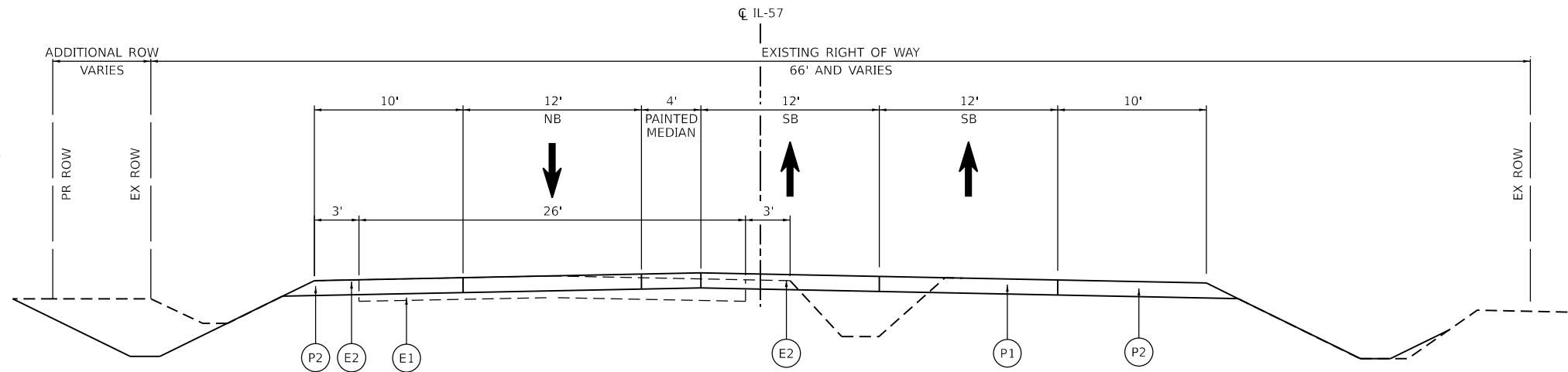
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RADIO ROAD TO 24TH STREET (ALTERNATIVE S-2) TYPICAL SECTIONS	
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F.A.P. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 5	SHEET NO. 4
			CONTRACT NO. 67M74	
		ILLINOIS FED. AID PROJECT		



**ALTERNATIVE R-2
NORTHBOUND PASSING LANE**



**ALTERNATIVE R-2
SOUTHBOUND PASSING LANE**

- ① HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2"
- ② EXISTING TYPE 4 CURB REMOVAL
- ③ PROPOSED COMBINATION CONCRETE CURB AND GUTTER
- ④ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE
- ⑤ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT
- ⑥ PROPOSED MEDIAN
- ⑦ PROPOSED PAVED SHOULDER
- ⑧ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK

- ⓔ1 EXISTING PAVEMENT AND SUBBASE TO BE REMOVED
- ⓔ2 EXISTING AGGREGATE SHOULDER TO BE REMOVED
- Ⓟ1 PROPOSED PAVEMENT
- Ⓟ2 PROPOSED PAVED SHOULDER

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USER NAME = rhanfland	DESIGNED -	REVISED -
DRAWN -	REVISED -	
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PLOT DATE = 7/5/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 57 (ALTERNATE R-2)
TYPICAL SECTIONS**

SCALE: N.T.S. SHEET 5 OF 5 SHEETS STA. ___+___ TO STA. ___+___

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 72M74				
ILLINOIS FED. AID PROJECT				

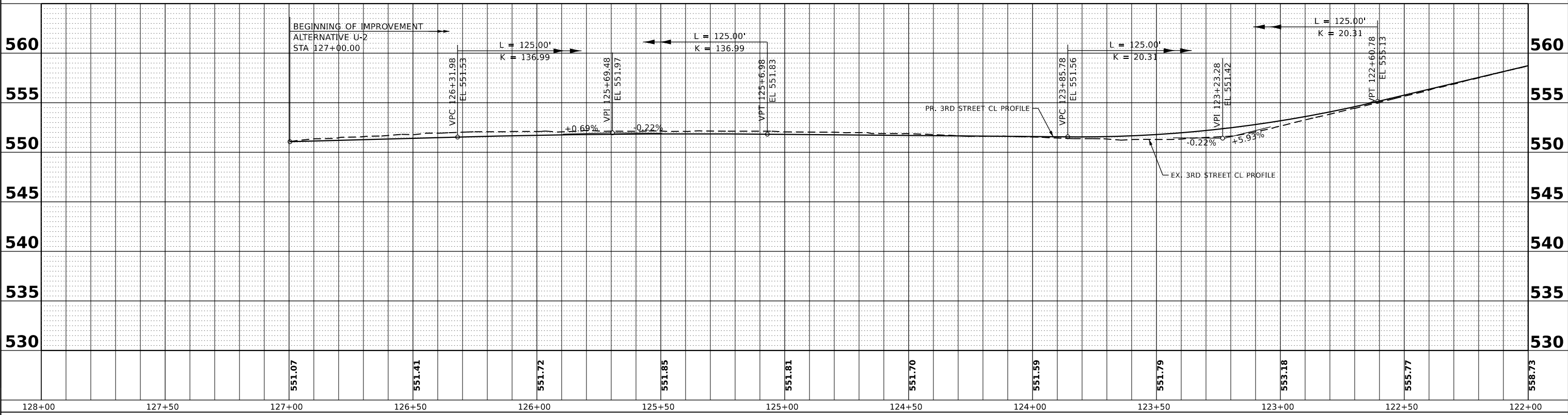
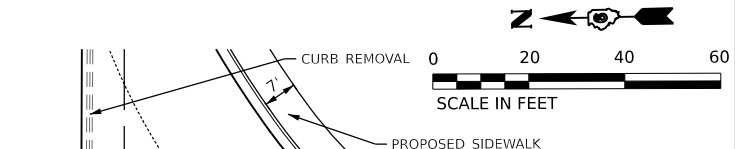
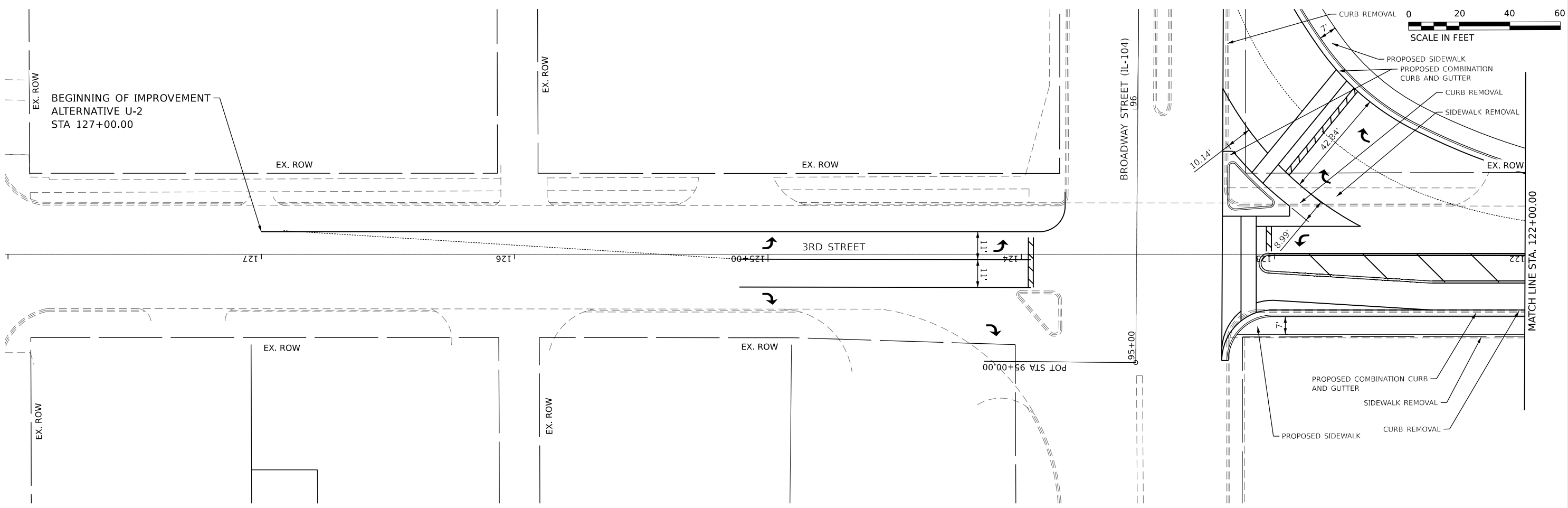
Appendix E

Plans and Profiles for Design Alternatives

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	PLOTTED	BY
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHKD	
	CADD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
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PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**3RD STREET (ALTERNATIVE U-2)
PLAN AND PROFILE**

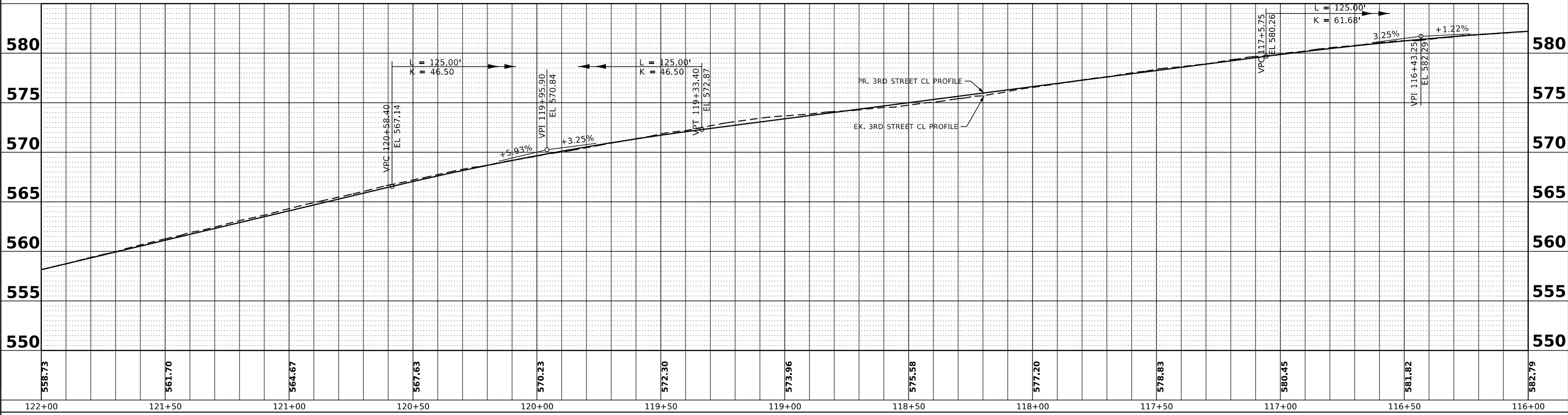
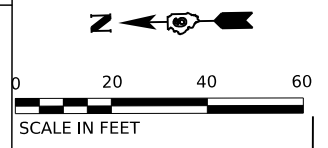
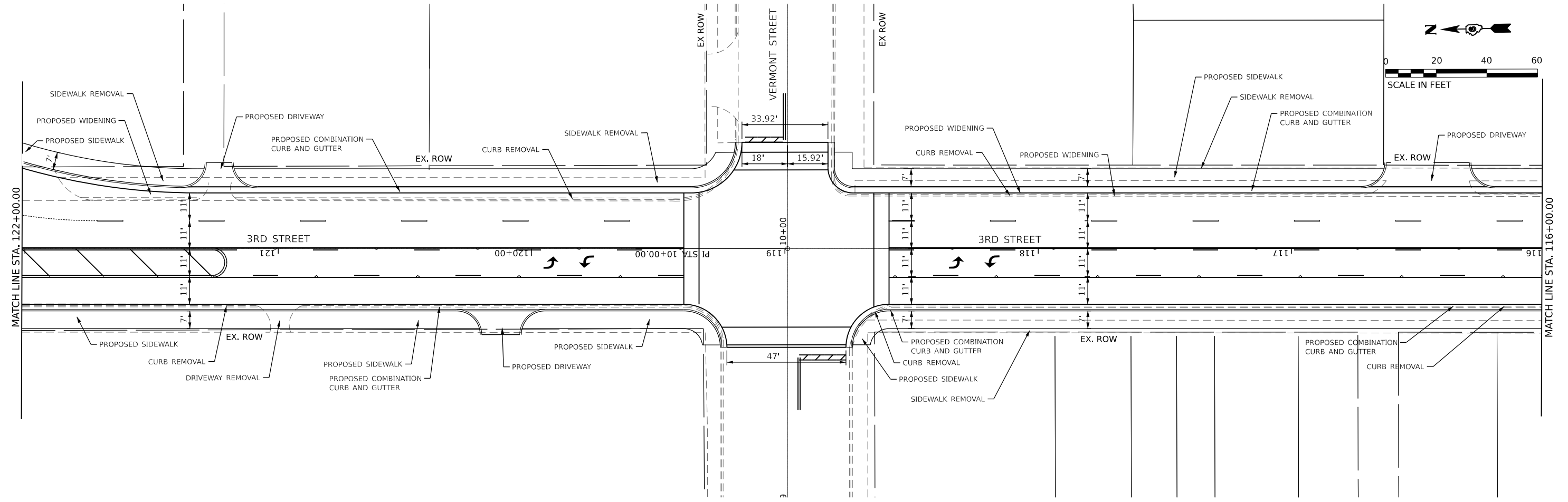
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	1
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

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	PLOTTED	BY
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	NOTE BOOK	
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PROFILE	SURVEYED	DATE
	PLOTTED	BY
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	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

3RD STREET (ALTERNATIVE U-2)
PLAN AND PROFILE

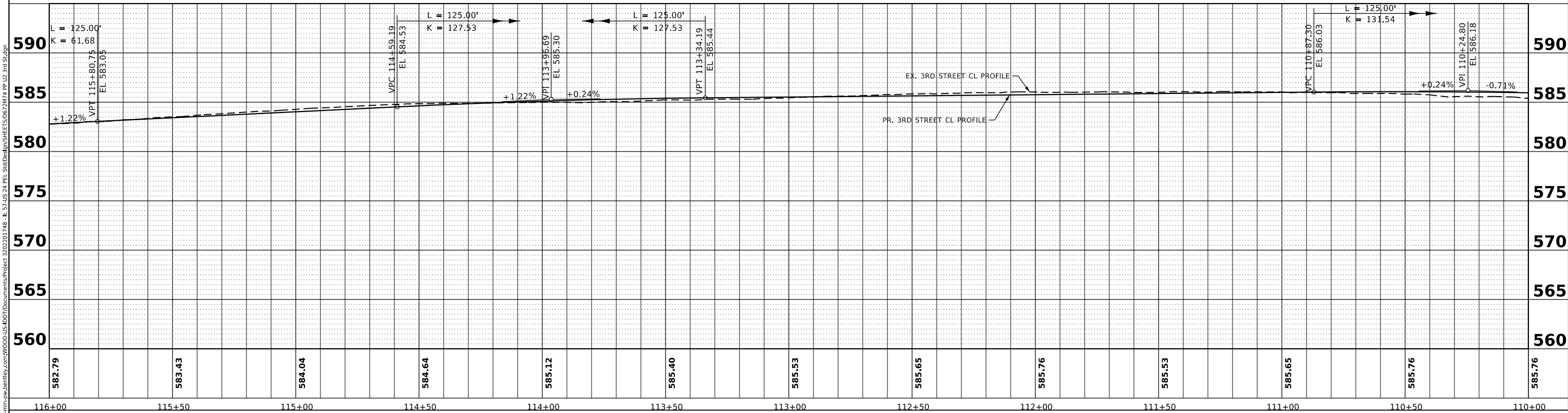
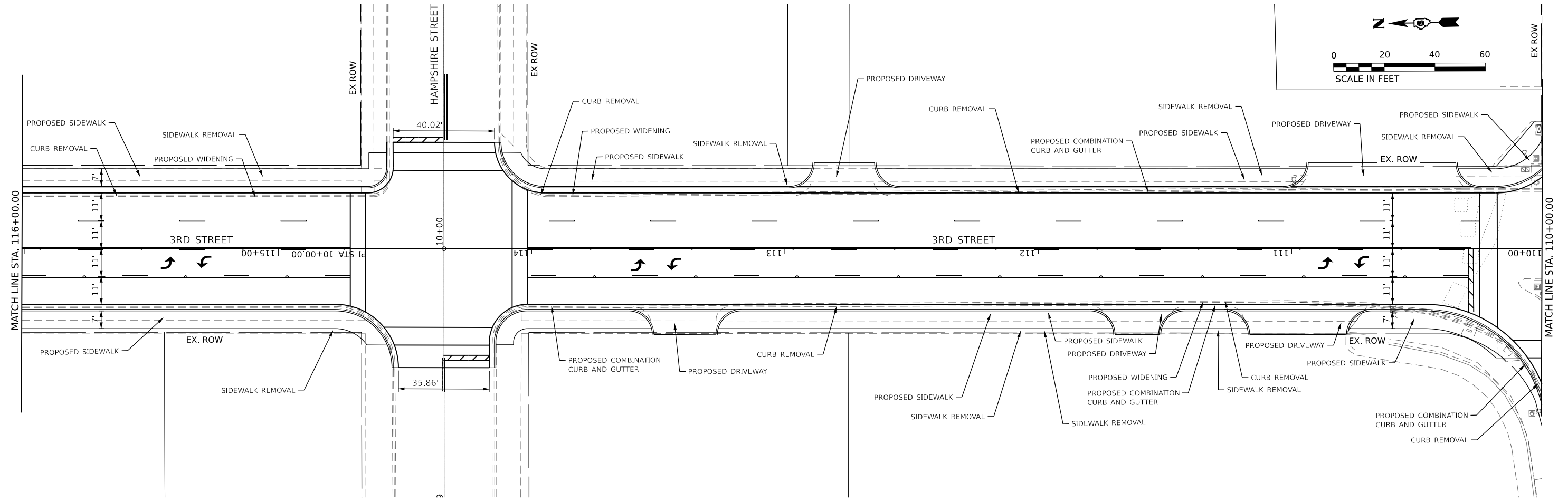
SCALE: SHEET 2 OF 9 SHEETS STA. 116+00 TO STA. 122+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	2
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
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	CADD FILE NAME	

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		DATE	-	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

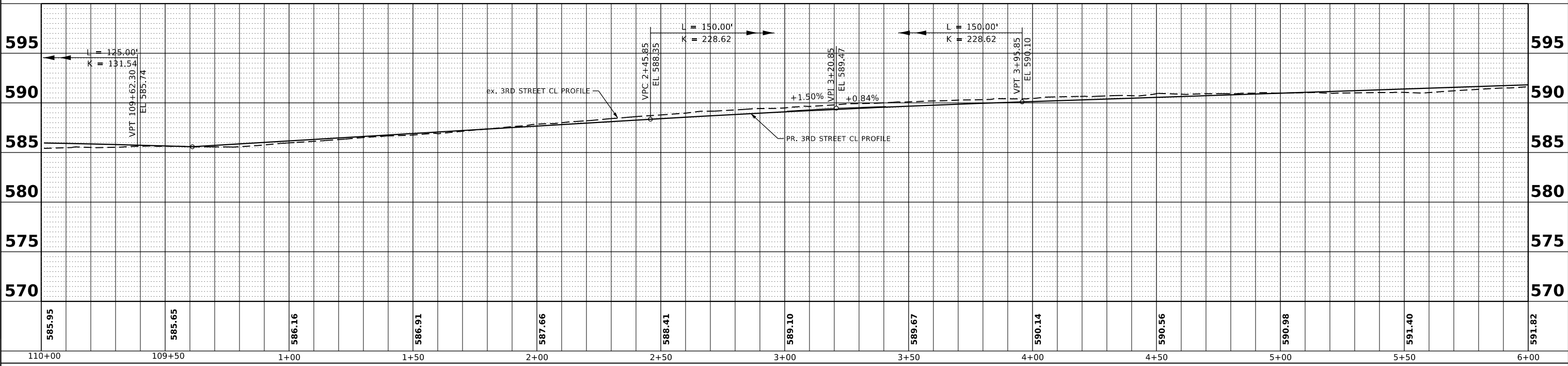
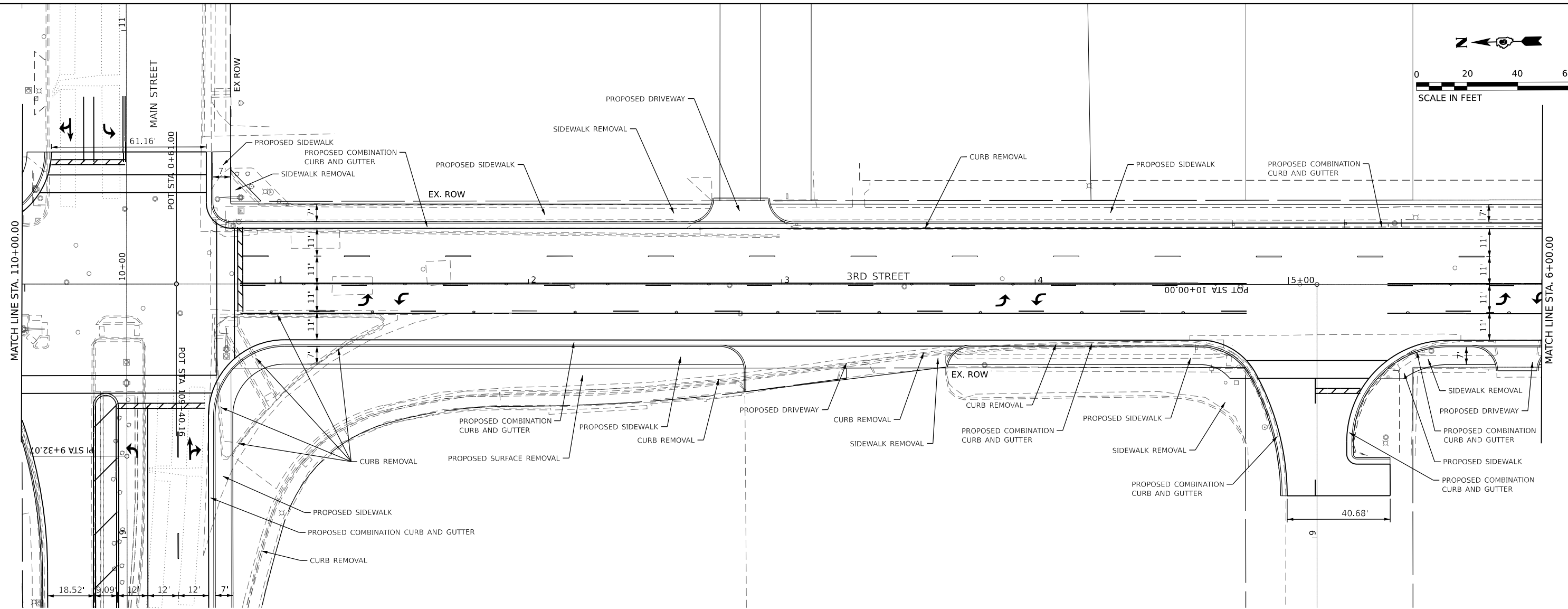
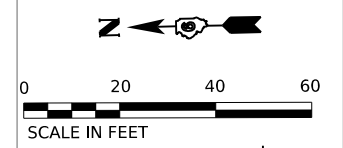
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PLAN AND PROFILE			
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	3
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

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	PLOTTED	
	ALIGNED	
	CHECKED	
	NO. _____	
	BY _____	
	DATE _____	

PROFILE	SURVEYED	DATE
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	BY _____	
	DATE _____	

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PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**3RD STREET (ALTERNATIVE U-2)
PLAN AND PROFILE**

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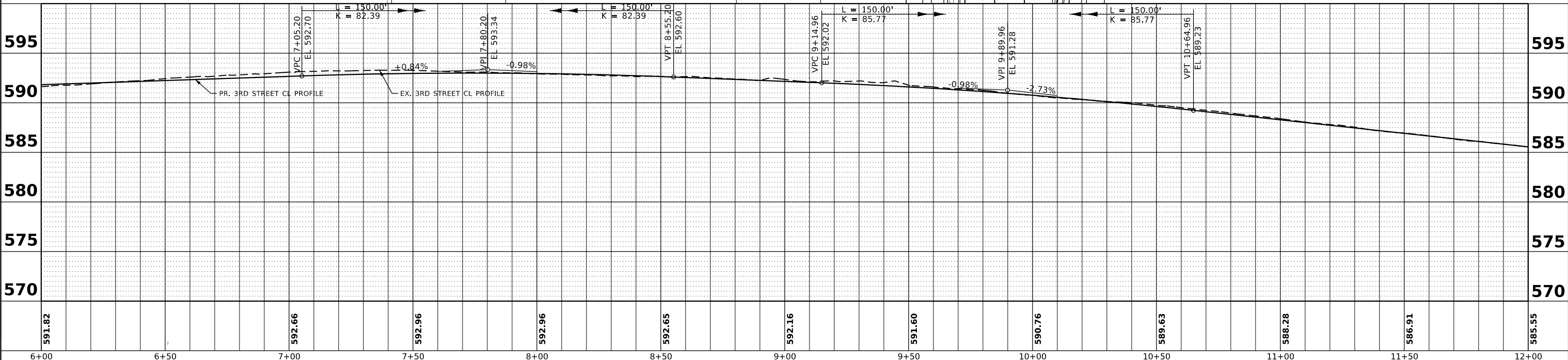
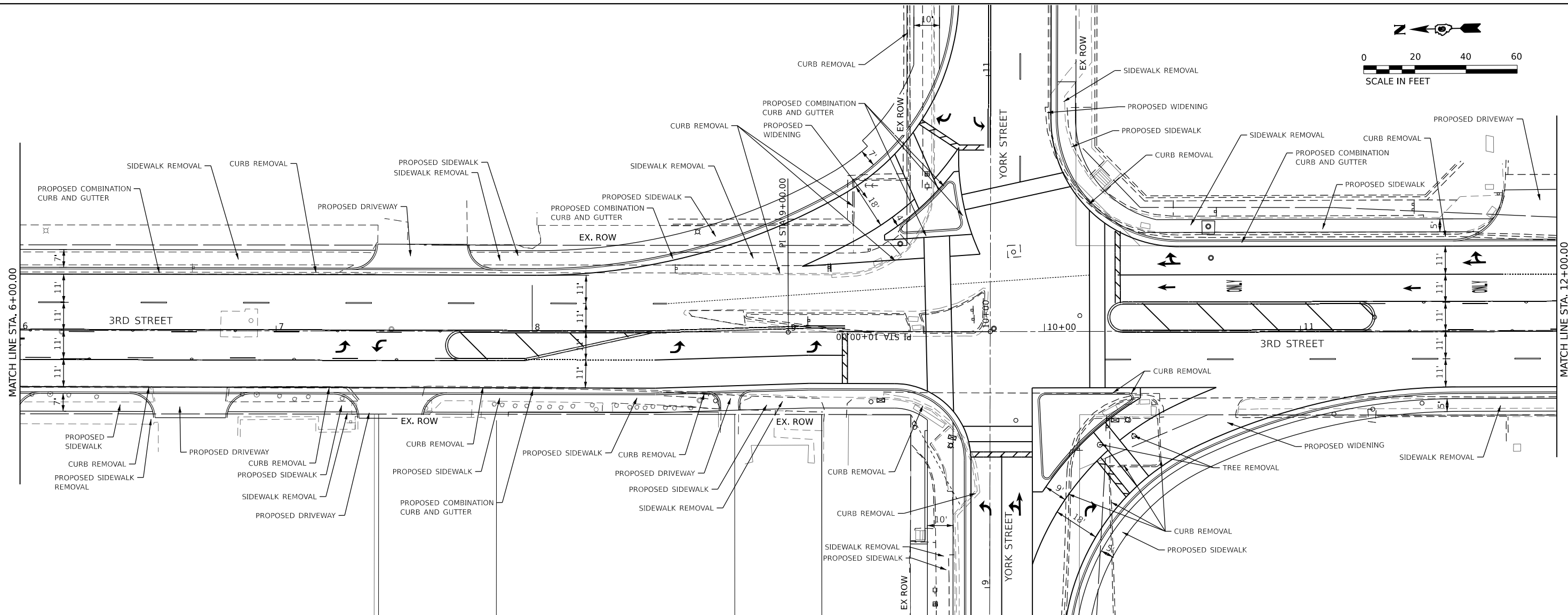
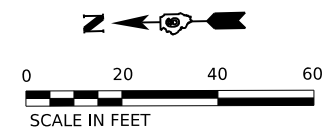
F.A. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 4
ILLINOIS				FED. AID PROJECT

CONTRACT NO. 67M74

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PROFILE	SURVEYED	DATE
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	STRUCTURE NOTATIONS CHKD	
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PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**3RD STREET (ALTERNATIVE U-2)
PLAN AND PROFILE**

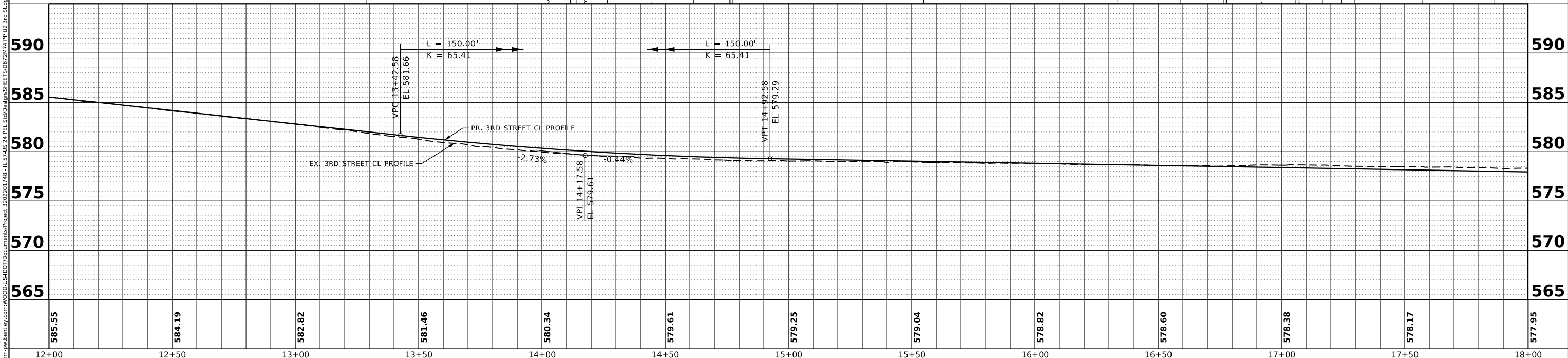
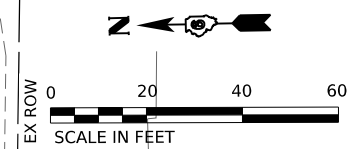
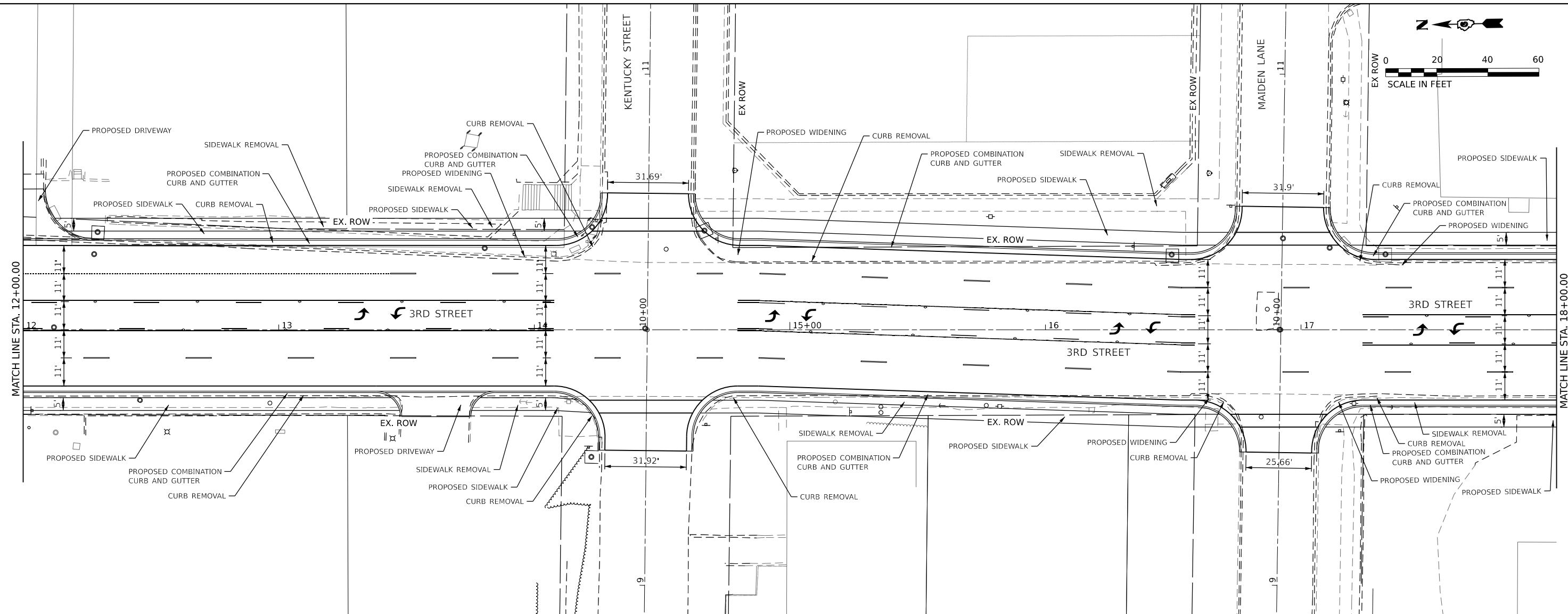
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F.A. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 5
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
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	BY	
	DATE	

PROFILE	SURVEYED	DATE
	PLOTTED	
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	NO.	
	BY	
	DATE	

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PLOT DATE	= 7/3/2023	DATE	-	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**3RD STREET (ALTERNATIVE U-2)
PLAN AND PROFILE**

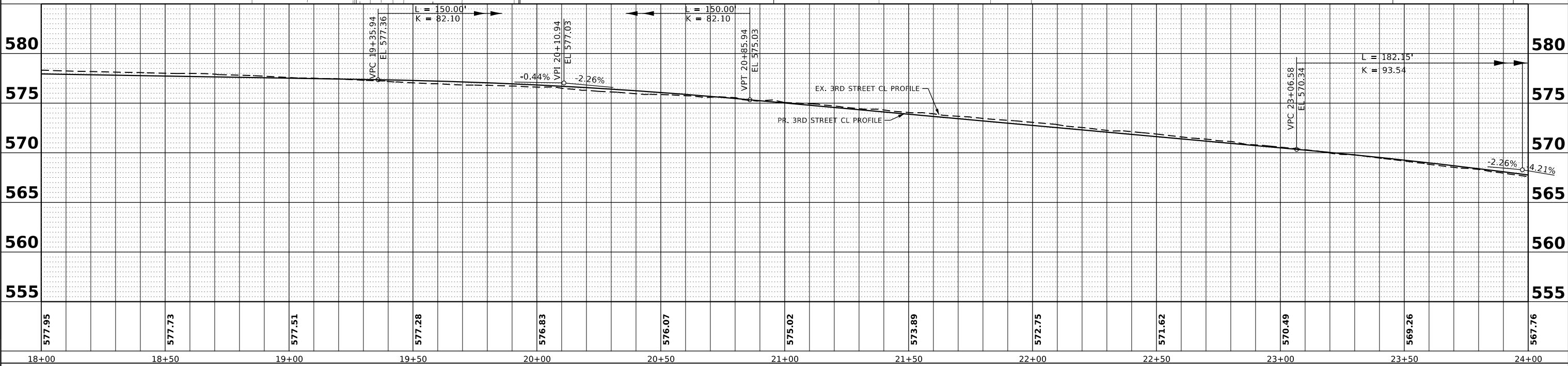
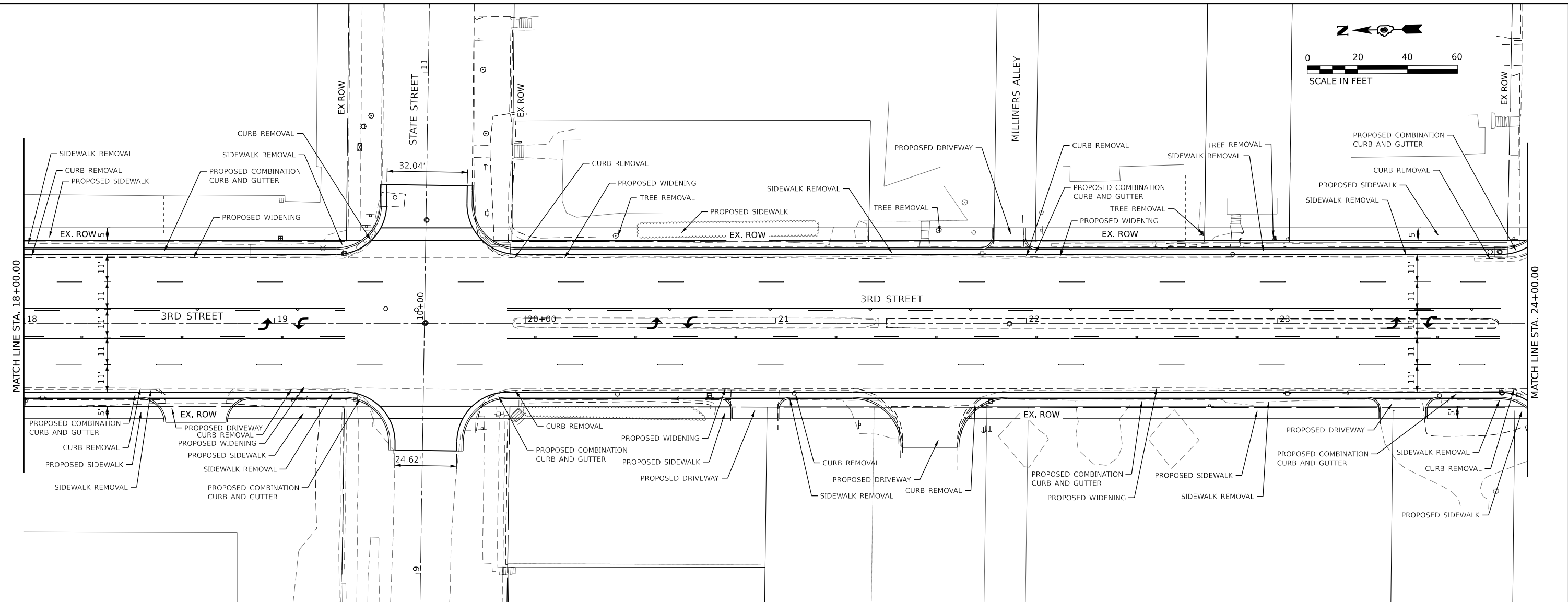
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	6
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

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USER NAME = andrew.thompson2	DESIGNED -	REVISED -
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

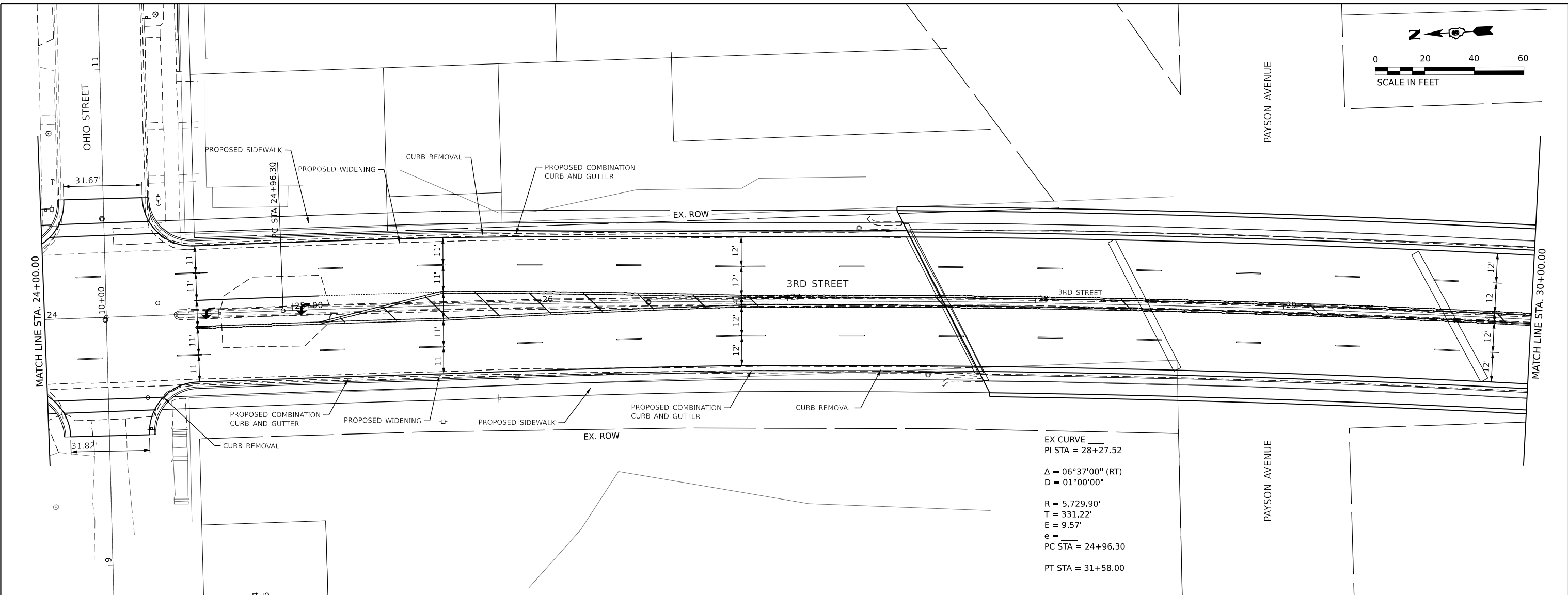
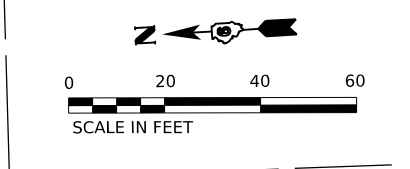
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PLAN AND PROFILE			
SCALE:	SHEET 7	OF 9 SHEETS	STA. 18+00 TO STA. 24+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	7
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
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PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
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 D = 01°00'00"
 R = 5,729.90'
 T = 331.22'
 E = 9.57'
 e =
 PC STA = 24+96.30
 PT STA = 31+58.00



USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 40.00000000' / in.	DRAWN -	REVISED -
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	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

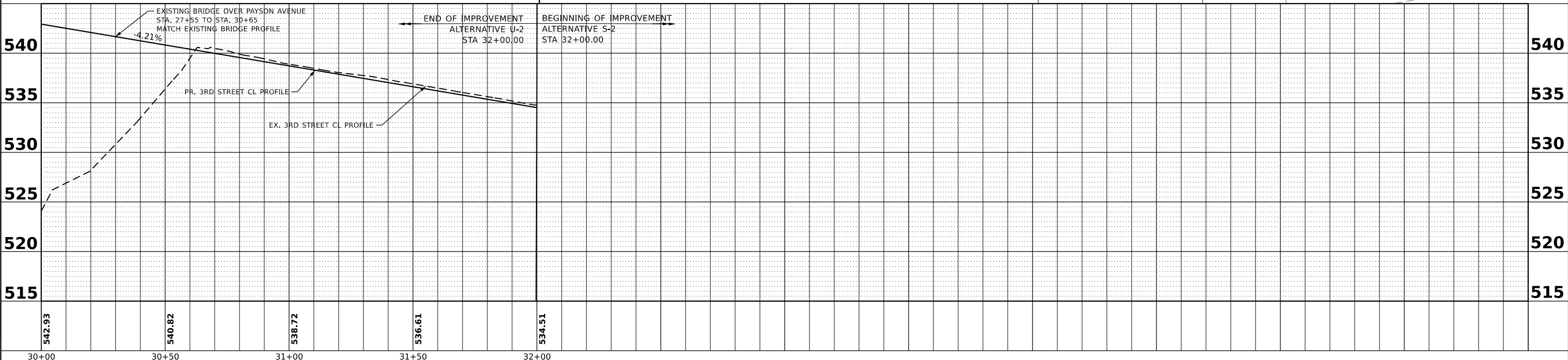
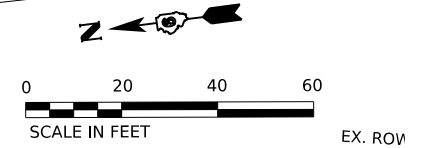
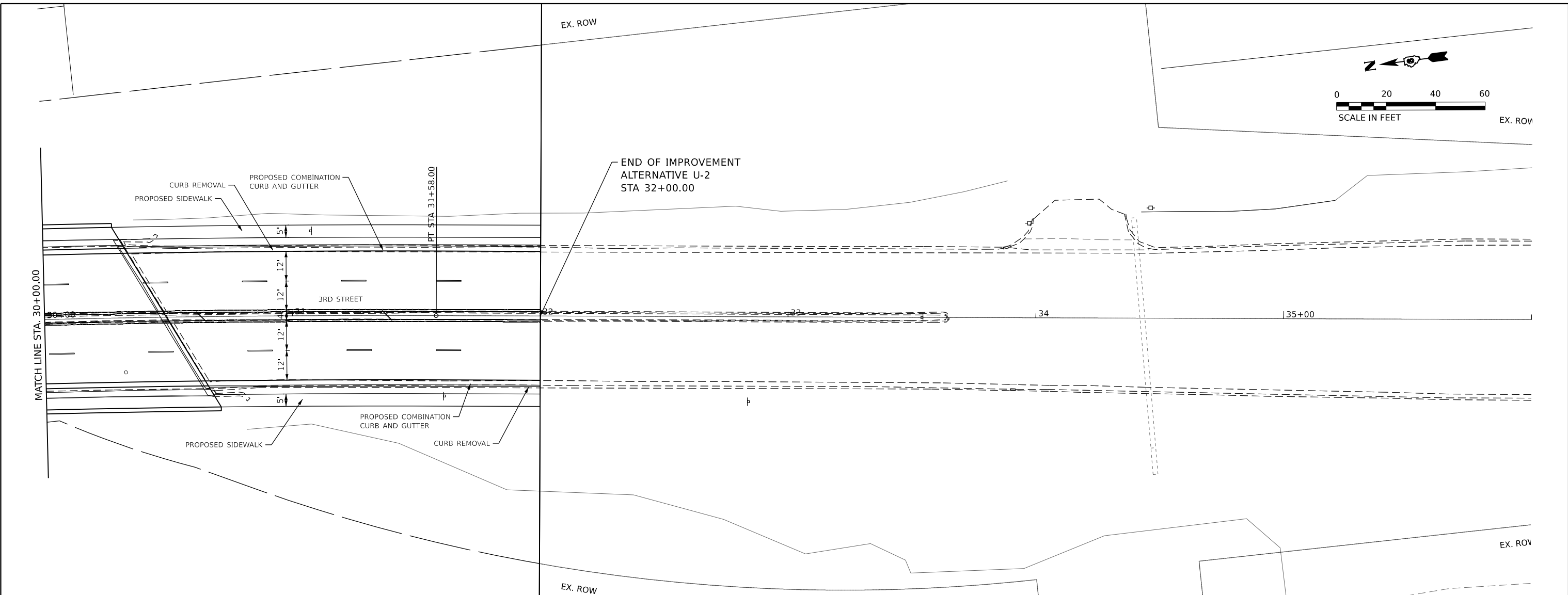
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PLAN AND PROFILE			
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502		ADAMS	59	8
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

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	STRUCTURE NOTATIONS CHKD	

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USER NAME = andrew.thompson2	DESIGNED -	REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

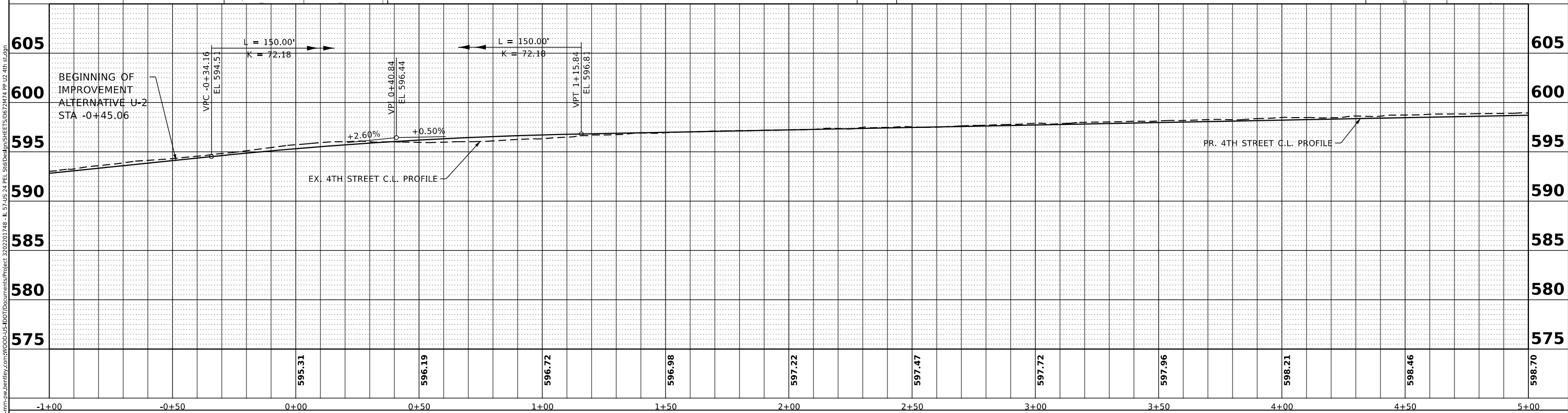
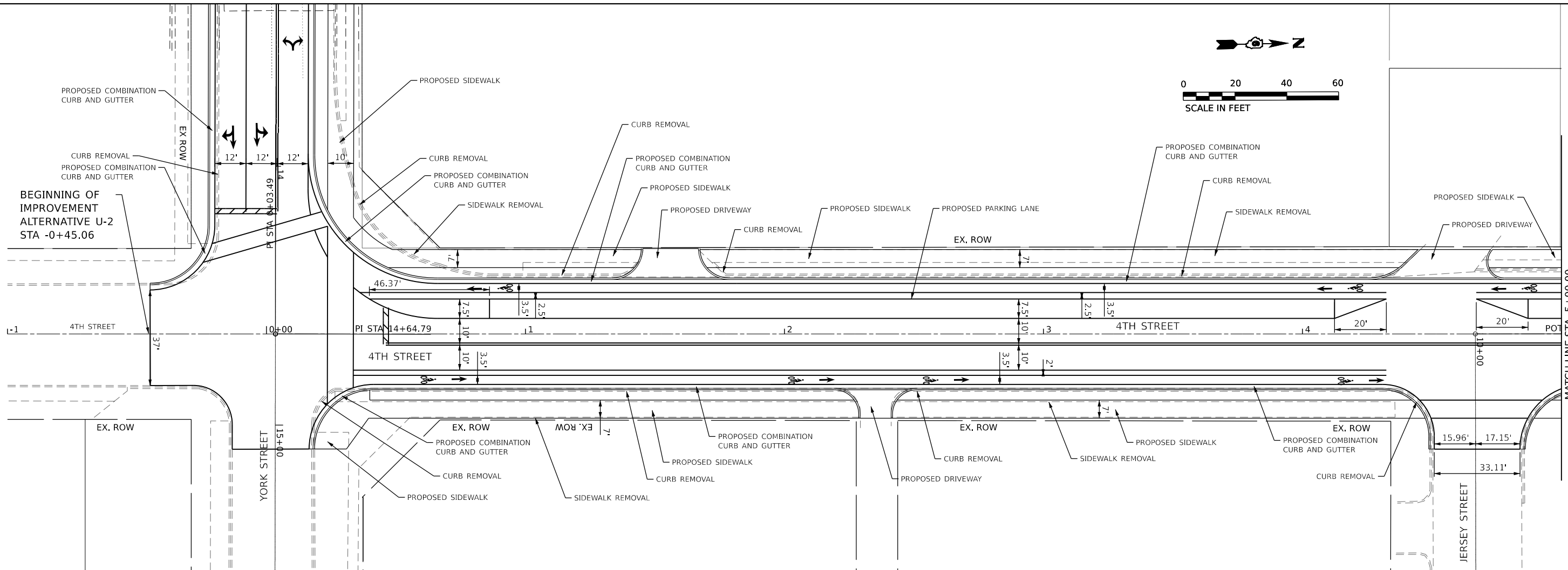
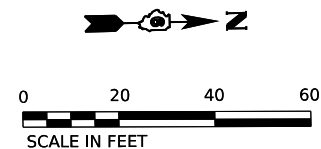
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	9
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	SURVEYED
	PLOTTED
	ALIGNMENT CHECKED
	NOTE BOOK NO.
	CADD FILE NAME

DATE	
BY	
PROFILE	SURVEYED
	PLOTTED
	GRADES CHECKED
	STRUCTURE NOTATIONS CHKD
	NOTE BOOK NO.
	CADD FILE NAME

MODEL: N 4th Street - 4th St. S. Plan-1 (Sheet)
 FILE NAME: p:\2022\2022\4th St. S. Plan-1 (Sheet)\4th St. S. Plan-1 (Sheet).dwg



USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 40.00000000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

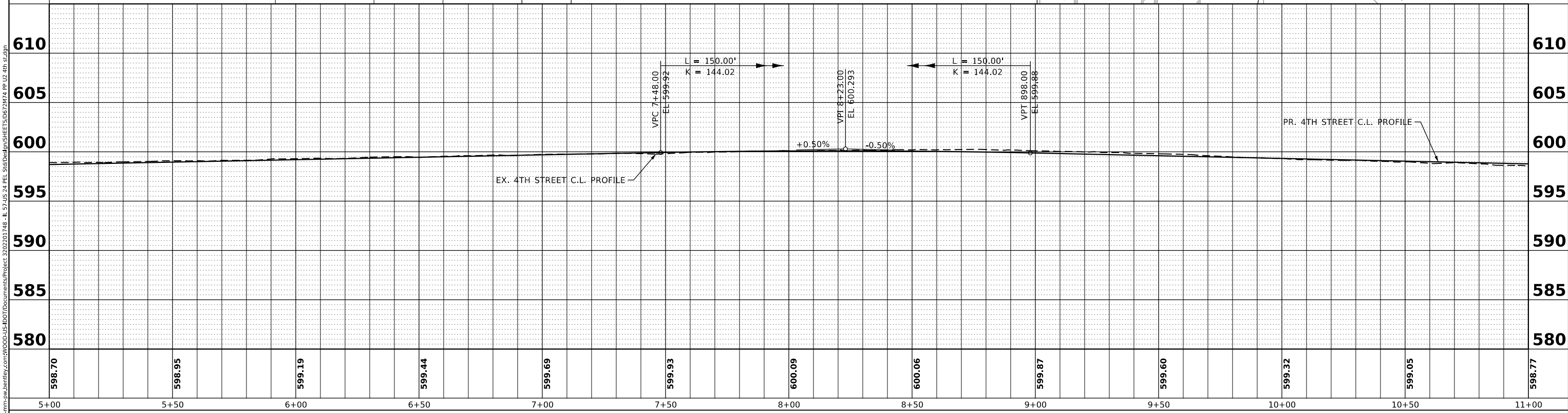
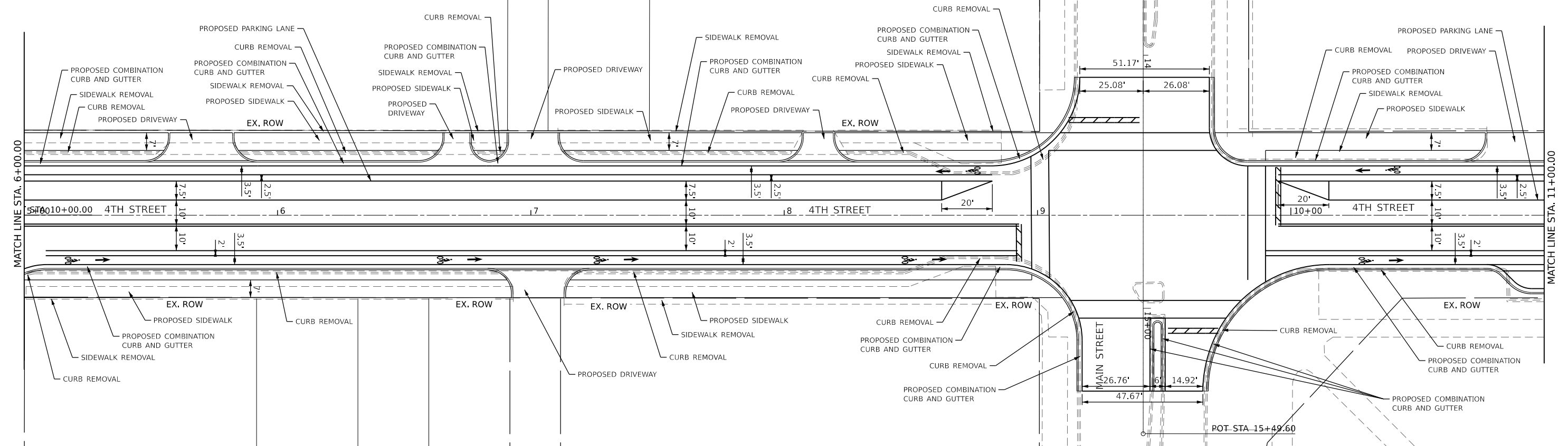
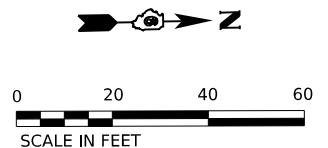
4TH STREET (ALTERNATIVE U-2) PLAN AND PROFILE			
SCALE:	SHEET 1	OF 5 SHEETS	STA. -0+45.06 TO STA. 5+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	10
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	SURVEYED
	PLOTTED
	ALIGNMENT CHECKED
	NOTE BOOK
	NO.
	CADD FILE NAME

DATE	
BY	
PROFILE	SURVEYED
	PLOTTED
	GRADES CHECKED
	NOTE BOOK
	NO.
	STRUCTURE NOTATIONS CHKD

MODEL: N 4th Street - 4th St. S. Plan-2 (Sheet)
 FILE NAME: p:\w\amc\ch-us-mm-pw\benley.com\wocd-us-107\Documents\Project 2302261748 - IL 57 US 24 PRE. Std\Design\SHEETS\0672074 PP U2 4th st.dgn



USER NAME	= andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE	= 40.00000000' / in.	DRAWN -	REVISED -
PLOT DATE	= 7/3/2023	CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

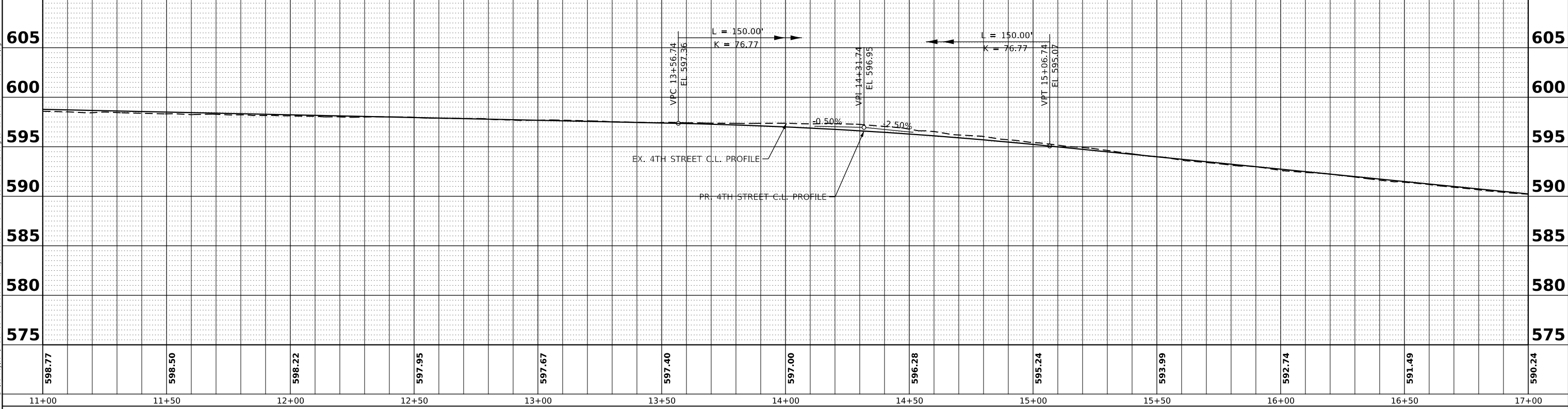
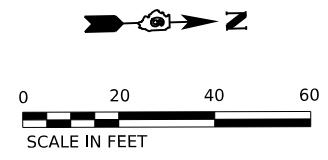
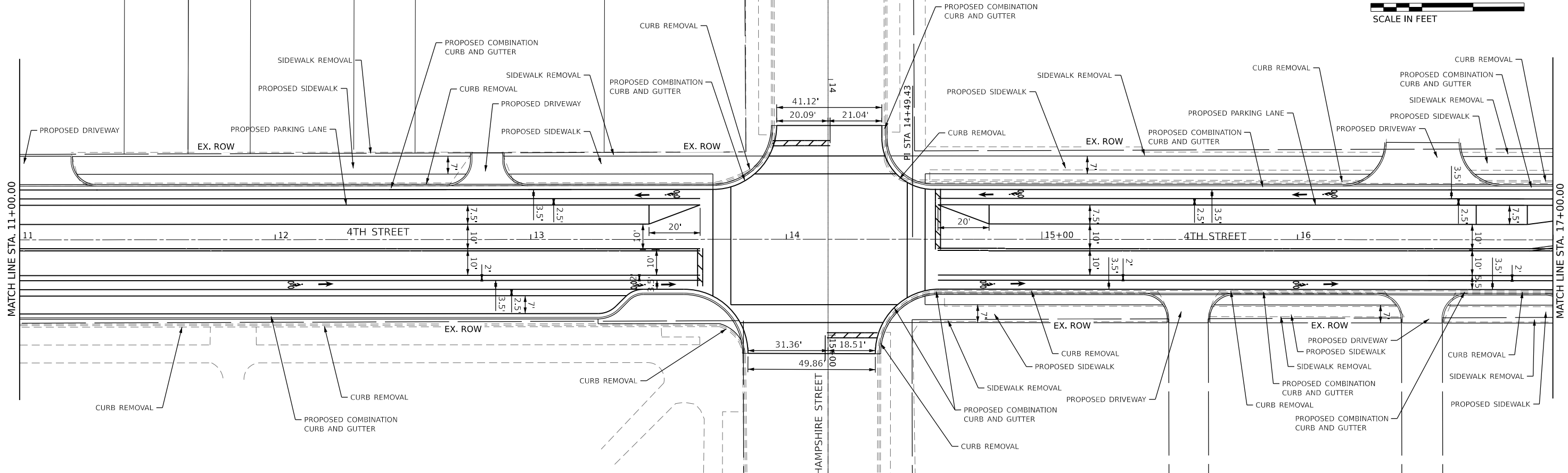
4TH STREET (ALTERNATIVE U-2) PLAN AND PROFILE			
SCALE:	SHEET 2	OF 5 SHEETS	STA. 5+00 TO STA. 11+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	11
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
GRADES CHECKED	
ALIGNMENT CHECKED	
CADD FILE NAME	
NOTE BOOK NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATIONS CHKD	
NOTE BOOK NO.	

MODEL: N 4th Street - 4th St. Plan-3 (Sheet)
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USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 40.00000000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**4TH STREET (ALTERNATIVE U-2)
 PLAN AND PROFILE**

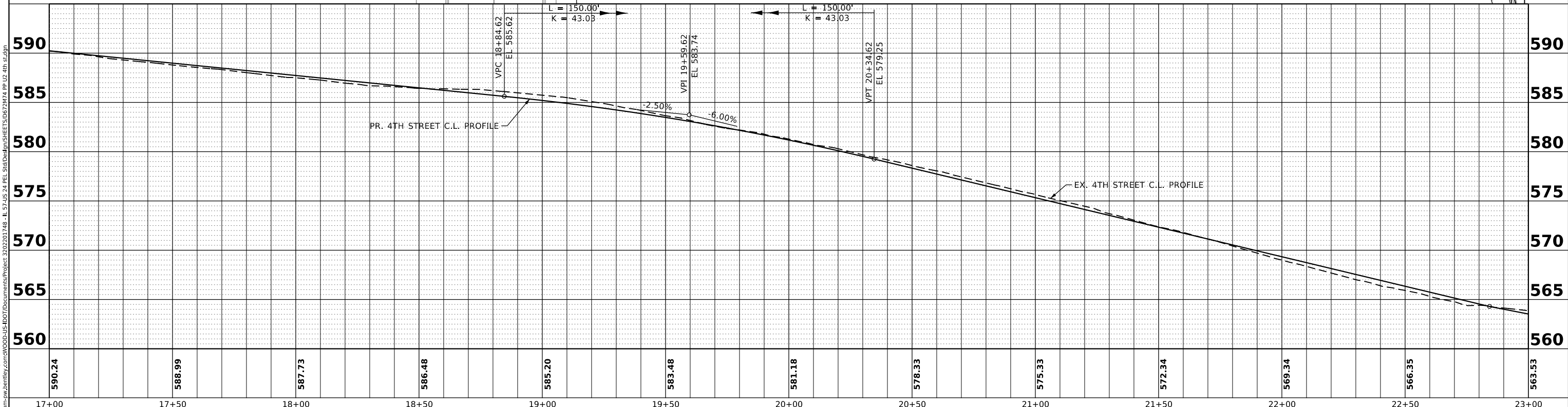
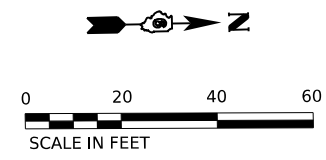
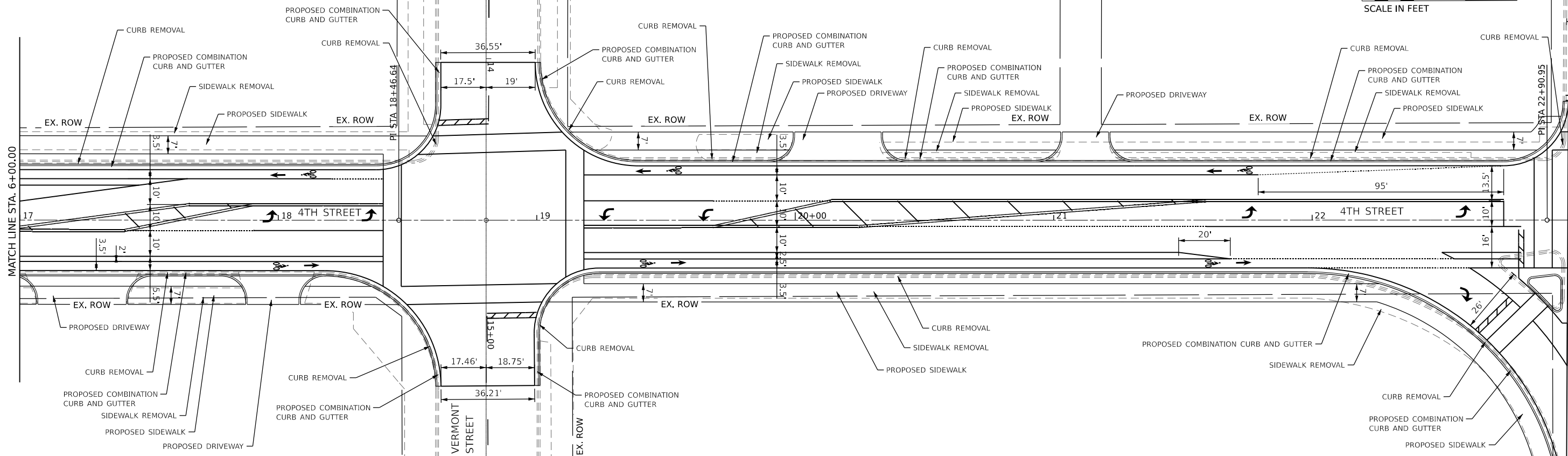
SCALE: SHEET 3 OF 5 SHEETS STA. 11+00 TO STA. 17+00

F.A. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 12
CONTRACT NO. 67M74			ILLINOIS FED. AID PROJECT	

DATE	
BY	
PLAN	SURVEYED
	PLOTTED
	ALIGNMENT CHECKED
	NOTE BOOK
	NO.
	CADD FILE NAME

DATE	
BY	
PROFILE	SURVEYED
	PLOTTED
	GRADES CHECKED
	NOTE BOOK
	NO.
	STRUCTURE NOTATIONS CHKD

MODEL: N 4th Street - 4th St. Plan-4 (Sheet)
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USER NAME	= andrew.thompson2	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
PLOT SCALE	= 40.00000000" / in.	CHECKED	-	REVISED	-
PLOT DATE	= 7/3/2023	DATE	-	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

4TH STREET (ALTERNATIVE U-2)
 PLAN AND PROFILE

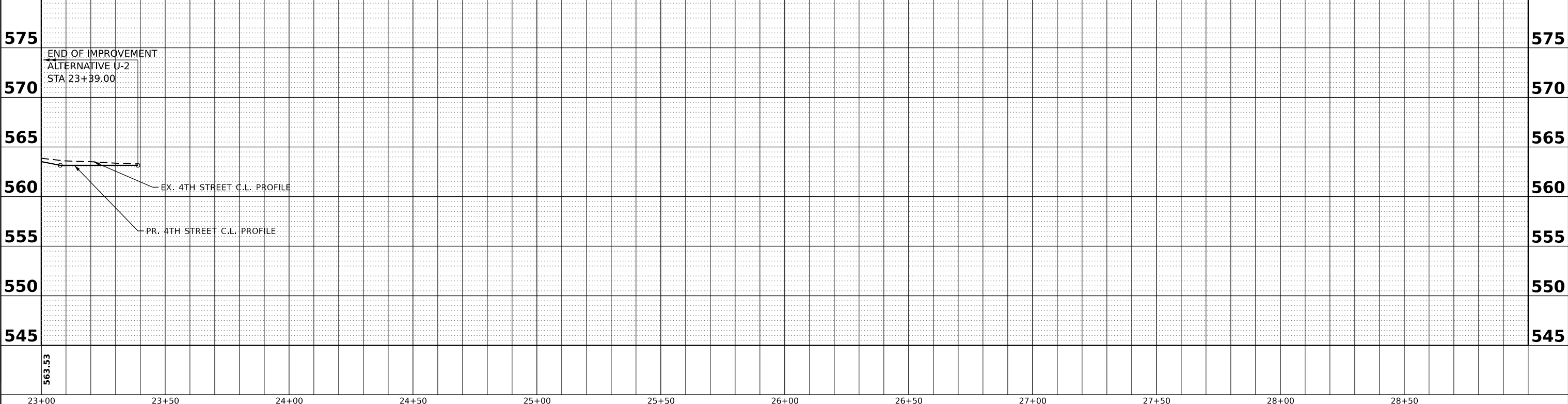
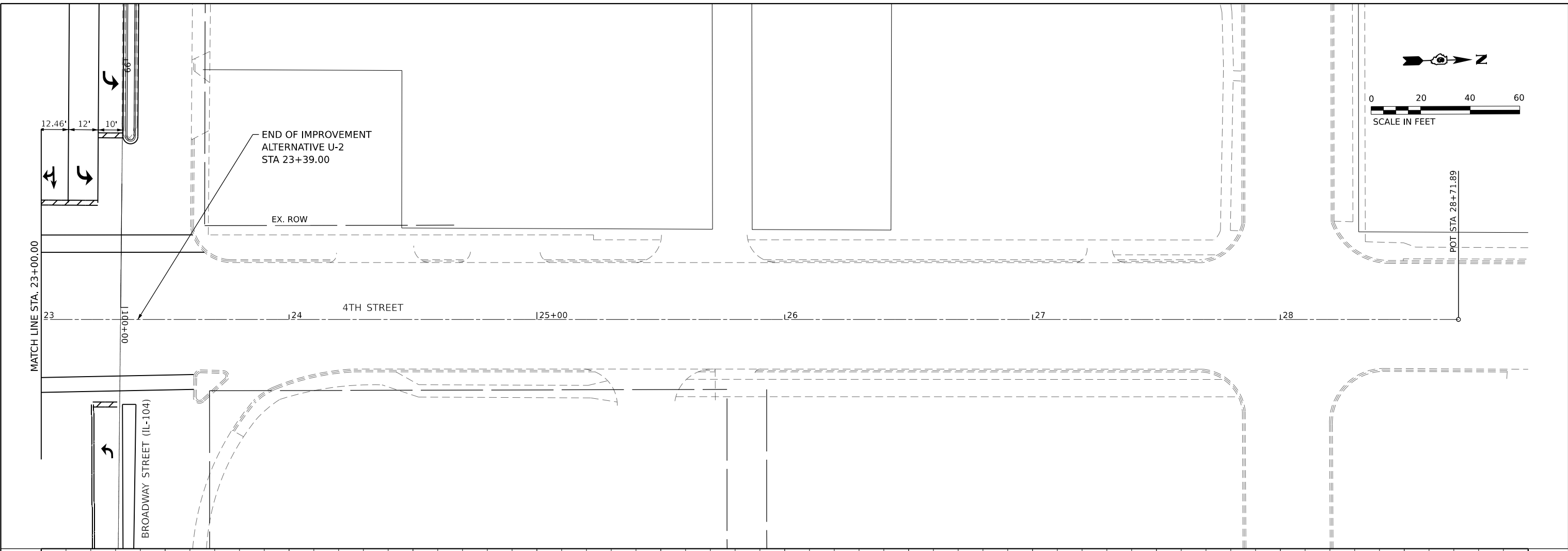
SCALE: SHEET 4 OF 5 SHEETS STA. 17+00 TO STA. 23+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	13
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NOTE BOOK NO.	

MODEL: N 4th Street - 4th St. Plan-5 (Sheet)
 FILE NAME: p:\jamesch-w-us-nm-pw_bentley.com\WOOD-US-1D07\Documents\Project 2302281748 - IL 57 US 24 PRE. Std\Design\SHEETS\0672074 PP U2 4th st.dgn



USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 40.00000000" / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**4TH STREET (ALTERNATIVE U-2)
PLAN AND PROFILE**

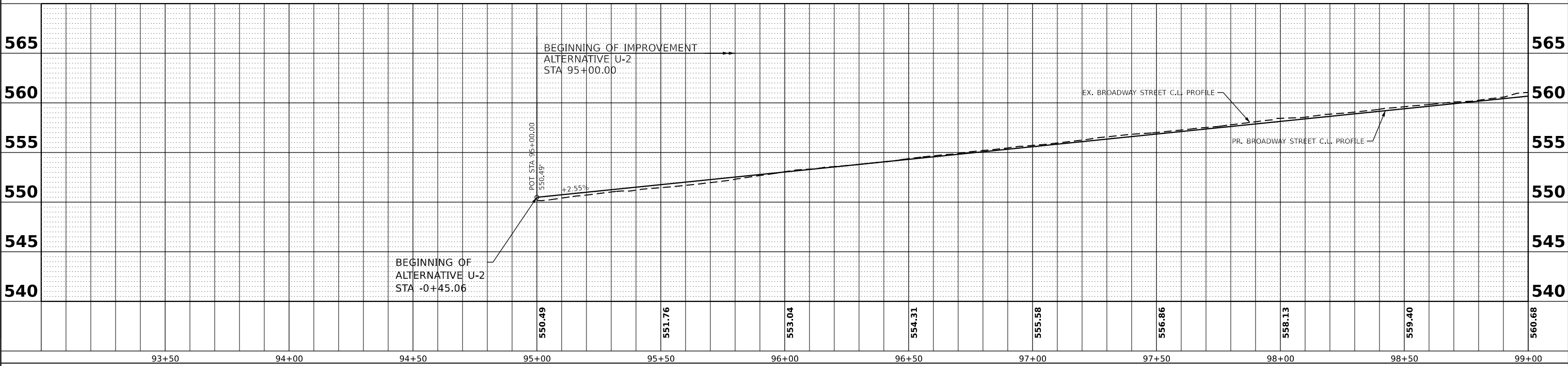
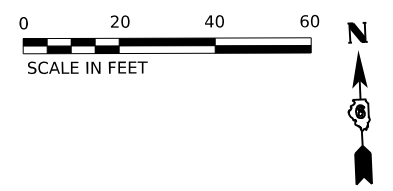
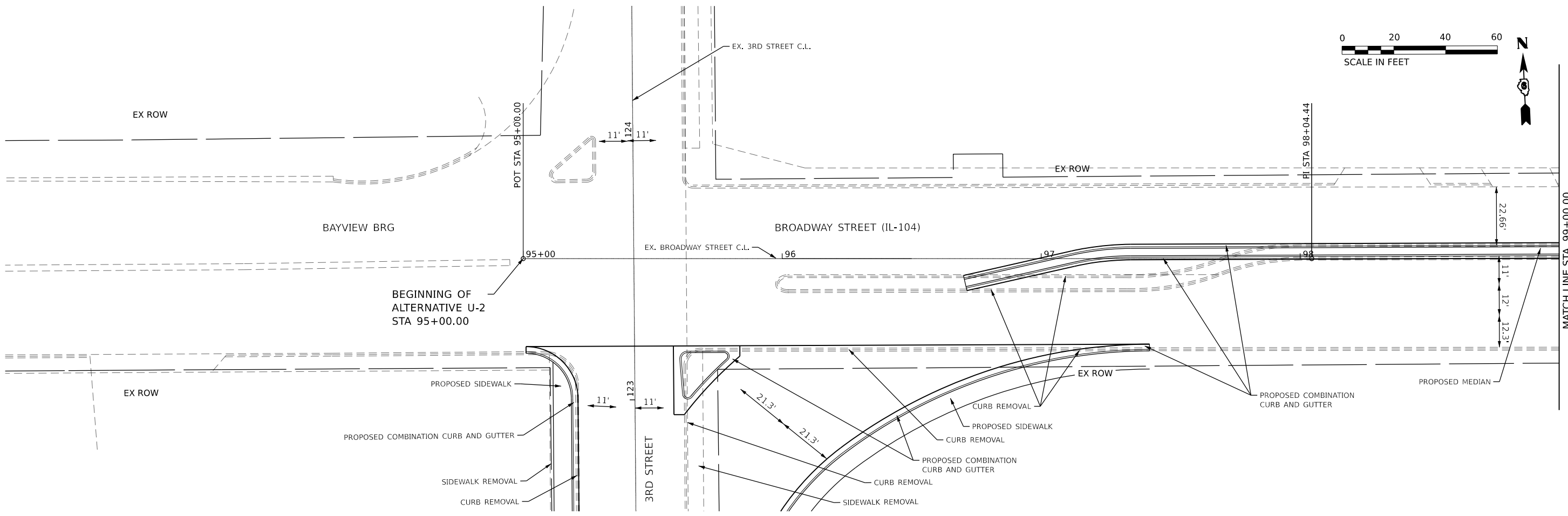
SCALE: SHEET 5 OF 5 SHEETS STA. 23+00 TO STA. 23+39

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	14
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHKD	
	CADD FILE NAME	
	NO.	
	BY	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHKD	
	CADD FILE NAME	
	NO.	
	BY	

MODEL: Broadway Street-1 - Broadway Plan (Sheet)
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USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 40.00000000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

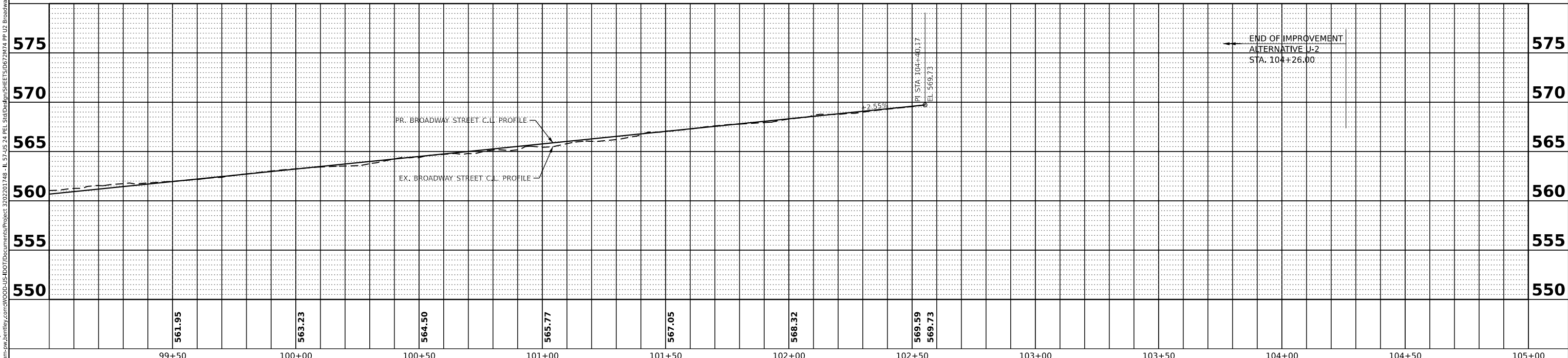
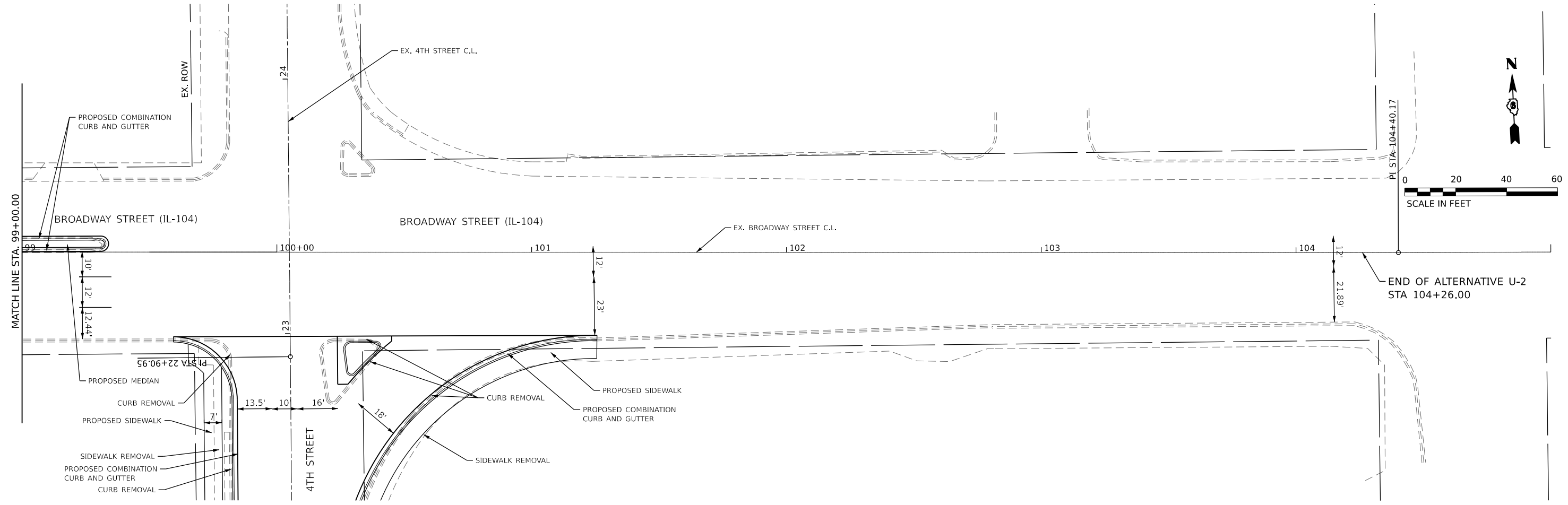
BROADWAY STREET (ALTERNATIVE U-2) PLAN AND PROFILE			
SCALE:	SHEET 1	OF 2 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	15
CONTRACT NO. 67M74				
		ILLINOIS	FED. AID PROJECT	

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NOTE BOOK NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NOTE BOOK NO.	
	CADD FILE NAME	

MODEL: Broadway Street-1 - Broadway Plan-1 [Sheet]
 FILE NAME: p:\jamesch-w-us-nm-pw-jentley.com\WOOD-IL-57\US 24 PRE-Std\Design\SHEETS\0672074 PP U2 Broadway.dgn



USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 40.00000000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

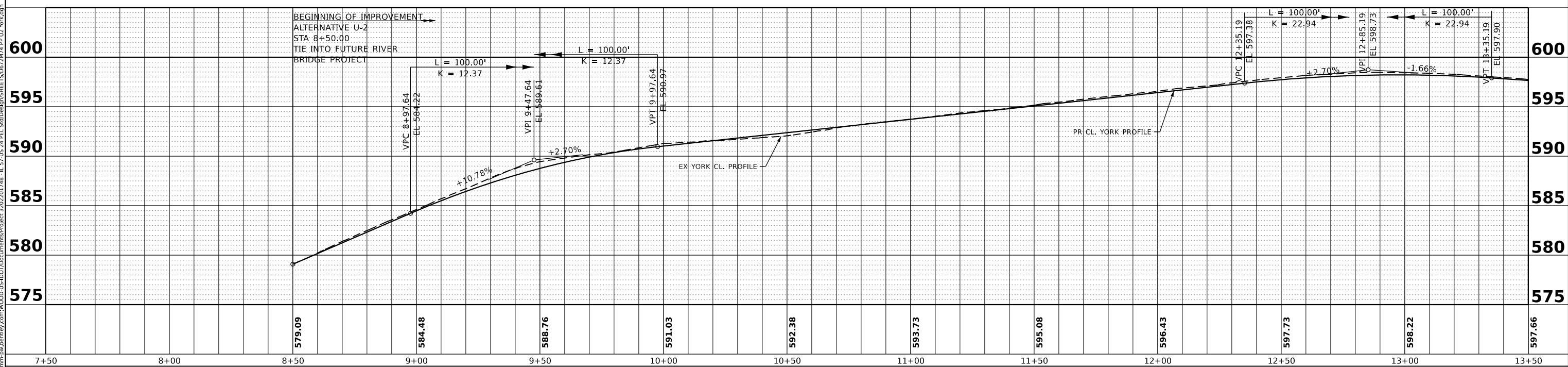
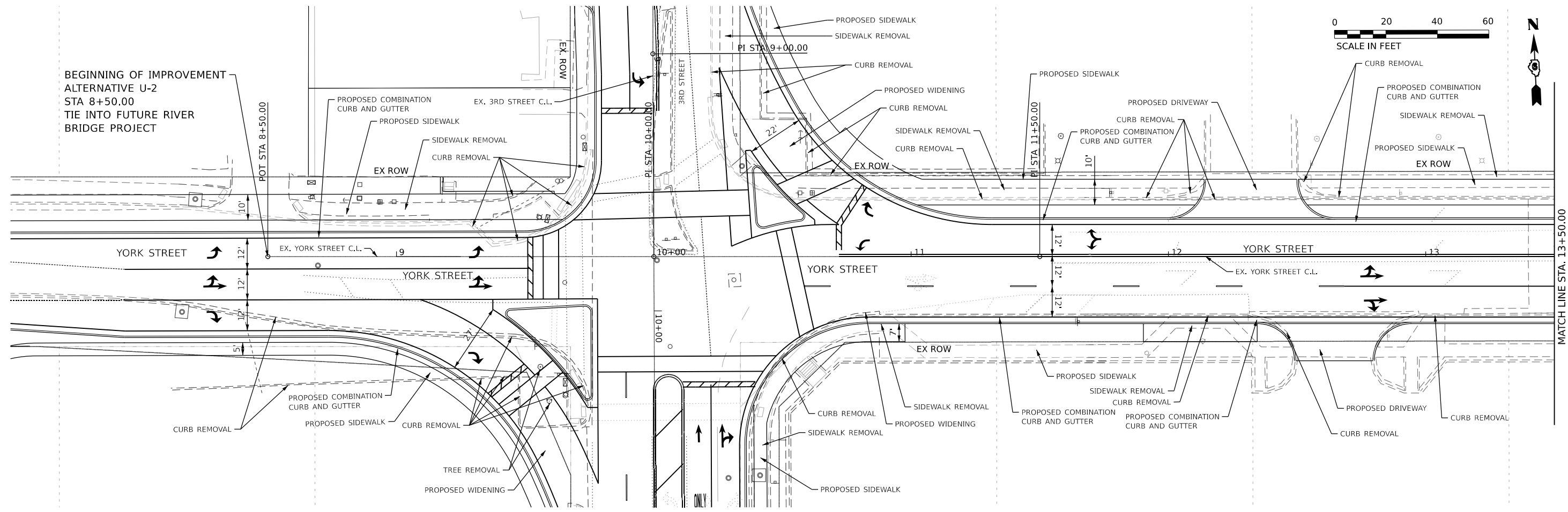
BROADWAY STREET (ALTERNATIVE U-2)			
PLAN AND PROFILE			
SCALE:	SHEET 2	OF 2 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	16
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	
SURVEYED	
PLOTTED	
ALIGNED	
CHECKED	
NO. _____	
NOTE BOOK	
NO. _____	
CADD FILE NAME	

DATE	
BY	
PROFILE	
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATIONS CHK'D	
NO. _____	
NOTE BOOK	
NO. _____	

MODEL: York Street - York St. Plan (Sheet)
 FILE NAME: p:\jamesch-w-us-mw-sw_bentley.com\wocd-us-107\Documents\Project 2302261748 - IL 57JUS 24 PEL Std\Design\Sheets\0672074 PP U2 York.dgn



USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 40.00000000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**YORK STREET (ALTERNATIVE U-2)
 PLAN AND PROFILE**

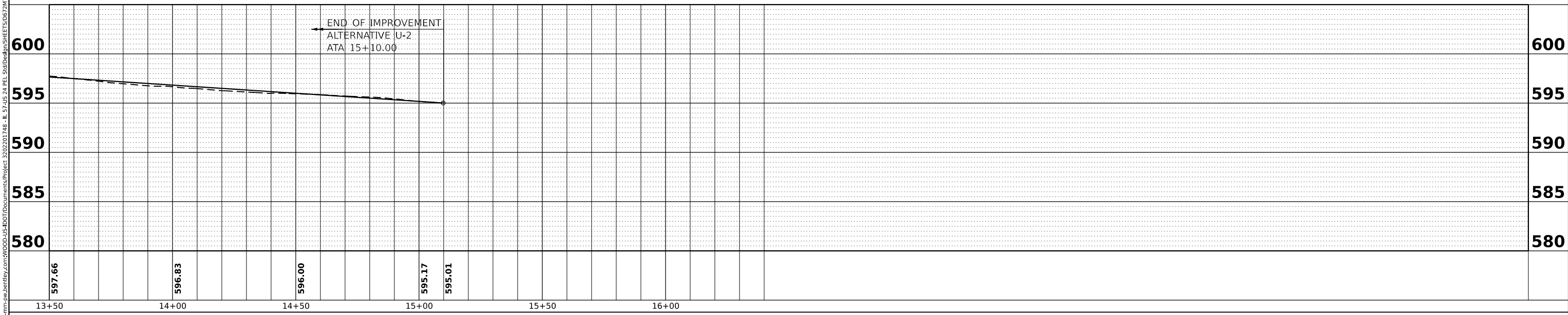
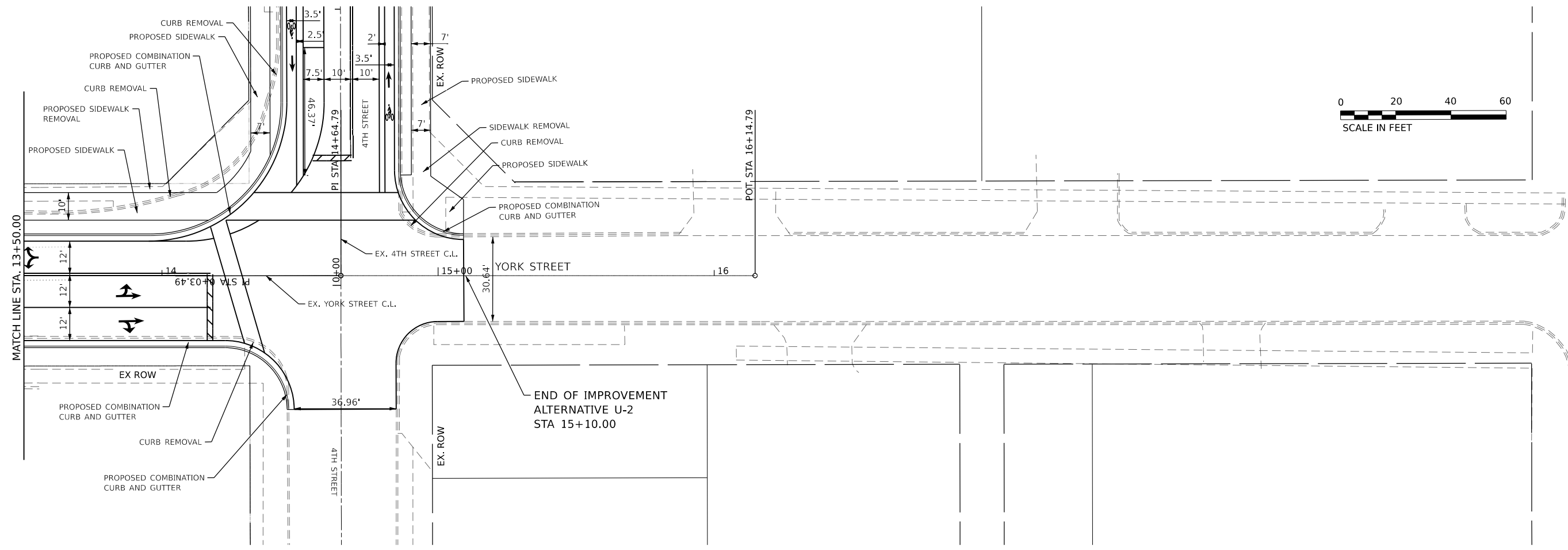
SCALE: SHEET 1 OF 2 SHEETS STA. 7+50 TO STA. 13+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	17
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHKD	
	CADD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHKD	
	CADD FILE NAME	
	NO.	

MODEL: York Street - York St. Plan-1 [Sheet]
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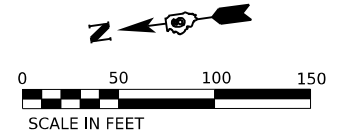
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PLOT DATE	= 7/3/2023	CHECKED	-	REVISED	-
		DATE	-	REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**YORK STREET (ALTERNATIVE U-2)
 PLAN AND PROFILE**

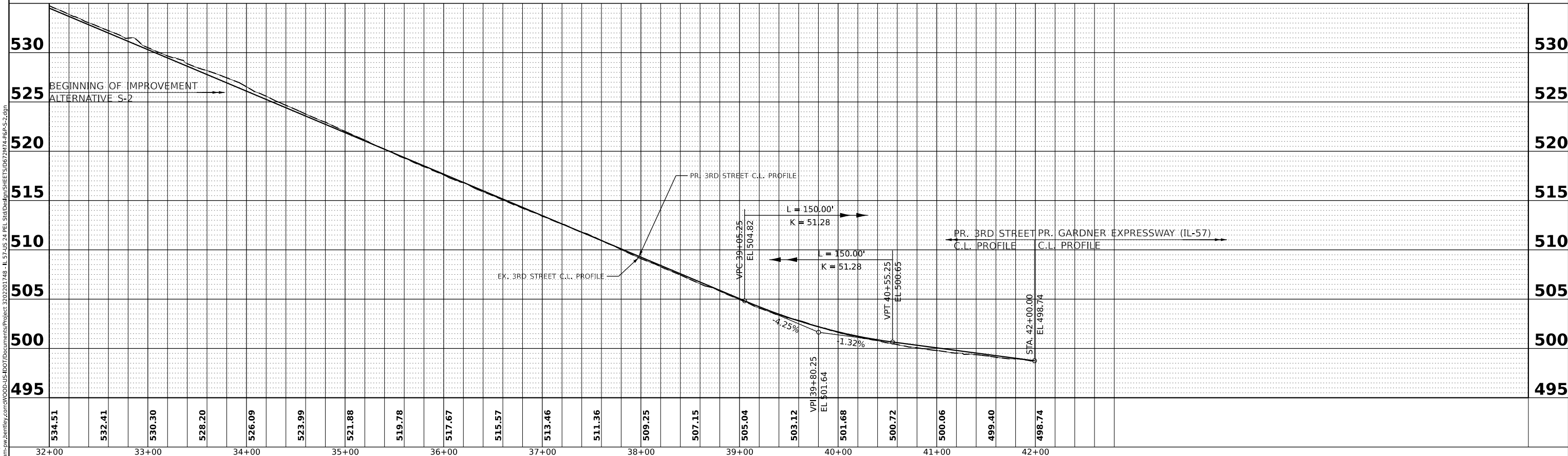
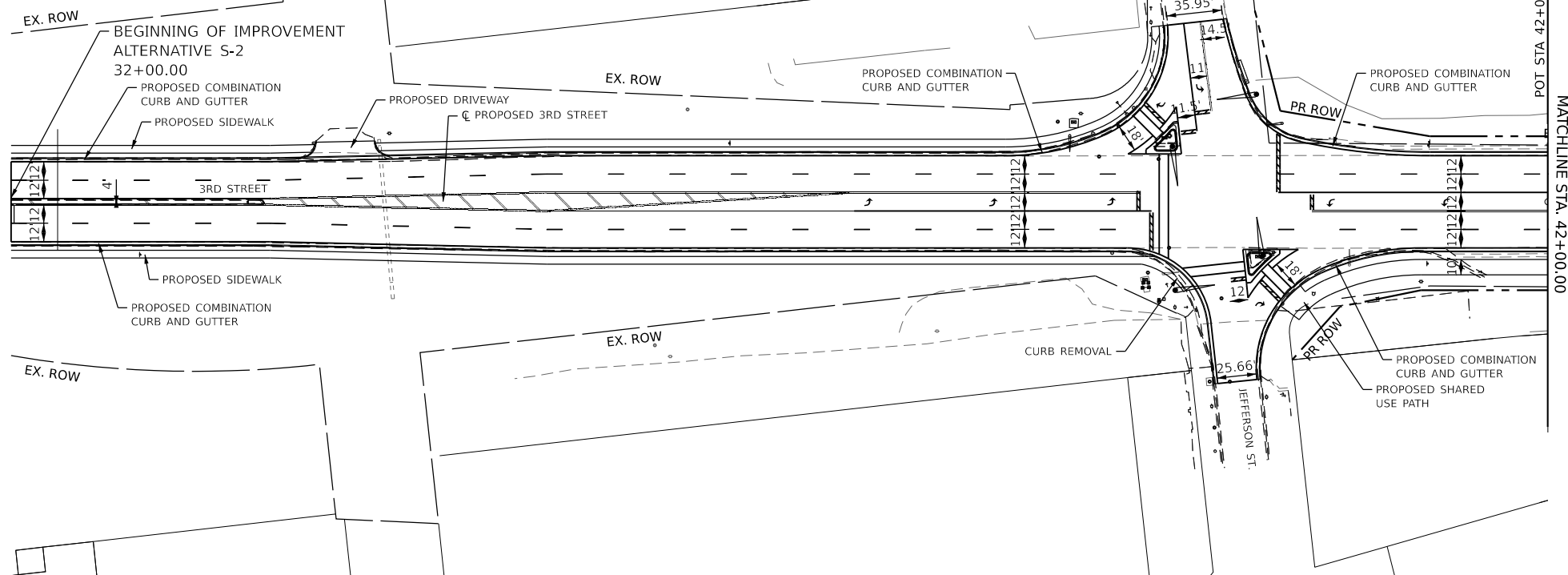
SCALE: SHEET 2 OF 2 SHEETS STA. 13+50 TO STA. 15+10

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	18
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				



PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NOTE BOOK NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NOTE BOOK NO.	
	CADD FILE NAME	



MODEL: EXCL10 - Plan S2 (Sheet)
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USER NAME	= andrew.thompson2	DESIGNED	-	REVISED	-
PLOT SCALE	= 0.16666633' / in.	DRAWN	-	REVISED	-
PLOT DATE	= 7/3/2023	CHECKED	-	REVISED	-
		DATE	-	REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2)
 PLAN & PROFILE**

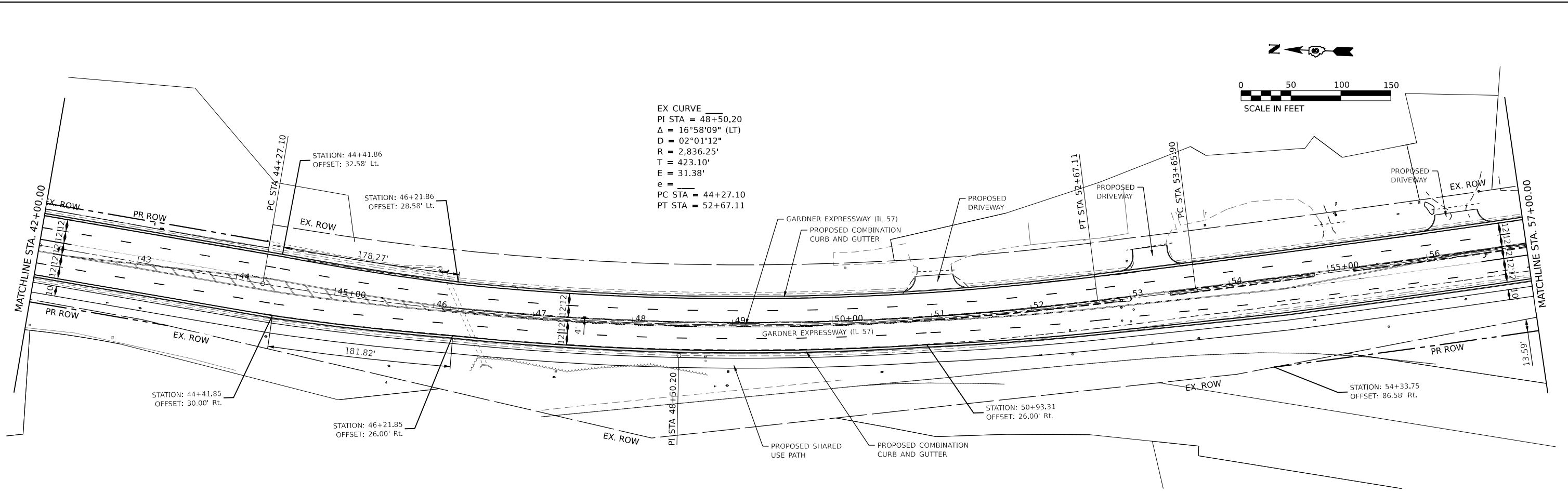
SCALE: 1"=50' SHEET 1 OF 17 SHEETS STA. 32+00 TO STA. 42+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	19
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

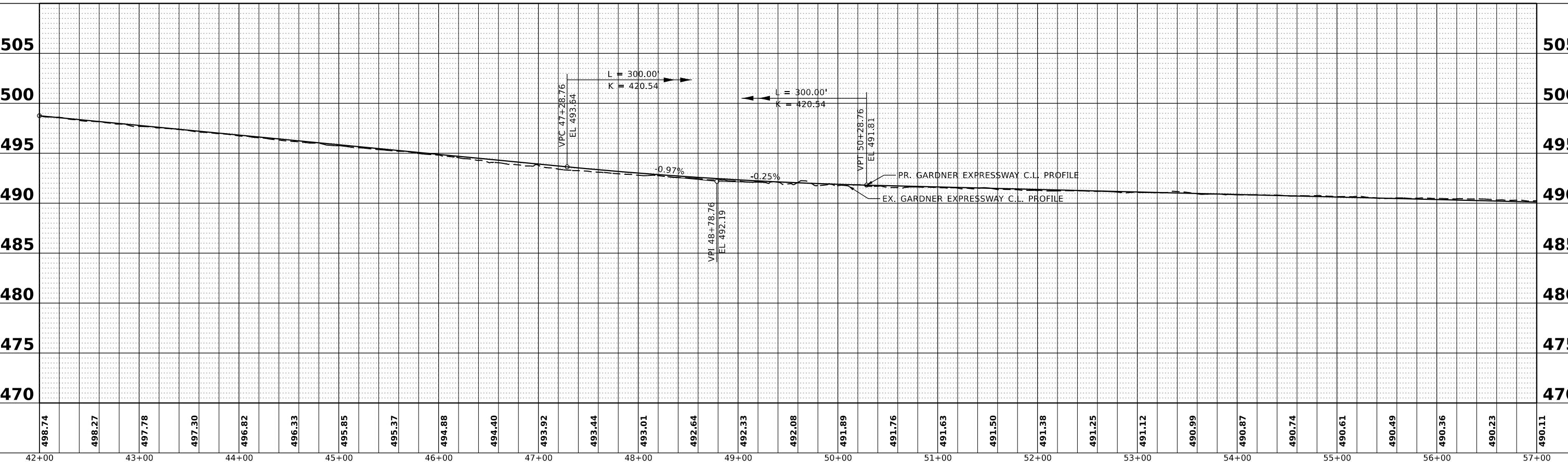
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	PLOTTED	BY
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	NOTE BOOK	
	NO.	
	STRUCTURE NOTATIONS CHKD	

MODEL: IL57-S-3 - Plan S2 Add (Sheet)
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EX CURVE
 PI STA = 48+50.20
 $\Delta = 16^{\circ}58'09''$ (LT)
 $D = 02^{\circ}01'12''$
 $R = 2,836.25'$
 $T = 423.10'$
 $E = 31.38'$
 $e =$
 PC STA = 44+27.10
 PT STA = 52+67.11



USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 99.99980000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

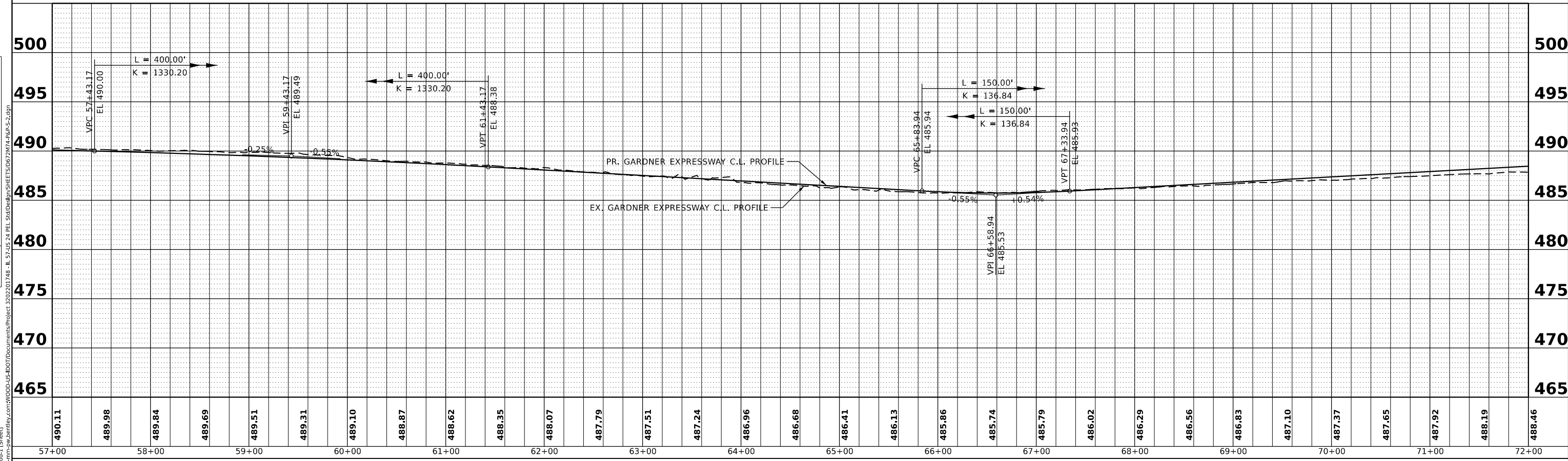
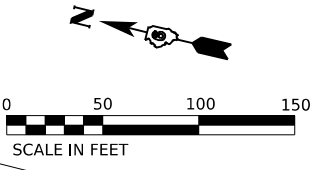
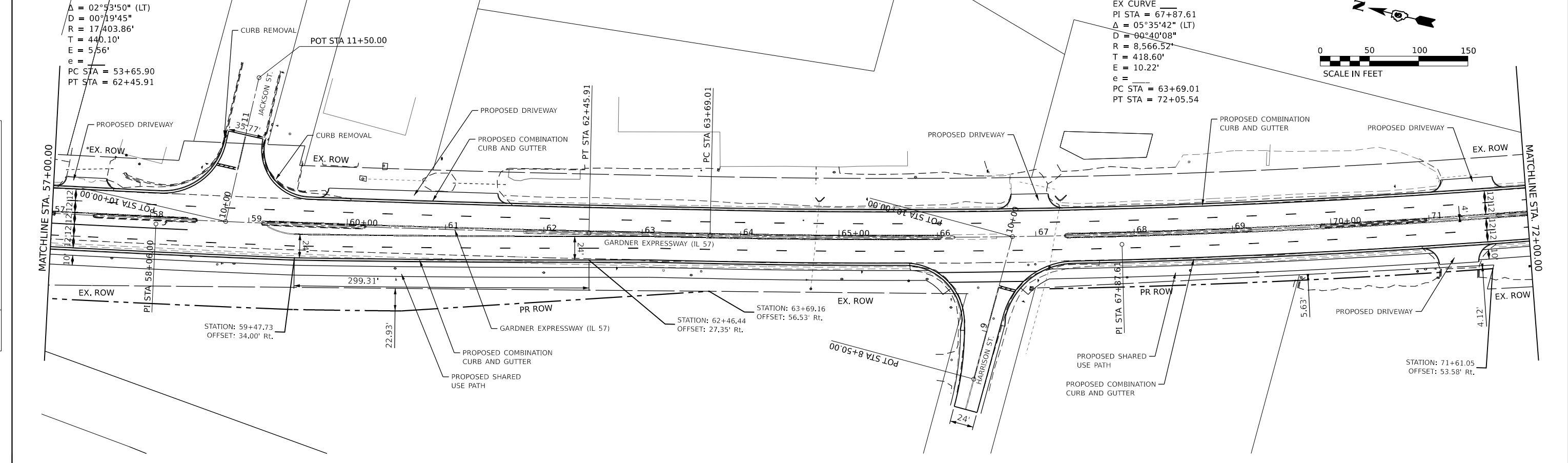
GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2)
 PLAN & PROFILE

SCALE: 1"=50' SHEET 2 OF 17 SHEETS STA. 42+00 TO STA. 57+00

F.A. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 20
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	SURVEYED
	PLOTTED
	ALIGNED
	CHECKED
	NO. _____

DATE	
BY	
PROFILE	SURVEYED
	PLOTTED
	GRADES CHECKED
	STRUCTURE NOTATIONS CHKD
	NO. _____



MODEL: IL57-S3 - Plan S2 Add-1 (Sheet)
 FILE NAME: p:\proj\mech-us-imm-aw-bentley.com\work-us-ld\07\Documents\Project 3202201748 - IL 57 US 24 PRE.Stud\Design\SHEETS\06720748-S2.dgn

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57+00	58+00	59+00	60+00	61+00	62+00	63+00	64+00	65+00	66+00	67+00	68+00	69+00	70+00	71+00	72+00															



USER NAME	= andrew.thompson2	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
PLOT SCALE	= 99.99980000' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 7/5/2023	DATE	-	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

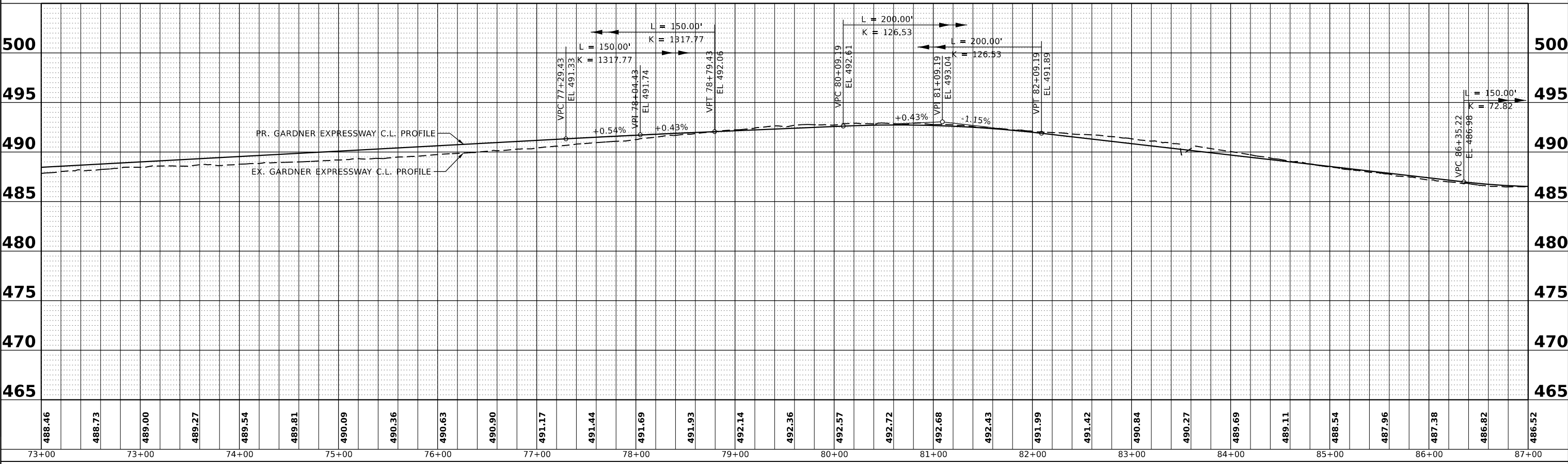
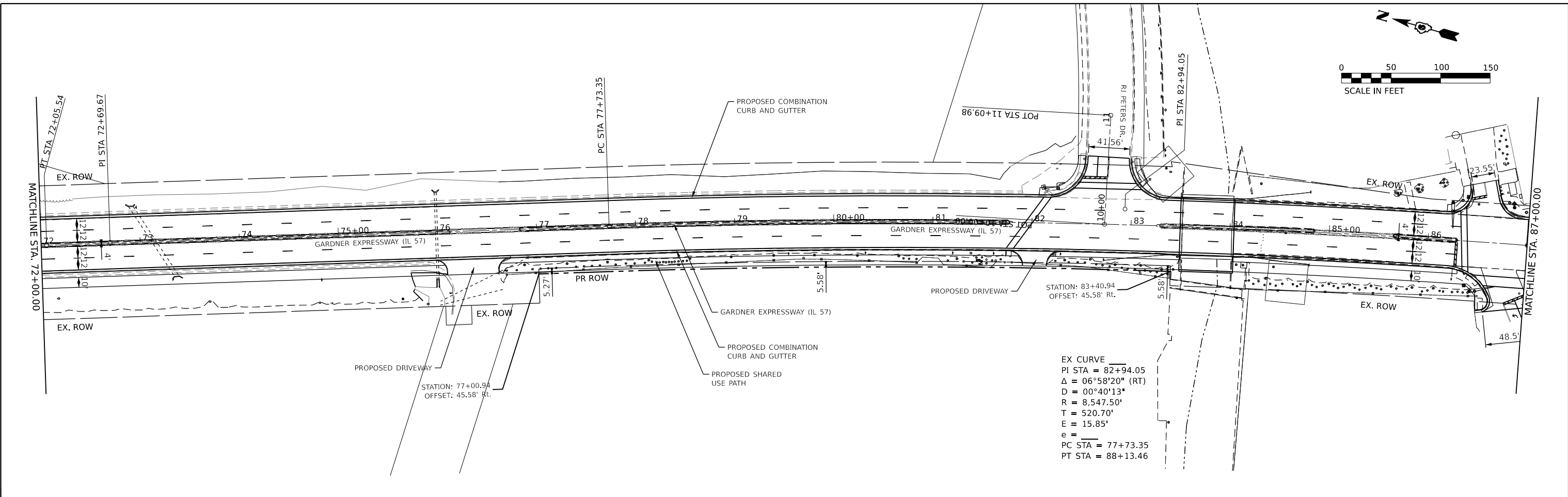
GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2)
PLAN & PROFILE
 SCALE: 1"=50' SHEET 3 OF 17 SHEETS STA. 57+00 TO STA. 72+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	21
CONTRACT NO. 67M74				
		ILLINOIS	FED. AID PROJECT	

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	NOTE BOOK	
	NO.	
	STRUCTURE NOTATIONS CHKD	

MODEL: IL57-S-3 - Plan S2 Ad42 (Sheet)
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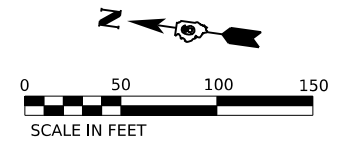


USER NAME	= andrew.thompson2	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
PLOT SCALE	= 99.99980000" / in.	CHECKED	-	REVISED	-
PLOT DATE	= 7/3/2023	DATE	-	REVISED	-

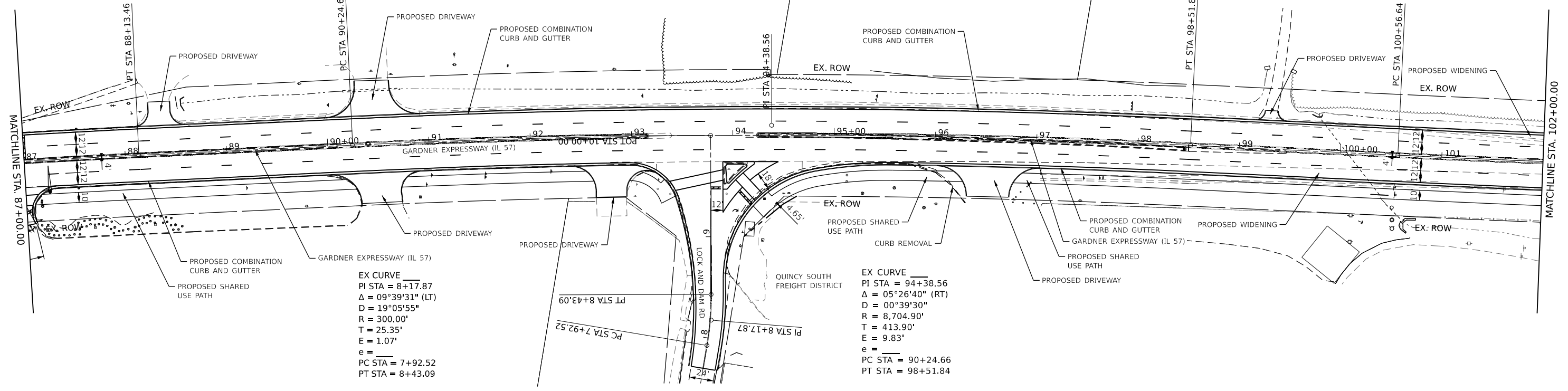
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2) PLAN & PROFILE			
SCALE: 1"=50'	SHEET 4	OF 17 SHEETS	STA. 72+00 TO STA. 87+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	22
CONTRACT NO. 67M74				
ILLINOIS				FED. AID PROJECT



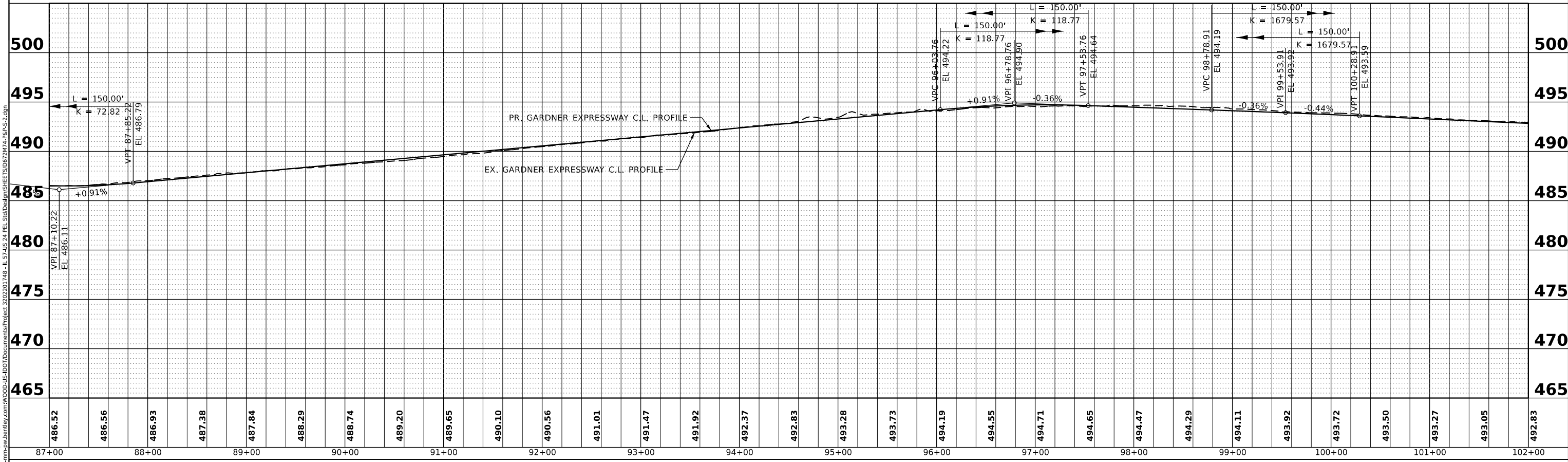
PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	NO. _____	
	NOTE BOOK	
	NO. _____	
	CADD FILE NAME	



EX CURVE
 PI STA = 8+17.87
 $\Delta = 09^{\circ}39'31"$ (LT)
 $D = 19^{\circ}05'55"$
 $R = 300.00'$
 $T = 25.35'$
 $E = 1.07'$
 $e =$
 PC STA = 7+92.52
 PT STA = 8+43.09

EX CURVE
 PI STA = 94+38.56
 $\Delta = 05^{\circ}26'40"$ (RT)
 $D = 00^{\circ}39'30"$
 $R = 8,704.90'$
 $T = 413.90'$
 $E = 9.83'$
 $e =$
 PC STA = 90+24.66
 PT STA = 98+51.84

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NO. _____	
	NOTE BOOK	
	NO. _____	



MODEL: IL57-S-3 - Plan S2, Ad4-3 (Sheet)
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USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 99.99980000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/5/2023	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

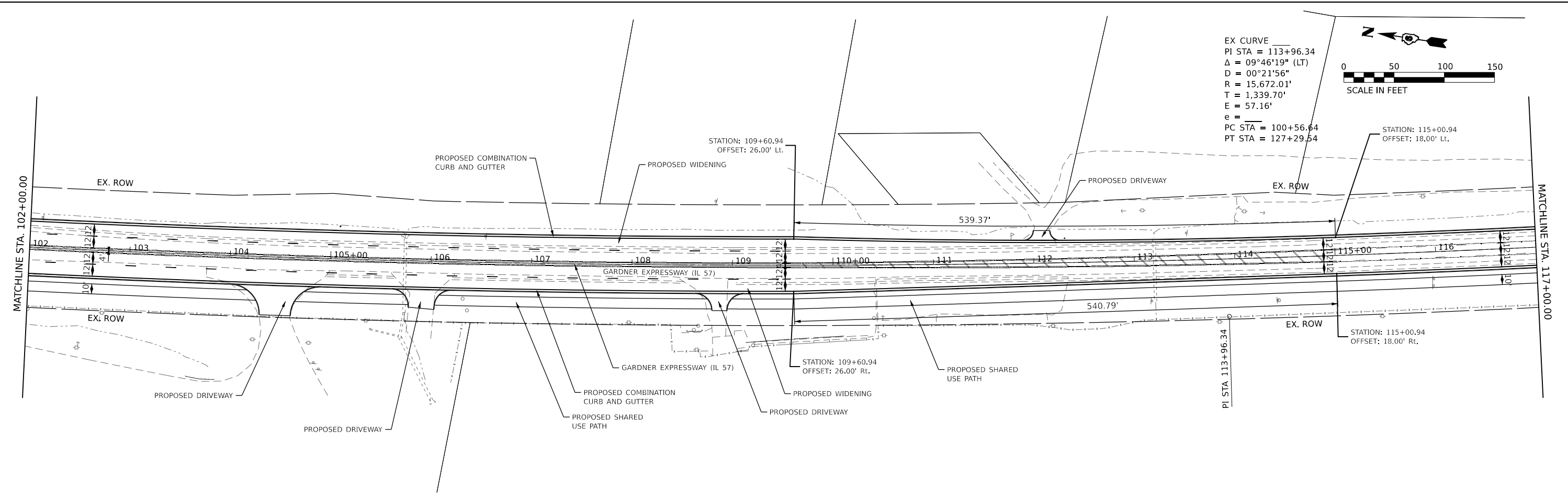
GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2)
 PLAN & PROFILE
 SCALE: 1"=50' SHEET 5 OF 17 SHEETS STA. 87+00 TO STA. 102+00

F.A. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 23
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

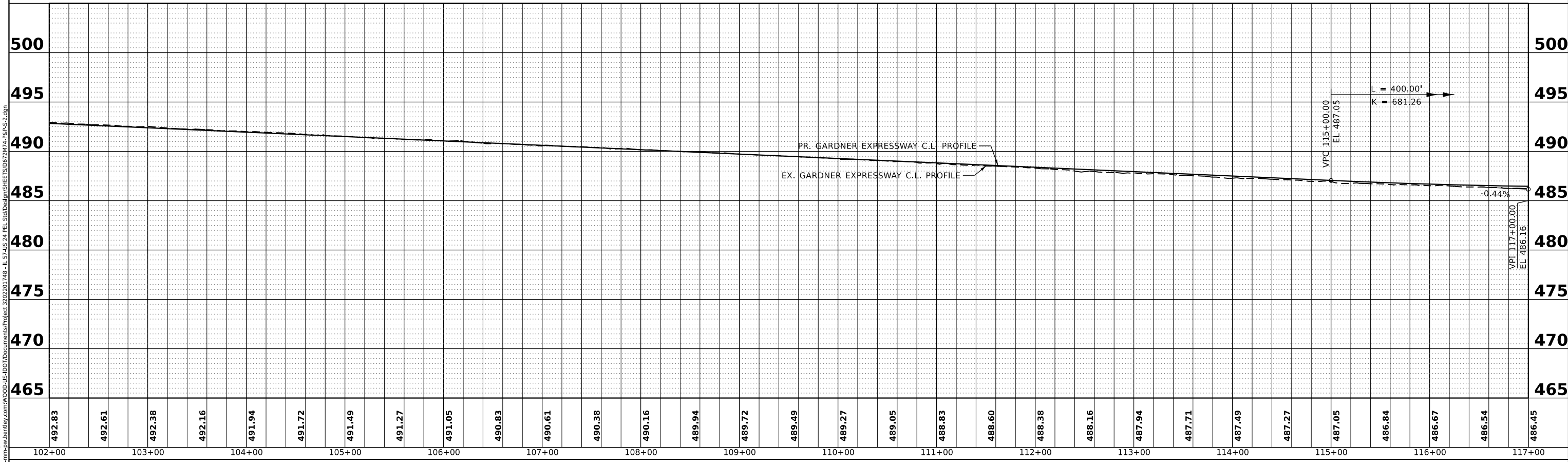
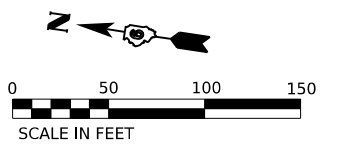
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	PLOTTED	BY
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	NOTE BOOK	
	NO.	
	STRUCTURE NOTATIONS CHKD	

MODEL: IL57-S-3 - Plan S2 Add4 (Sheet)
 FILE NAME: p:\jamesch-w-us-mw-jentley.com\wocd-us-ld07\Documents\Project 2302201748 - IL 57 US 24 PRE. Std\Design\SHEETS\0672024\80-S-2.dgn



EX CURVE
 PI STA = 113+96.34
 $\Delta = 09^\circ 46' 19''$ (LT)
 $D = 00^\circ 21' 56''$
 $R = 15,672.01'$
 $T = 1,339.70'$
 $E = 57.16'$
 $e =$
 PC STA = 100+56.64
 PT STA = 127+29.54



USER NAME = andrew.thompson2	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 99.99980000' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2023	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2)
 PLAN & PROFILE**

SCALE: 1"=50' SHEET 6 OF 17 SHEETS STA. 102+00 TO STA. 117+00

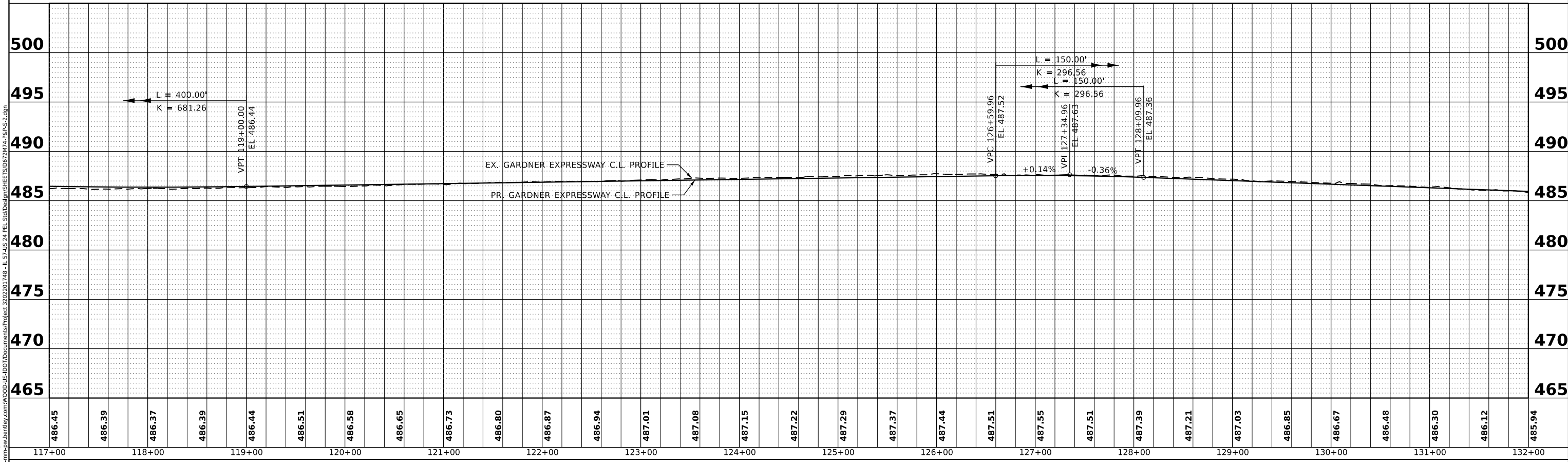
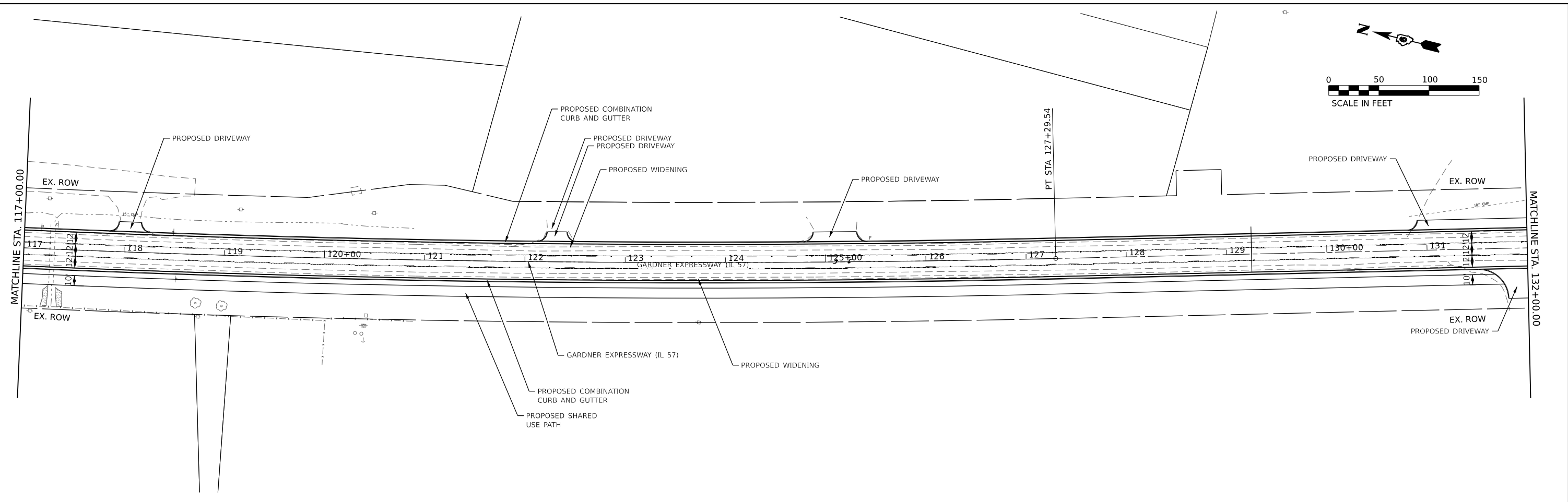
F.A. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 24
ILLINOIS				FED. AID PROJECT

CONTRACT NO. 67M74

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	CADD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NO.	

MODEL: IL57-S-3 - Plan S2, Add S (Sheet)
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USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 99.99980000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2) PLAN & PROFILE			
SCALE: 1"=50'	SHEET 7	OF 17 SHEETS	STA. 117+00 TO STA. 132+00

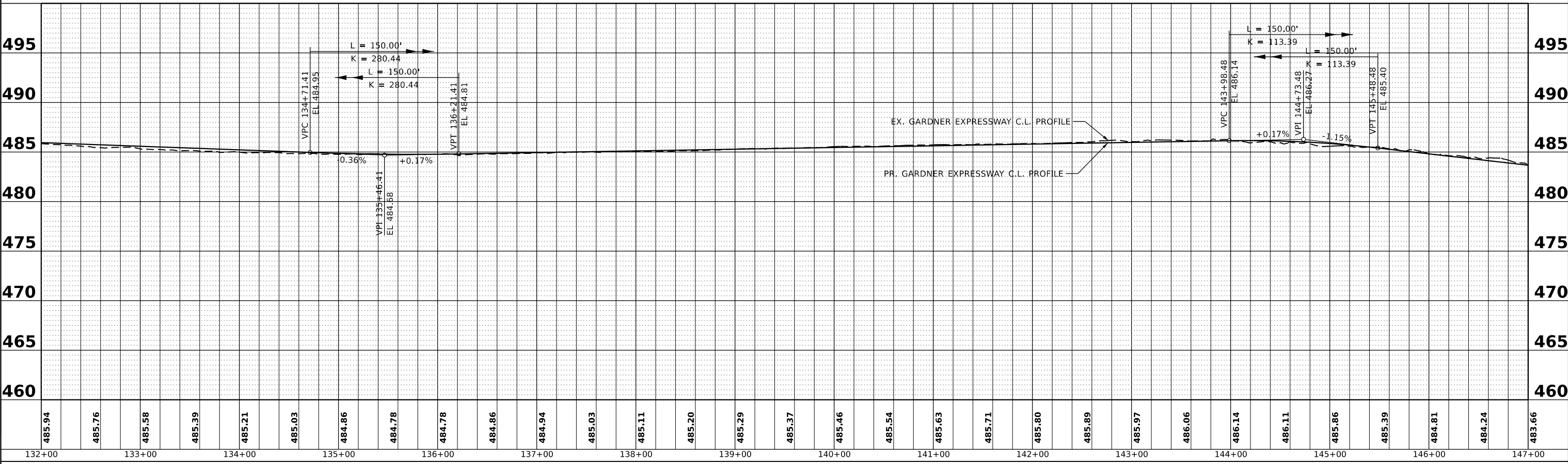
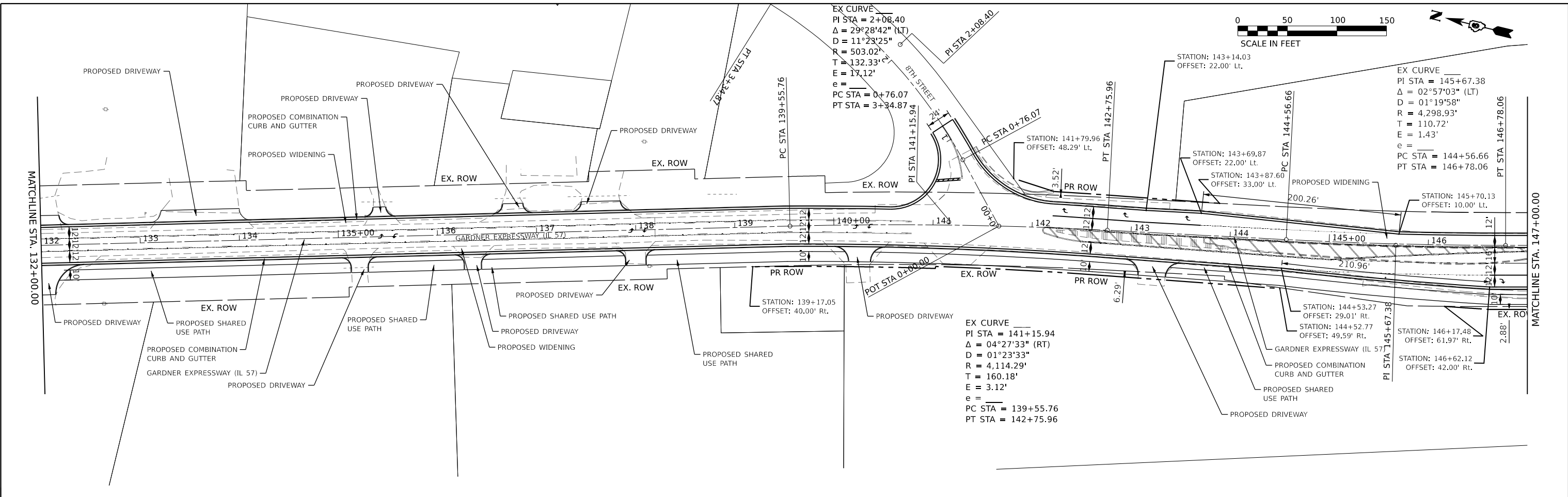
F.A. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 25
ILLINOIS				FED. AID PROJECT

CONTRACT NO. 67M74

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	NO. _____	
	NO. _____	
	NO. _____	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NO. _____	
	NO. _____	
	NO. _____	

MODEL: IL57-S-3 - Plan S2, Add6 (Sheet)
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USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 99.99980000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/5/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

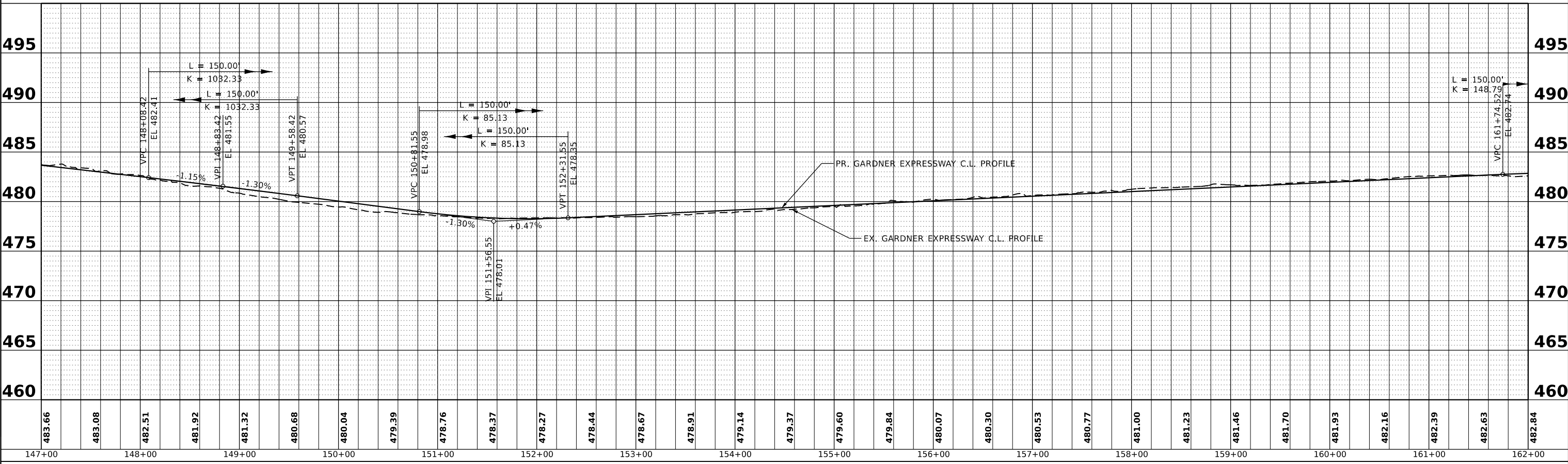
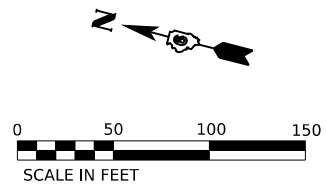
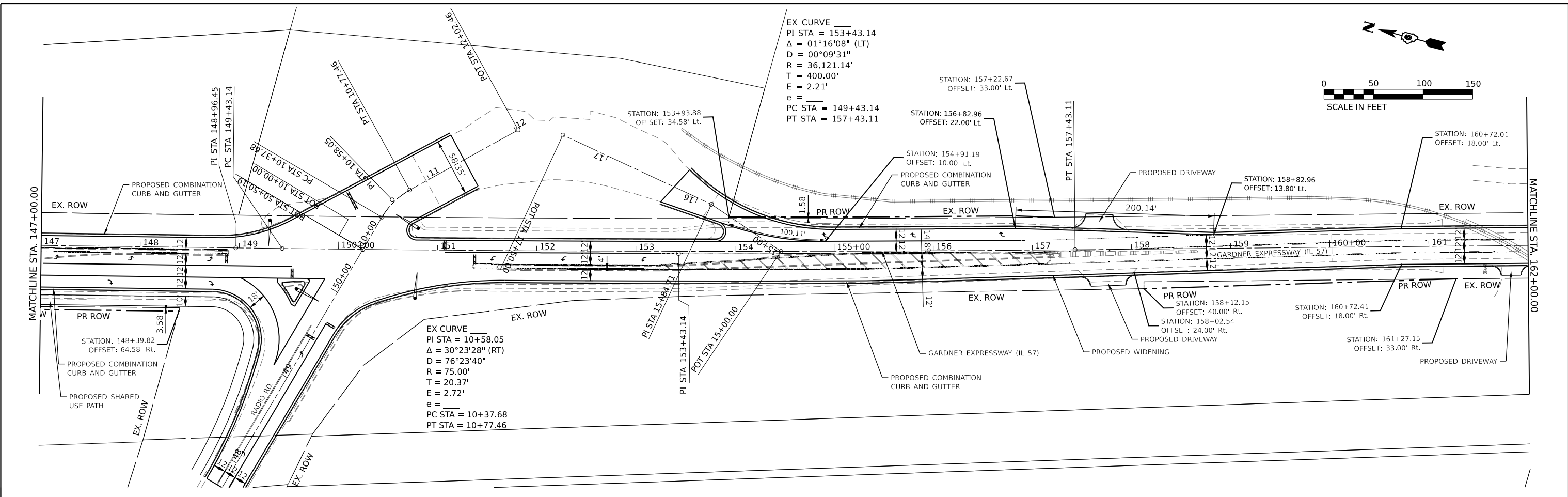
GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2) PLAN & PROFILE			
SCALE: 1"=50'	SHEET 8	OF 17 SHEETS	STA. 132+00 TO STA. 147+00

F.A. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 26
ILLINOIS				FED. AID PROJECT

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	NOTE BOOK	
	NO.	
	STRUCTURE NOTATIONS CHKD	

MODEL: IL57-S-3 - Plan S2 Ad47 (Sheet)
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USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 99.99980000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/5/2023	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

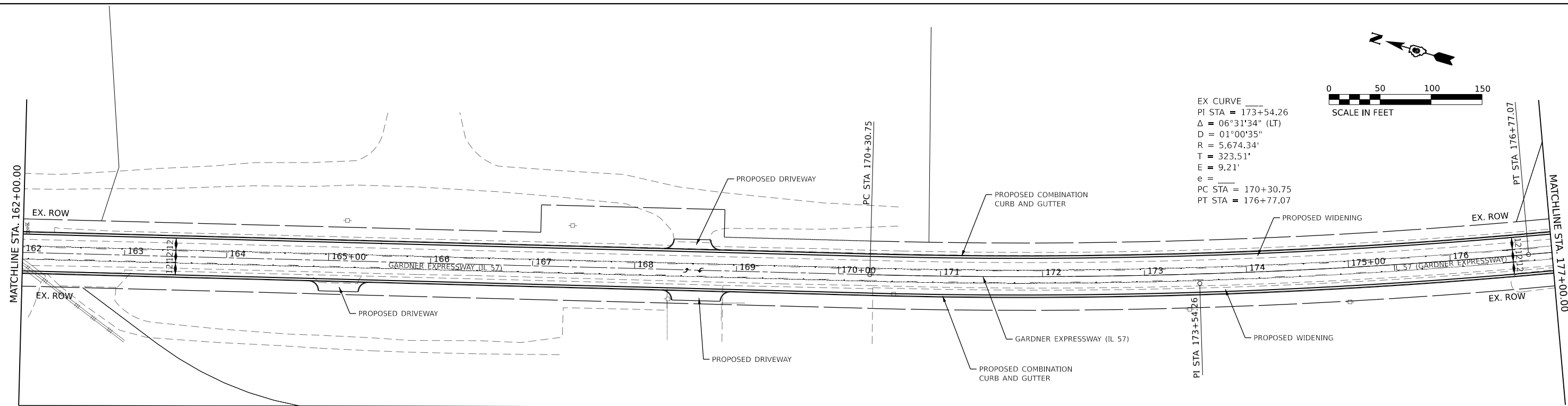
GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2)			
PLAN & PROFILE			
SCALE: 1"=50'	SHEET 9	OF 17 SHEETS	STA. 147+00 TO STA. 162+00

F.A. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 27
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

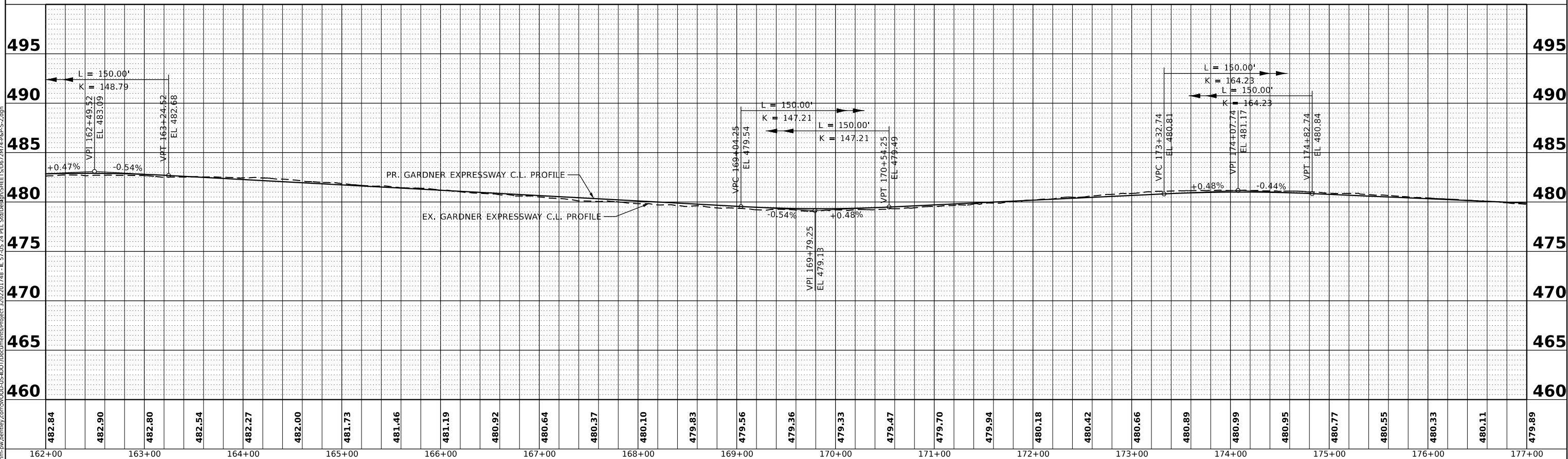
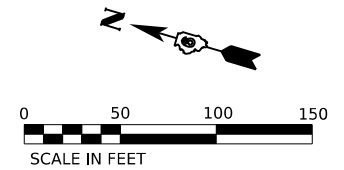
PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	NOTE BOOK	
	NO.	
	STRUCTURE NOTATIONS CHKD	

MODEL: IL57-S-3 - Plan S2_A04-8 (Sheet)
 FILE NAME: p:\proj\mech-us-mw-jentley.com\wocd-us-ld07\Documents\Project 3202201748 - IL 57 US 24 PRE. Std\Design\Sheet\0672074248-S-2.dgn



EX CURVE
 PI STA = 173+54.26
 $\Delta = 06^{\circ}31'34''$ (LT)
 $D = 01^{\circ}00'35''$
 $R = 5,674.34'$
 $T = 323.51'$
 $E = 9.21'$
 $e =$
 PC STA = 170+30.75
 PT STA = 176+77.07



USER NAME	= andrew.thompson2
DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-
PLOT SCALE	= 99.999800000' / in.
PLOT DATE	= 7/3/2023

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2)
 PLAN & PROFILE

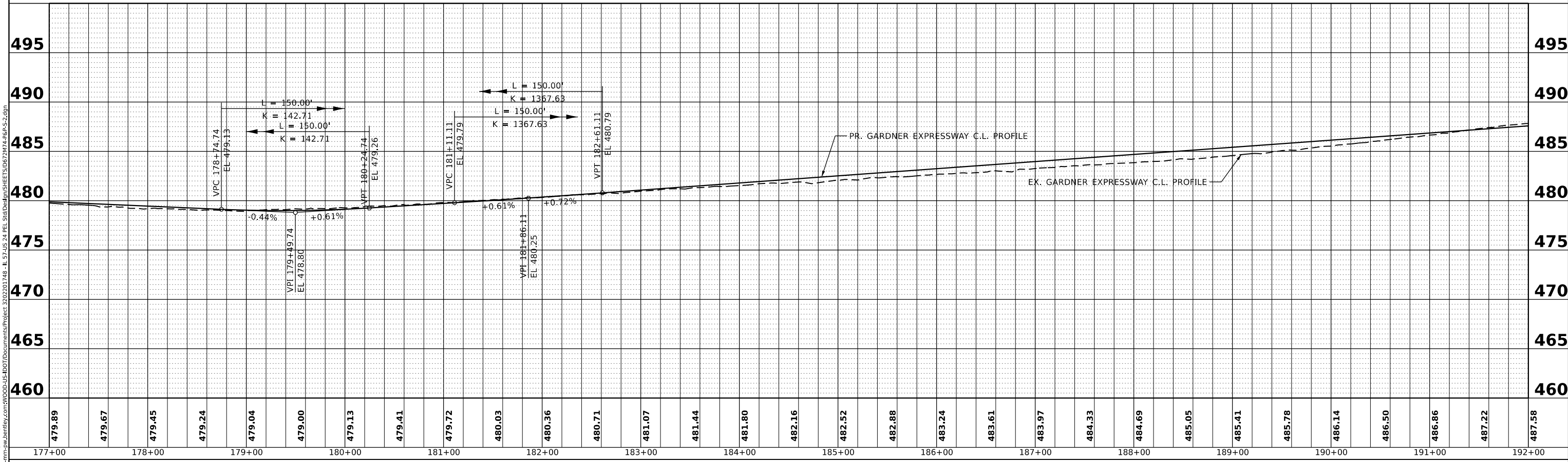
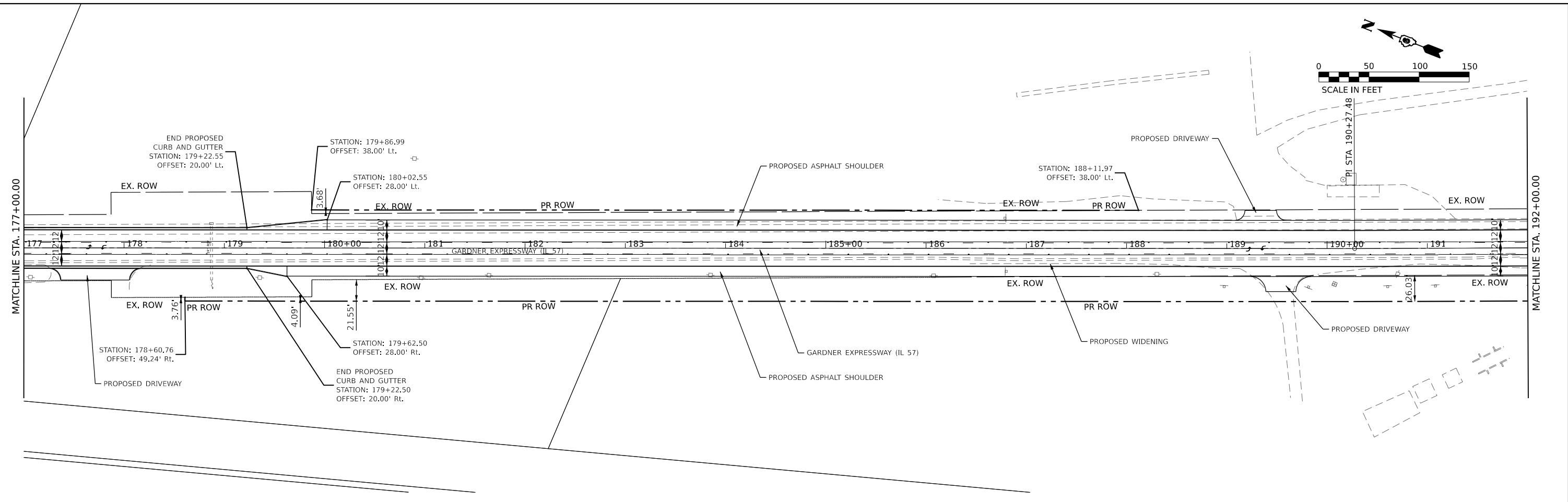
SCALE: 1"=50' SHEET 10 OF 17 SHEETS STA. STA. TO STA. 177+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	28
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	NO.	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES	
	CHECKED	
	NO.	
	NO.	

MODEL: IL57-S-3 - Plan S2 - Add-9 (Sheet)
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USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 99.99980000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2)
PLAN & PROFILE**

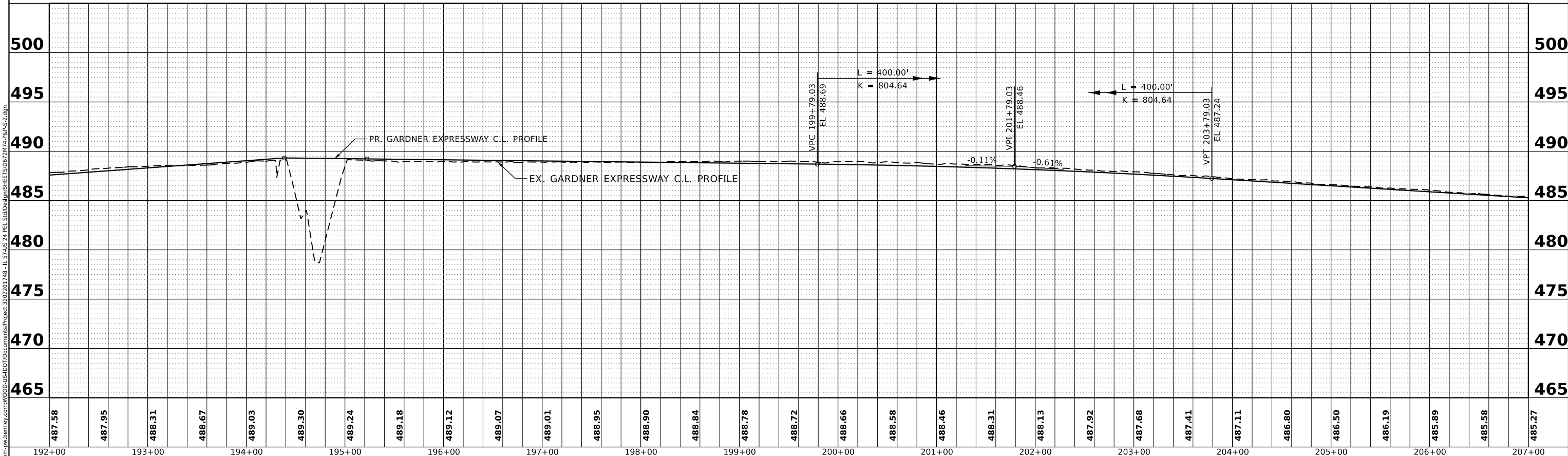
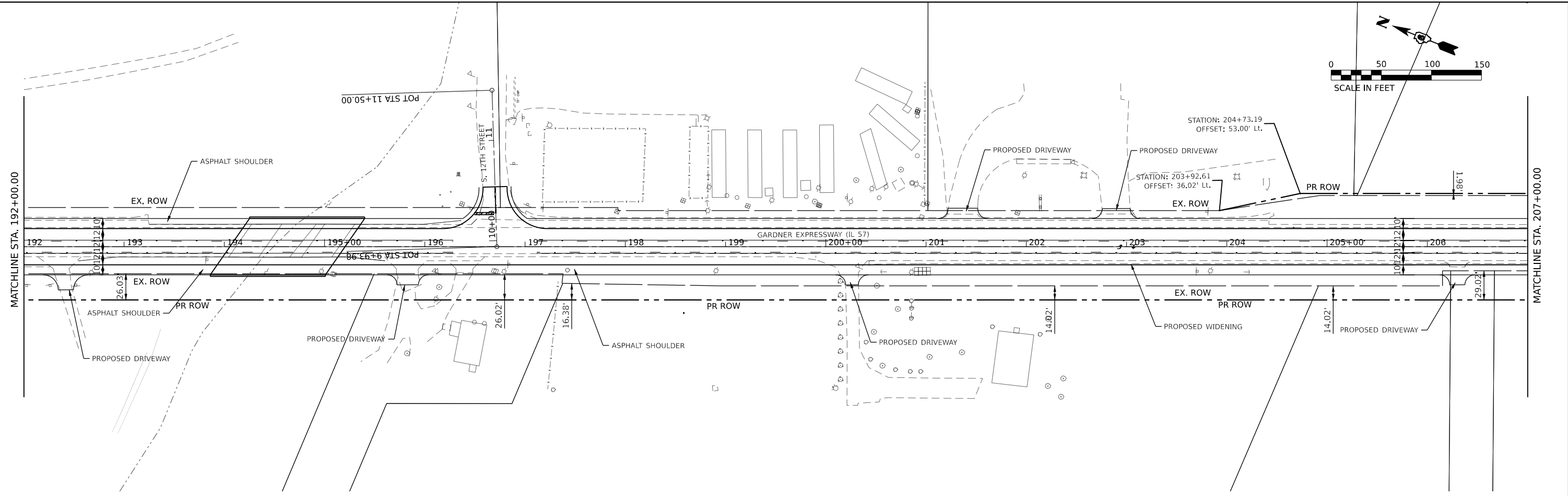
SCALE: 1"=50' SHEET 11 OF 17 SHEETS STA. 177+00 TO STA. 192+00

F.A. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 29
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	CADD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NO.	

MODEL: IL57-S-3 - Plan S2 Add-10 (Sheet)
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USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 99.99980000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2)			
PLAN & PROFILE			
SCALE: 1"=50'	SHEET 12	OF 17 SHEETS	STA. 192+00 TO STA. 207+00

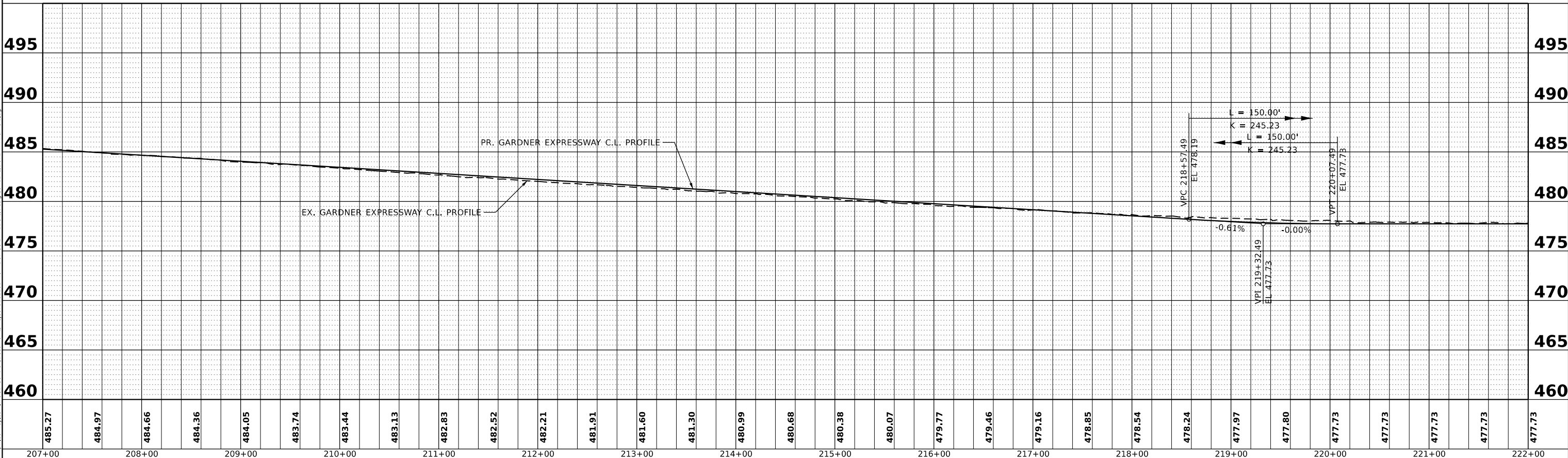
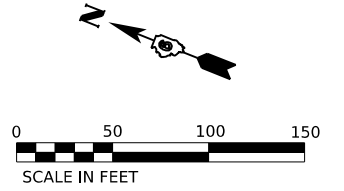
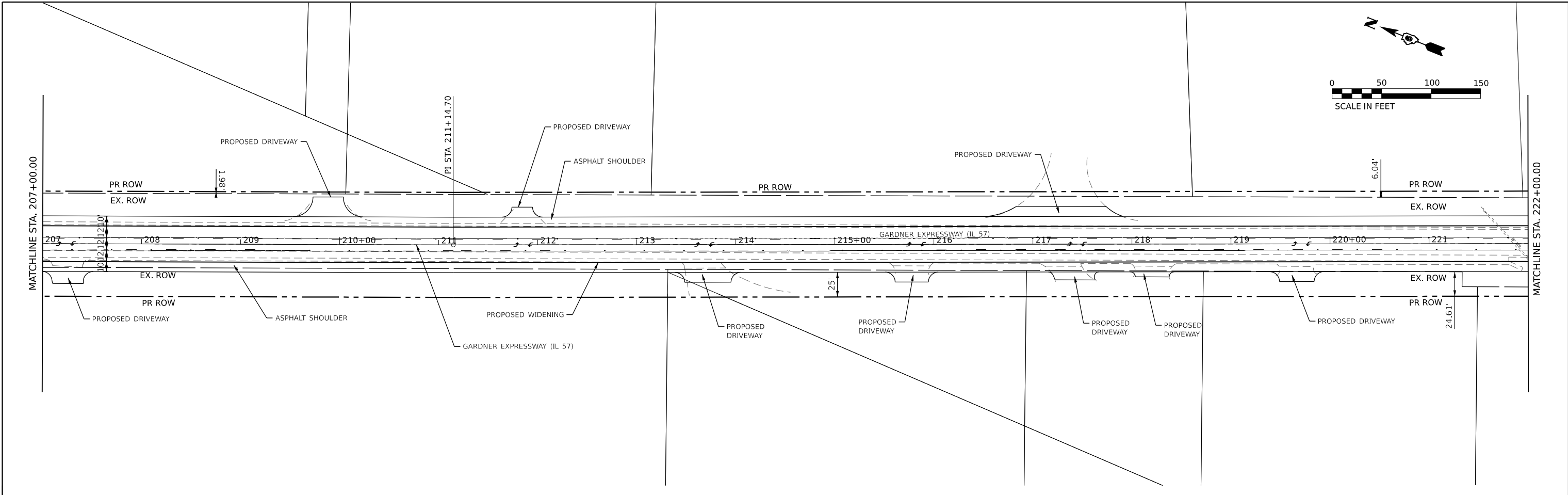
F.A. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 30
ILLINOIS				FED. AID PROJECT

CONTRACT NO. 67M74

PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NOTE BOOK NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NOTE BOOK NO.	
	CADD FILE NAME	

MODEL: IL57-S-3 - Plan S2, Add-11 (Sheet)
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USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 99.99980000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

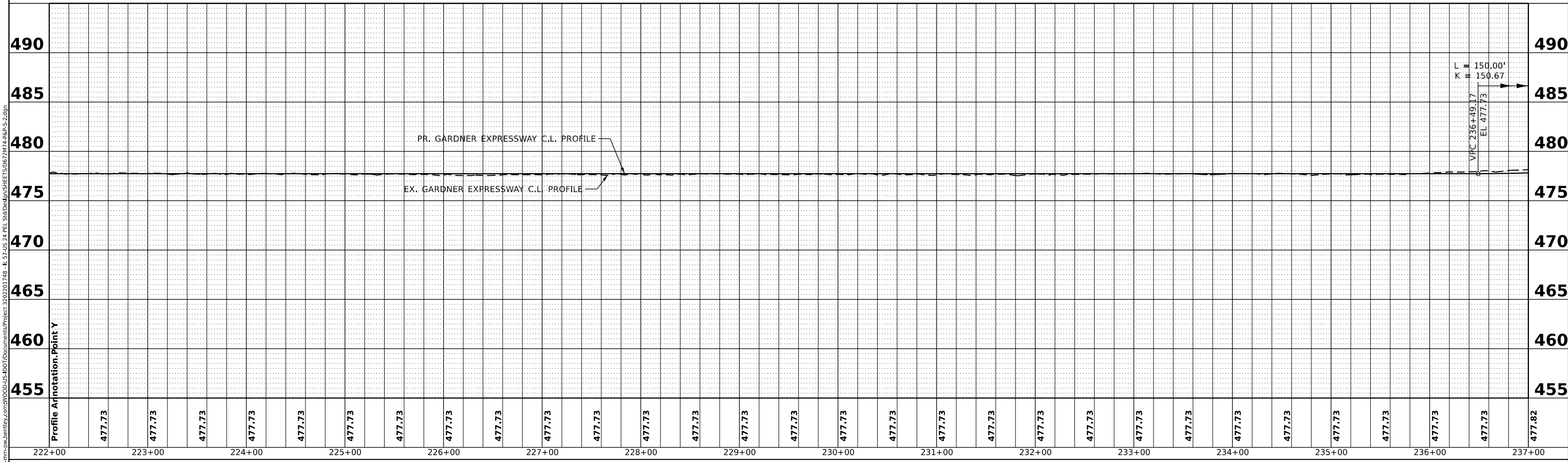
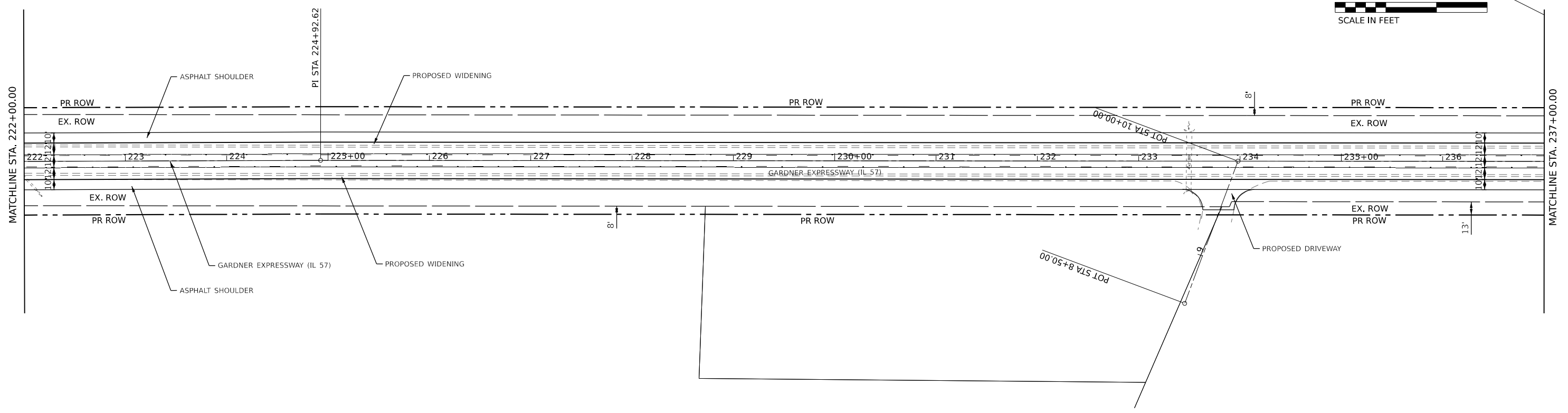
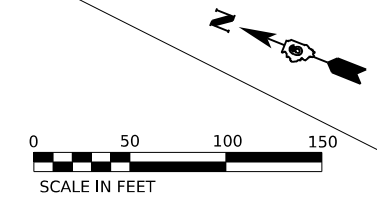
GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2) PLAN & PROFILE			
SCALE: 1"=50'	SHEET 13	OF 17 SHEETS	STA. 207+00 TO STA. 222+00

F.A. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 31
ILLINOIS FED. AID PROJECT				CONTRACT NO. 67M74

PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHKD	
NOTE BOOK NO.	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHKD	
NOTE BOOK NO.	CADD FILE NAME	

MODEL: IL57-S-3 - Plan S2 - Add-12 (Sheet)
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USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 99.99980000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2)
PLAN & PROFILE**

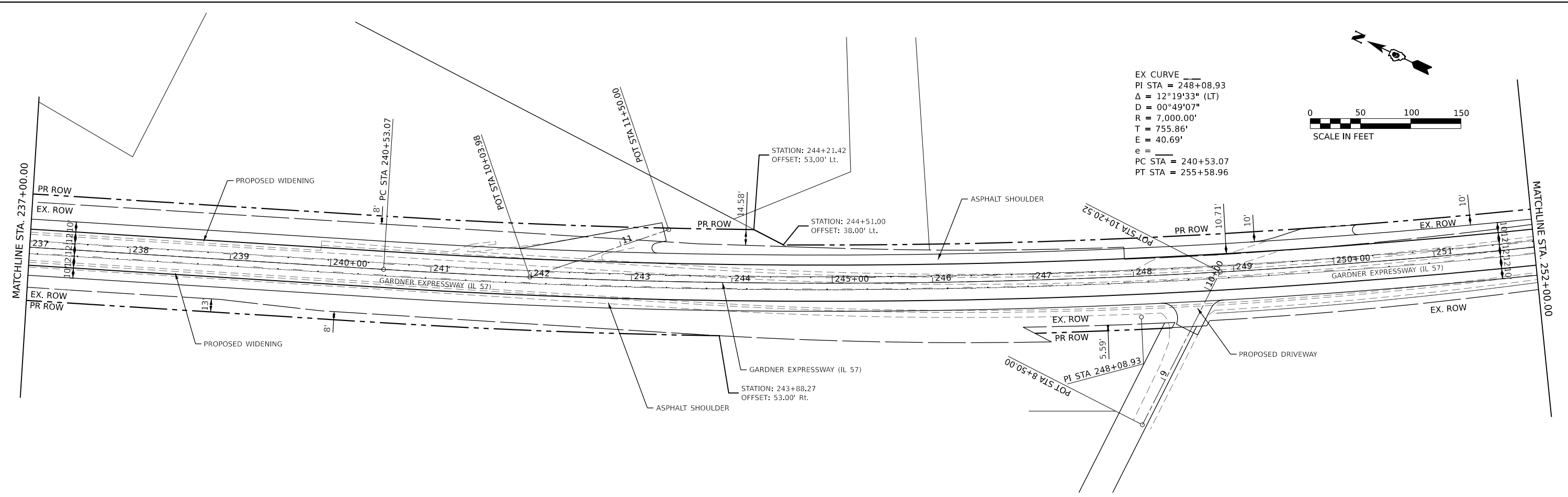
SCALE: 1"=50' SHEET 14 OF 17 SHEETS STA. 222+00 TO STA. 237+00

F.A. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 32
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

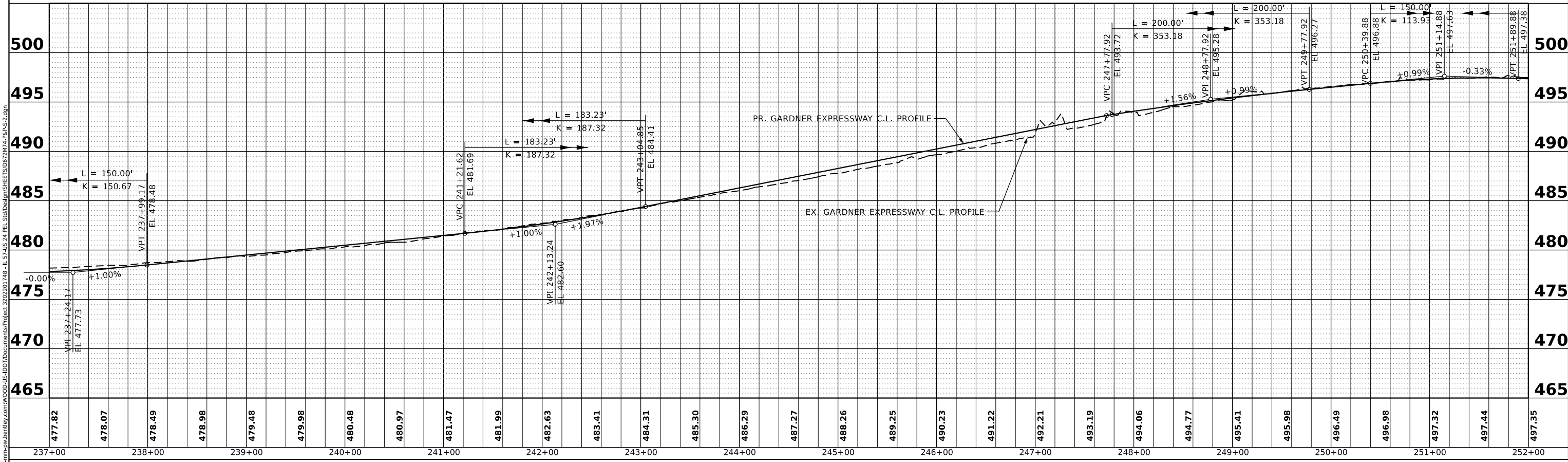
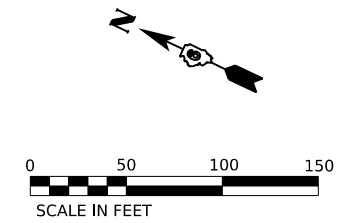
PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	NO. _____	
	NOTE BOOK	
	NO. _____	
	CADD FILE NAME	
	NO. _____	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NO. _____	
	NOTE BOOK	
	NO. _____	

MODEL: IL57-S-3 - Plan S2, Add-13 (Sheet)
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EX CURVE
 PI STA = 248+08.93
 $\Delta = 12^\circ 19' 33''$ (LT)
 $D = 00^\circ 49' 07''$
 $R = 7,000.00'$
 $T = 755.86'$
 $E = 40.69'$
 $e =$
 PC STA = 240+53.07
 PT STA = 255+58.96



USER NAME = andrew.thompson2
 PLOT SCALE = 99.999800000' / in.
 PLOT DATE = 7/3/2023

DESIGNED -	REVISD -
DRAWN -	REVISD -
CHECKED -	REVISD -
DATE -	REVISD -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2)
 PLAN & PROFILE**

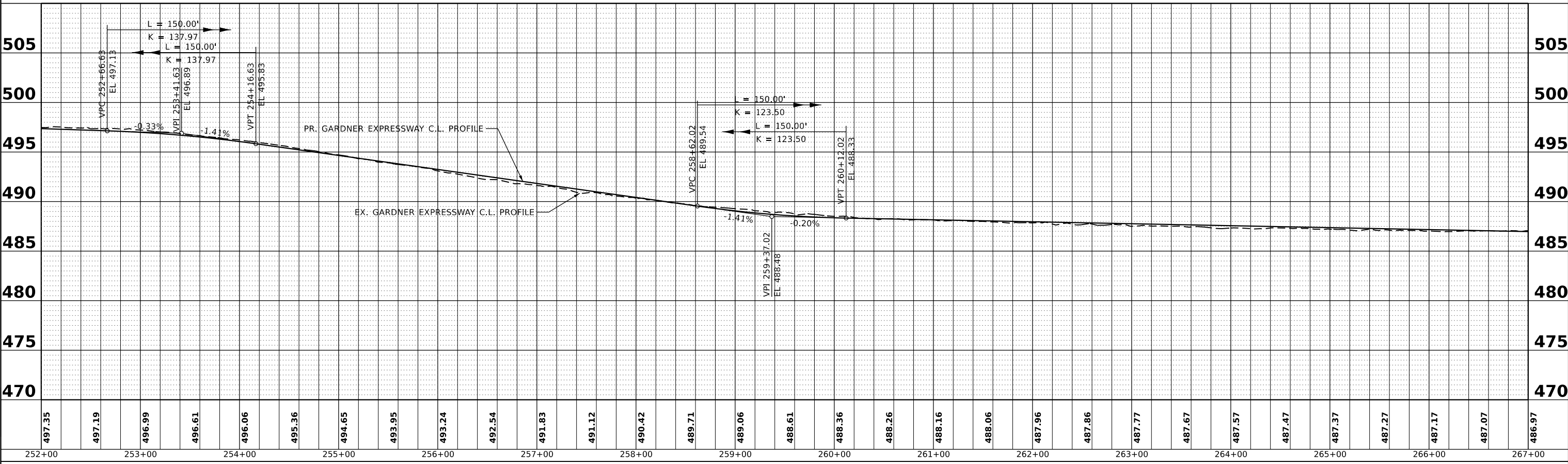
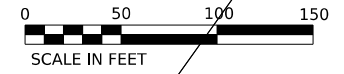
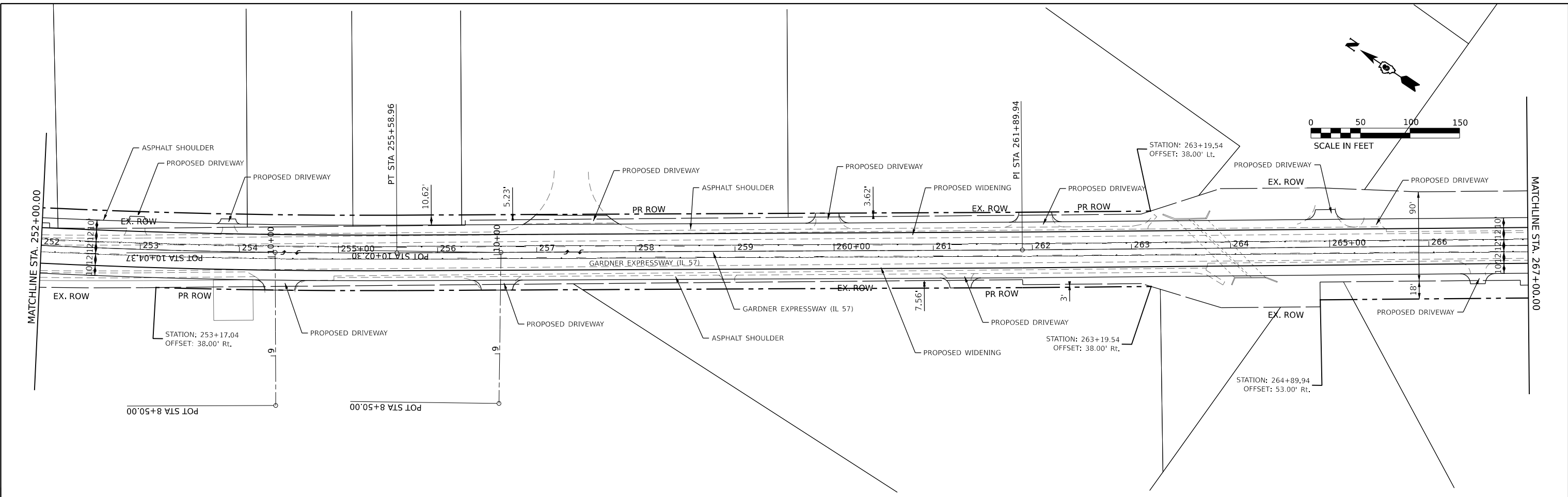
SCALE: 1"=50' SHEET 15 OF 17 SHEETS STA. 227+00 TO STA. 252+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	33
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	NOTE BOOK	
	NO.	

MODEL: IL57-S-3 - Plan 3 (Sheet)
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USER NAME = andrew.thompson2	DESIGNED -	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

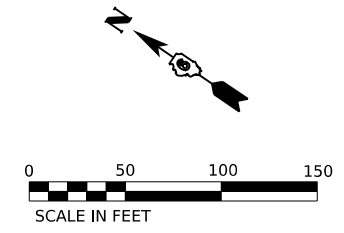
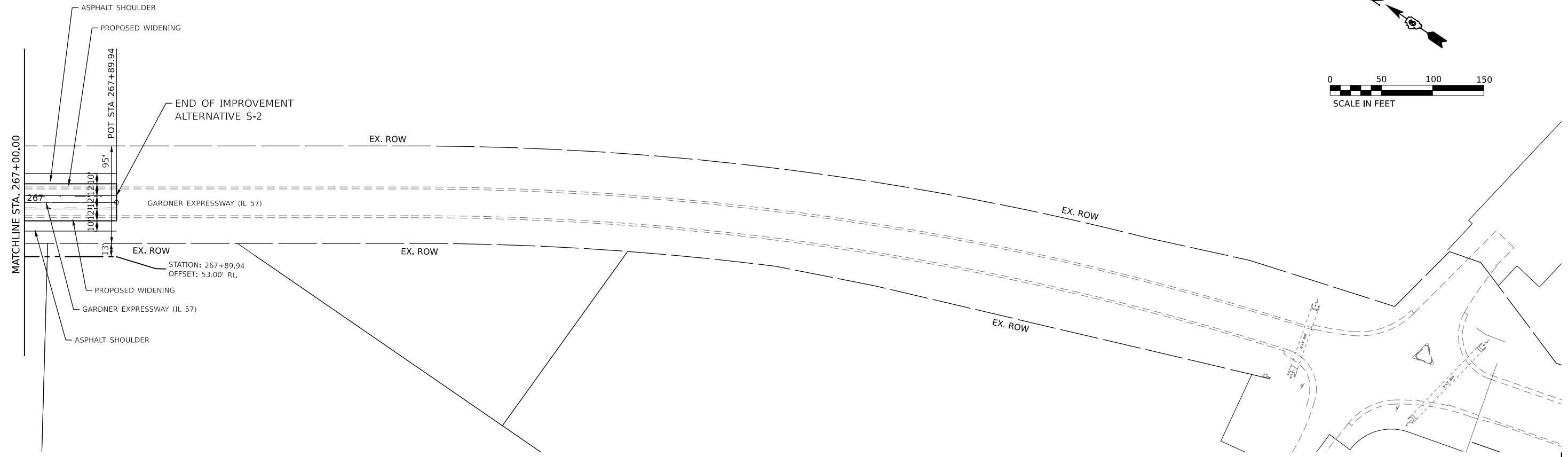
GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2) PLAN & PROFILE			
SCALE: 1"=50'	SHEET 16	OF 17 SHEETS	STA. 252+00 TO STA. 267+00

F.A. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 34
CONTRACT NO. 67M74				ILLINOIS FED. AID PROJECT

PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NOTE BOOK NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NOTE BOOK NO.	
	CADD FILE NAME	

MODEL: IL57-S-3 - Plan 4 [Sheet]
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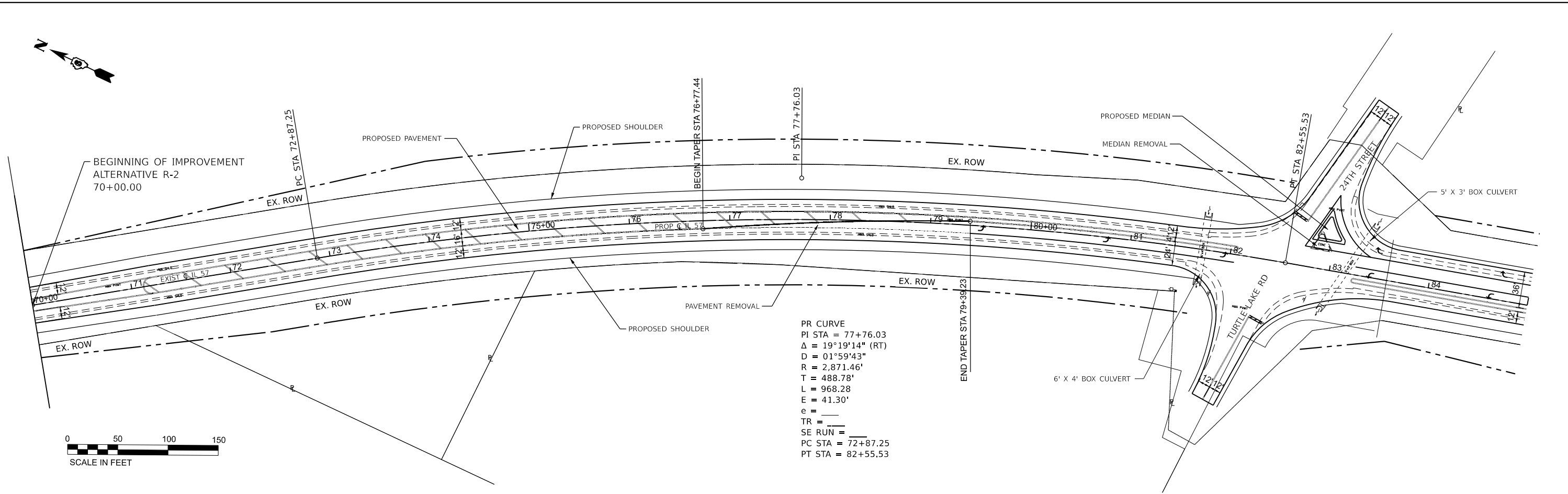
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PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

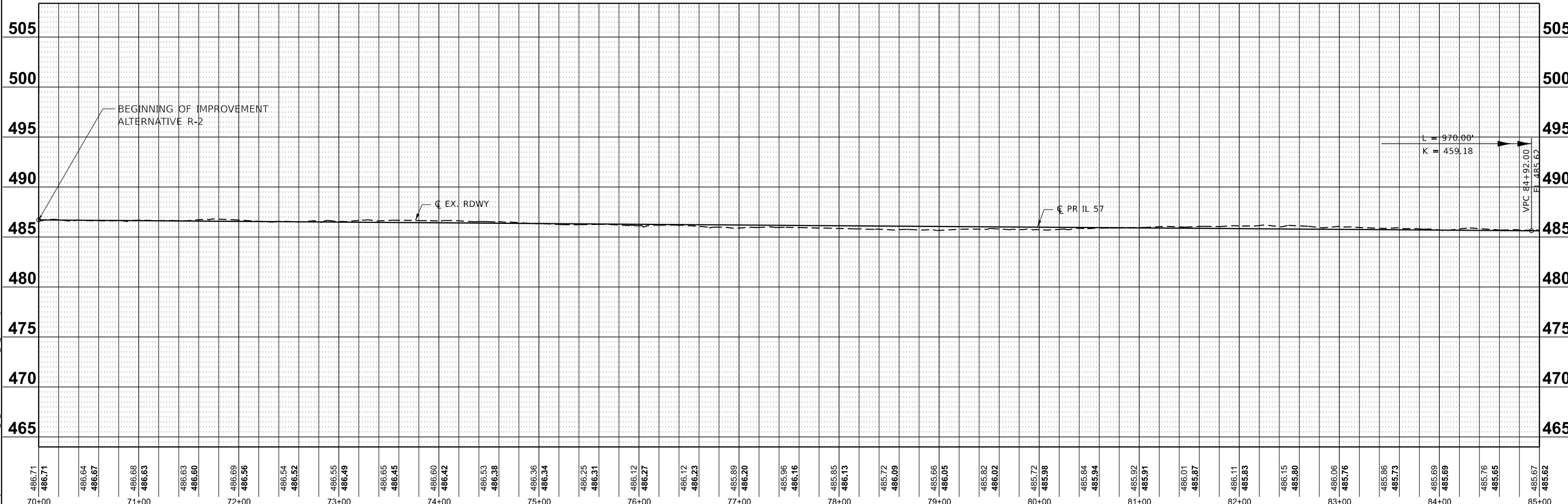
**GARDNER EXPRESSWAY (IL-57) (ALTERNATIVE S-2)
 PLAN & PROFILE**

SCALE: 1"=50' SHEET 17 OF 17 SHEETS STA. 267+00 TO STA. 267+89

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	35
CONTRACT NO. 67M74				
ILLINOIS FED. AID PROJECT				



PR CURVE
 PI STA = 77+76.03
 $\Delta = 19^{\circ}19'14"$ (RT)
 $D = 01^{\circ}59'43"$
 $R = 2,871.46'$
 $T = 488.78'$
 $L = 968.28$
 $E = 41.30'$
 $e =$
 $TR =$
 $SE RUN =$
 PC STA = 72+87.25
 PT STA = 82+55.53



486.71	486.71	486.64	486.67	486.68	486.63	486.63	486.60	486.69	486.56	486.54	486.52	486.55	486.49	486.65	486.45	486.60	486.42	486.53	486.38	486.36	486.34	486.25	486.31	486.12	486.27	486.12	486.23	485.89	486.20	485.96	486.16	485.85	486.13	485.72	486.09	485.66	486.05	485.82	486.02	485.72	485.98	485.84	485.94	485.92	485.91	486.01	485.87	486.11	485.83	486.15	485.80	486.06	485.76	485.86	485.73	485.69	485.69	485.76	485.65	485.67	485.62
70+00	71+00	72+00	73+00	74+00	75+00	76+00	77+00	78+00	79+00	80+00	81+00	82+00	83+00	84+00	85+00																																														

MODEL: P:\CADD\IL 57 - Plan (Sheet)
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USER NAME = ebchnhoff
 DESIGNED -
 DRAWN -
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 PLOT SCALE = 0.16666633' / in.
 PLOT DATE = 6/30/2023

DESIGNED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

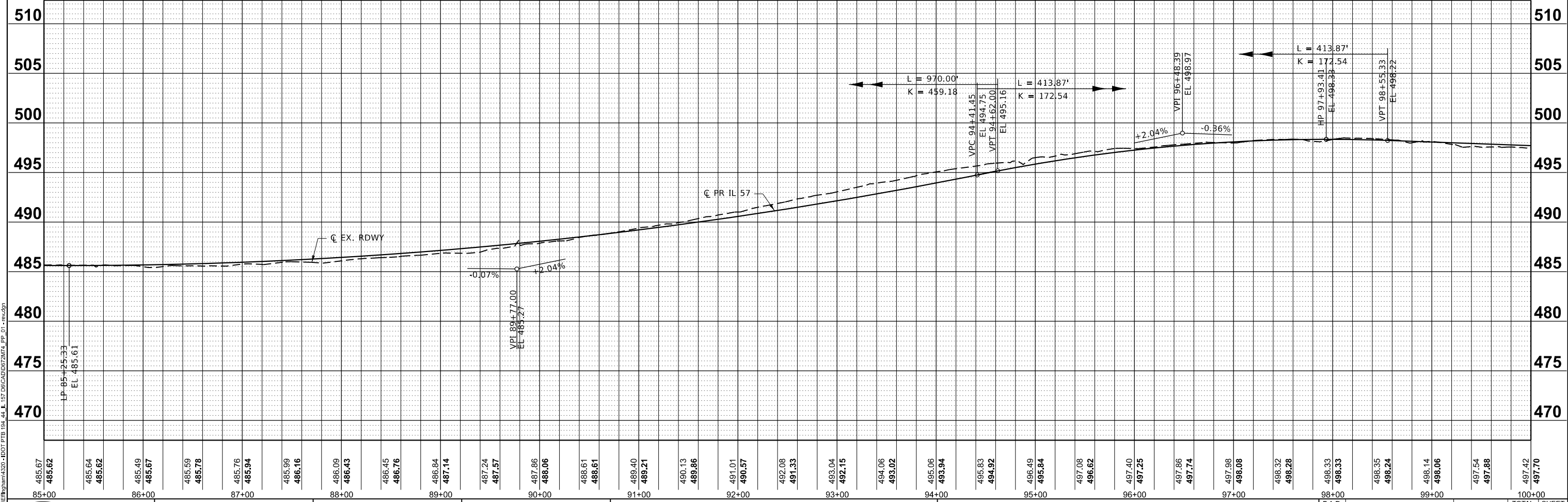
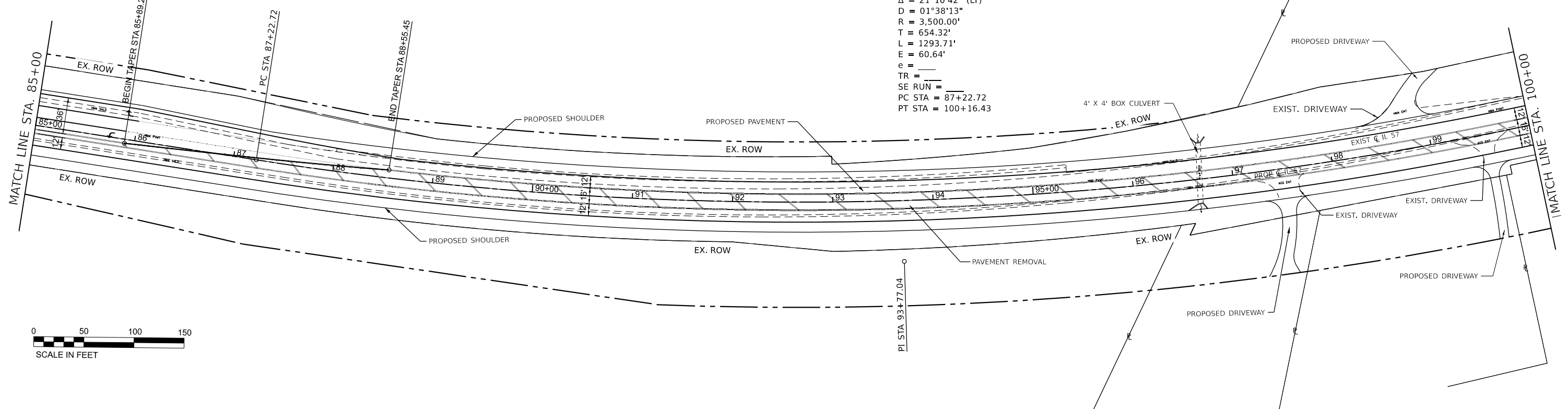
IL 57 (ALTERNATIVE R-2)
 PLAN & PROFILE

SCALE: 1" = 50' SHEET 1 OF 24 SHEETS STA. 70+00.00 TO STA. 85+00.00

F.A.P. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 36
CONTRACT NO. 72M74			ILLINOIS FED. AID PROJECT	



PR CURVE
 PI STA = 93+77.04
 $\Delta = 21^\circ 10' 42''$ (LT)
 $D = 01^\circ 38' 13''$
 $R = 3,500.00'$
 $T = 654.32'$
 $L = 1293.71'$
 $E = 60.64'$
 $e =$
 $TR =$
 $SE RUN =$
 $PC STA = 87+22.72$
 $PT STA = 100+16.43$



MODEL: P:\CADD\IL 57 - Plan & Profile.dwg
 FILE NAME: P:\E\Projects\2020\DOT\PTB 184_44_IL 57\DRG\CADD\72M74_PP_01_rev.dgn



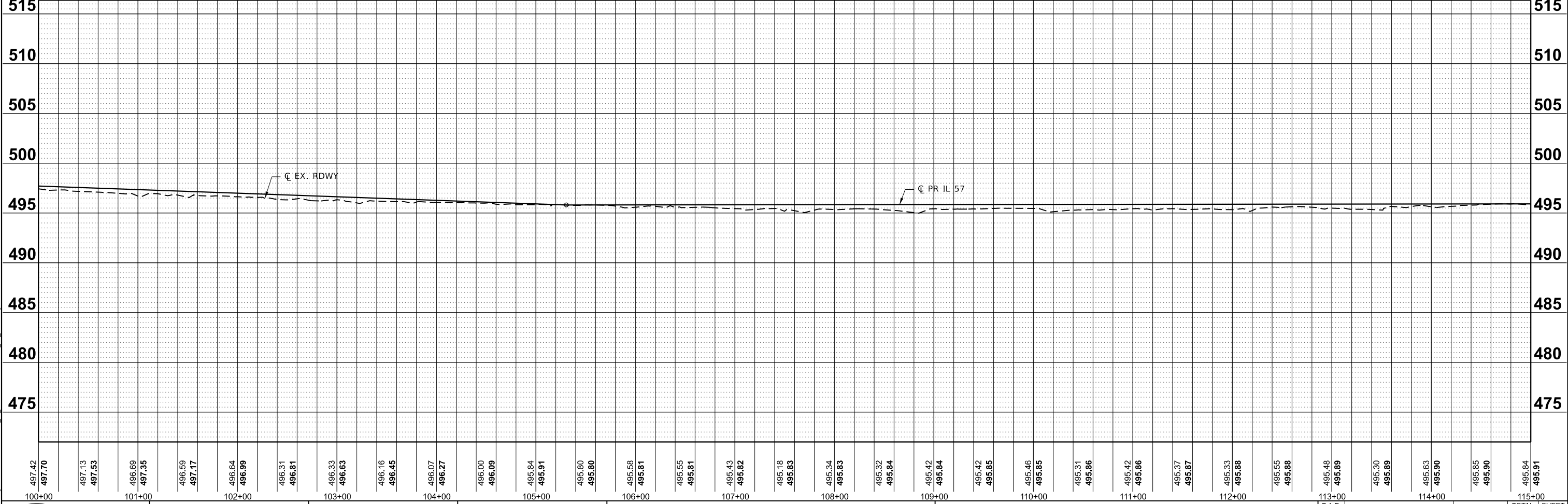
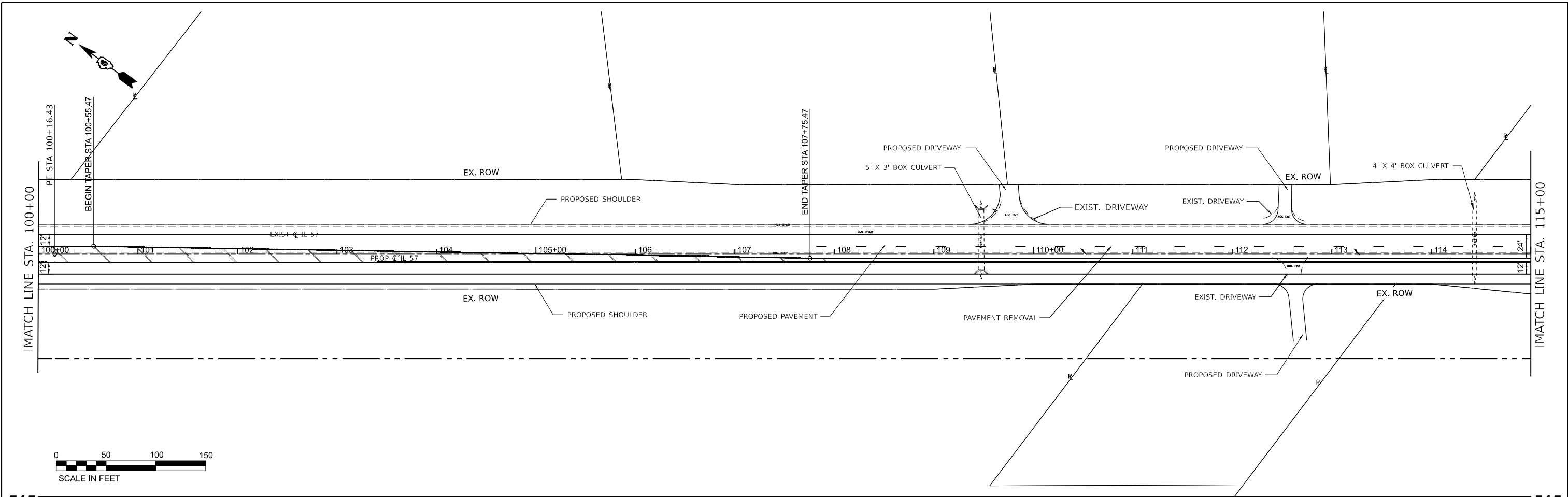
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PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE**

SCALE: 1" = 50' SHEET 2 OF 24 SHEETS STA. 85+00.00 TO STA. 100+00.00

F.A.P. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 37
CONTRACT NO. 72M74			ILLINOIS FED. AID PROJECT	



MODEL: P:\IL 57 - Plan & Profile.dwg
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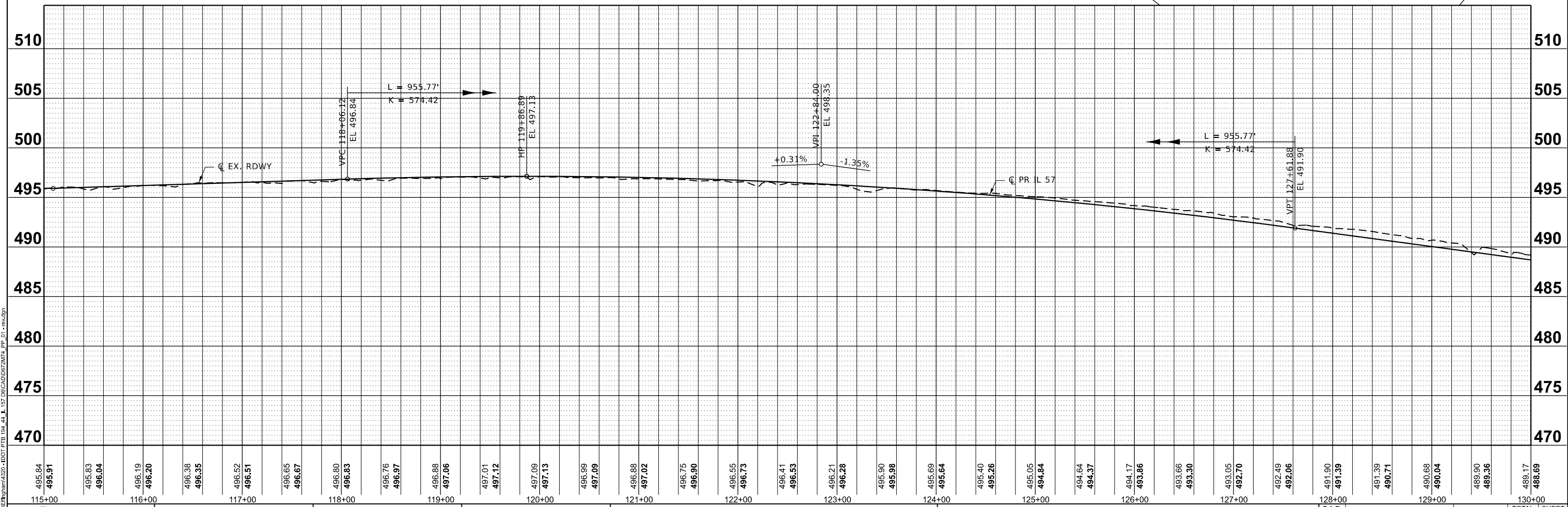
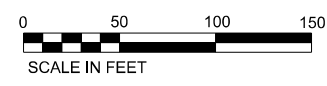
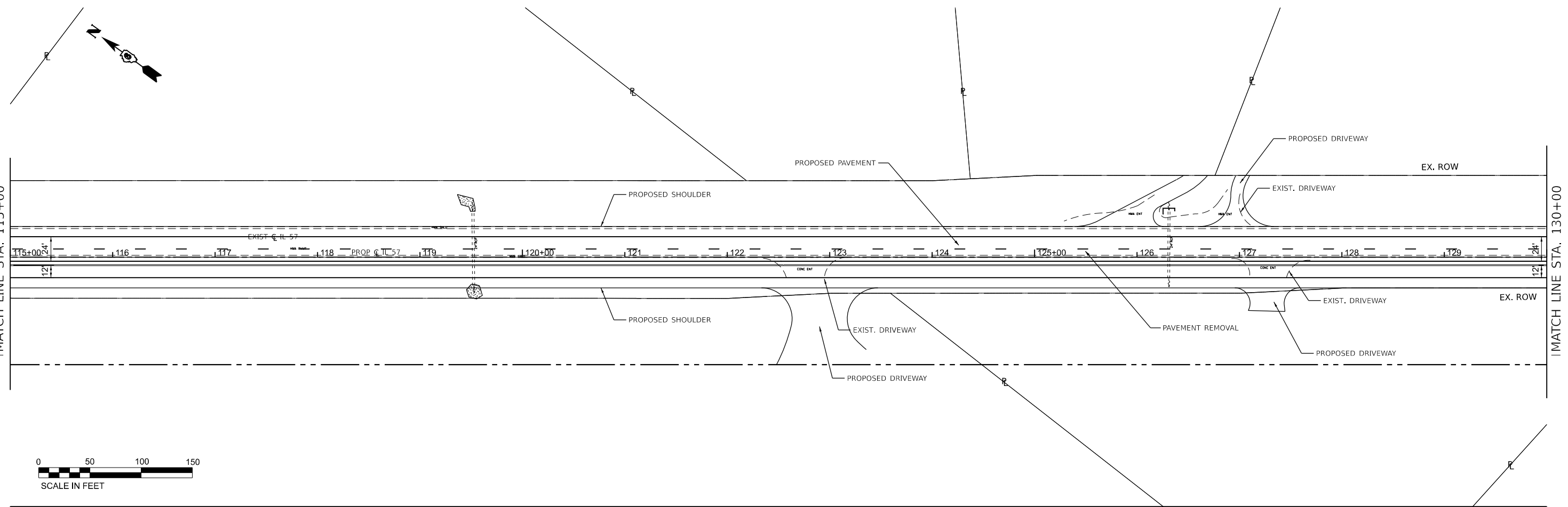
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PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE

SCALE: 1" = 50' SHEET 3 OF 24 SHEETS STA. 100+00.00 TO STA. 115+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	38
CONTRACT NO. 72M74				
ILLINOIS FED. AID PROJECT				



MODEL PLOT: IL 57 - Plan & Profile.dwg
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USER NAME = ebchnhoff	DESIGNED -	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

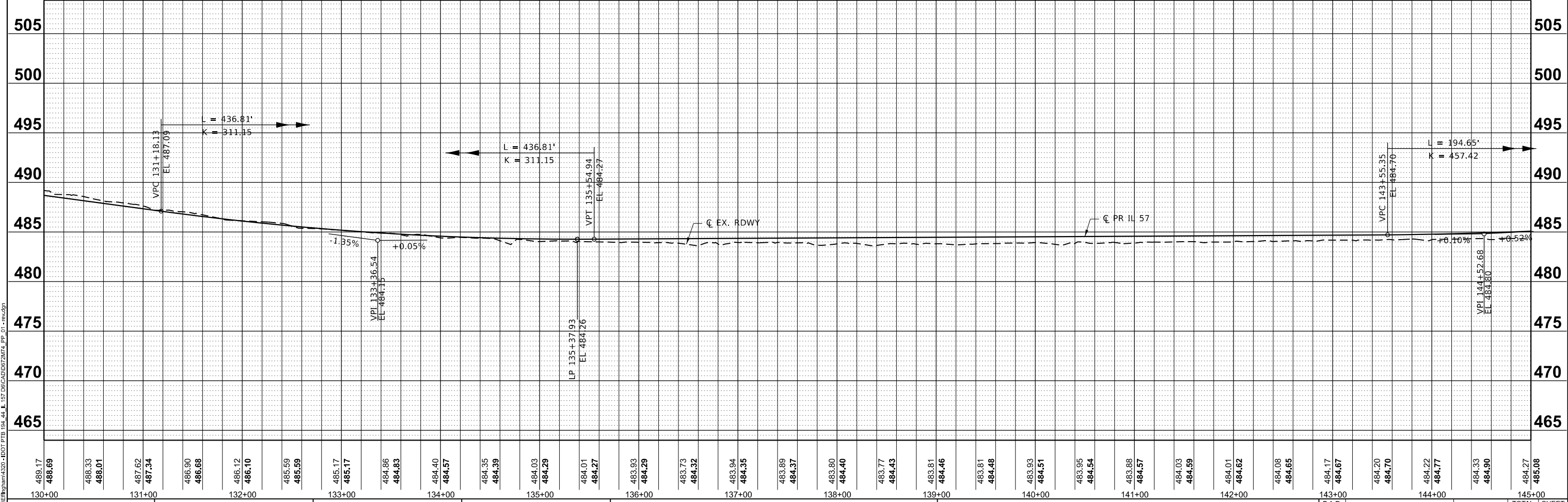
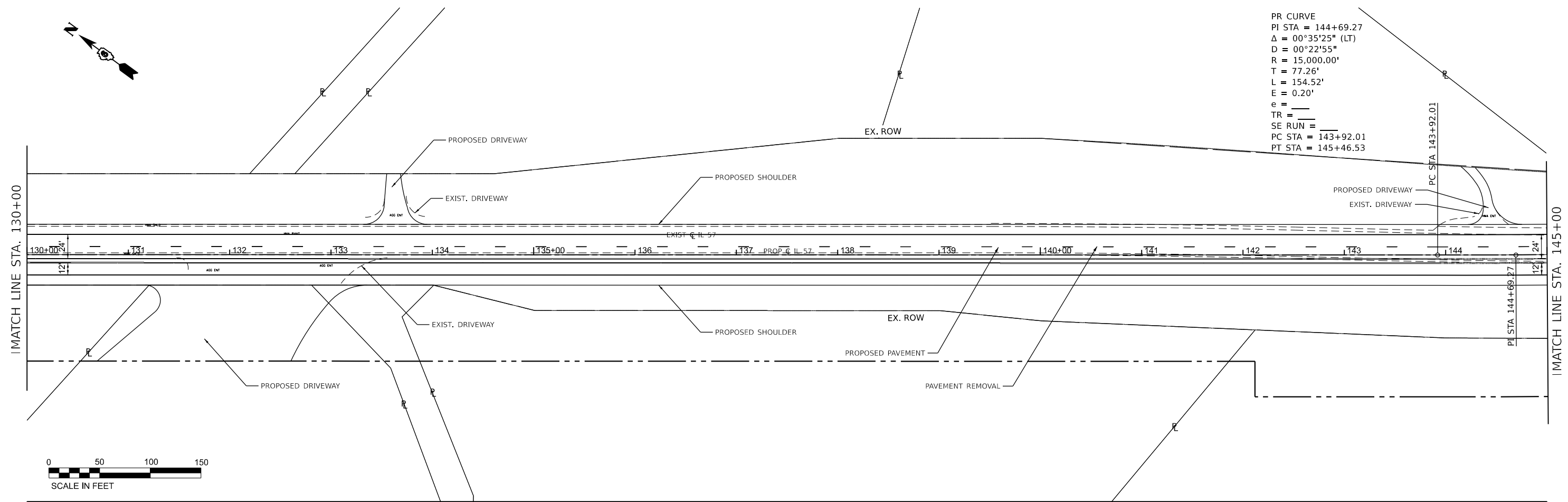
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE

SCALE: 1" = 50' SHEET 4 OF 24 SHEETS STA. 115+00.00 TO STA. 130+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	39
CONTRACT NO. 72M74				
ILLINOIS FED. AID PROJECT				

PR CURVE
 PI STA = 144+69.27
 $\Delta = 00^{\circ}35'25''$ (LT)
 $D = 00^{\circ}22'55''$
 $R = 15,000.00'$
 $T = 77.26'$
 $L = 154.52'$
 $E = 0.20'$
 $e =$
 $TR =$
 $SE RUN =$
 PC STA = 143+92.01
 PT STA = 145+46.53



MODEL: P:\CDI\IL 57 - Plan & Profile.dwg
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USER NAME = ebchnhoff
 DESIGNED -
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 PLOT SCALE = 0.16666633' / in.
 PLOT DATE = 6/30/2023

DESIGNED -
 DRAWN -
 CHECKED -
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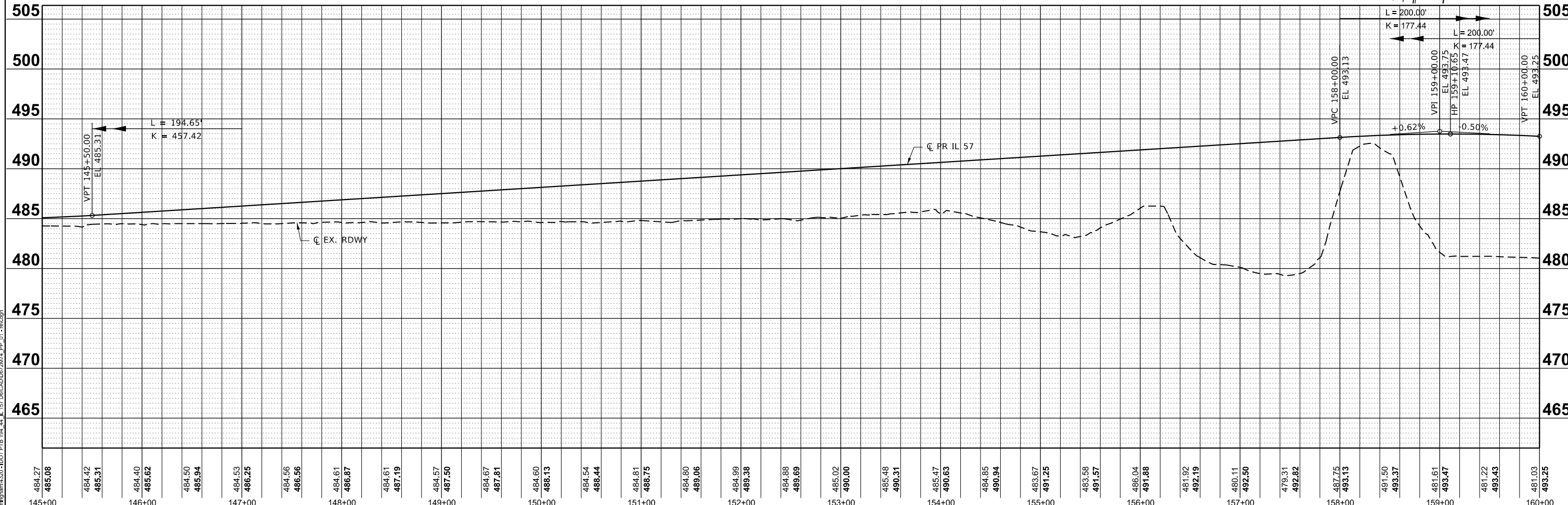
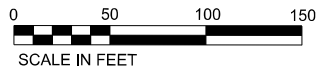
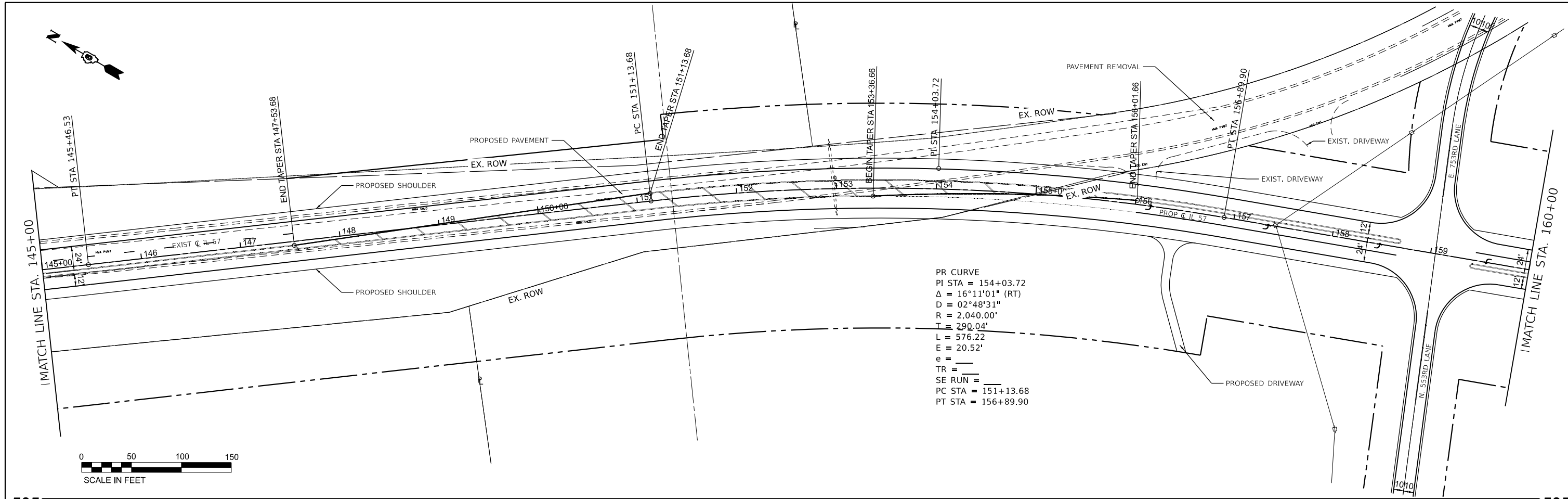
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE

SCALE: 1" = 50' SHEET 5 OF 24 SHEETS STA. 130+00.00 TO STA. 145+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	40
CONTRACT NO. 72M74				

ILLINOIS FED. AID PROJECT



USER NAME = ebchnhoff	DESIGNED -	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

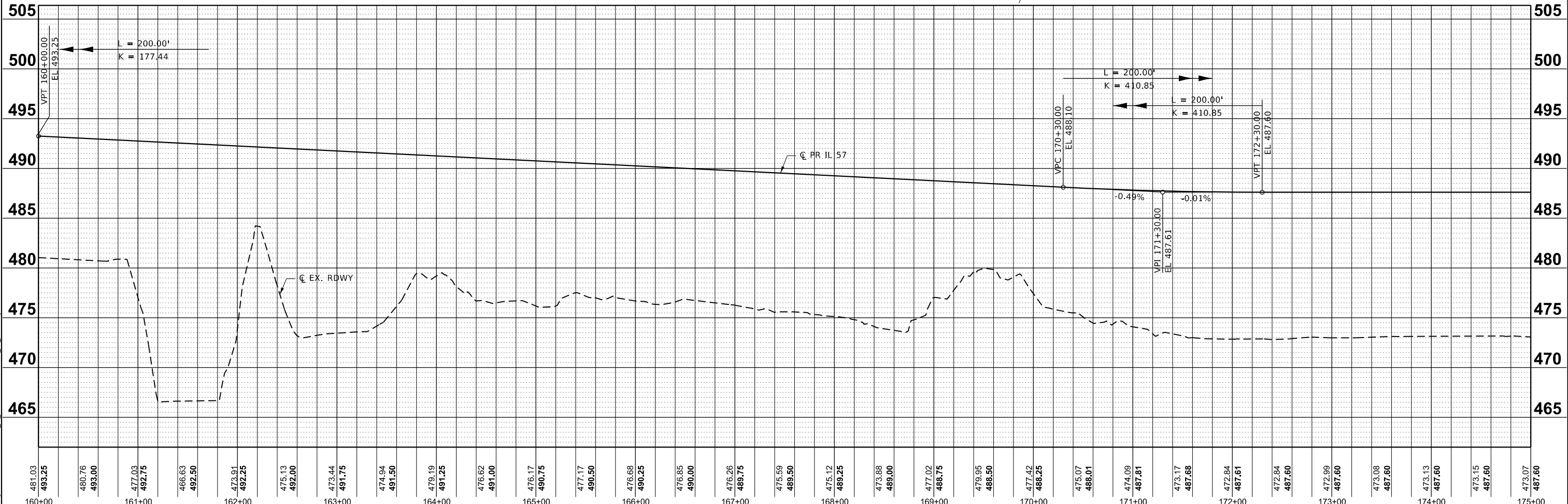
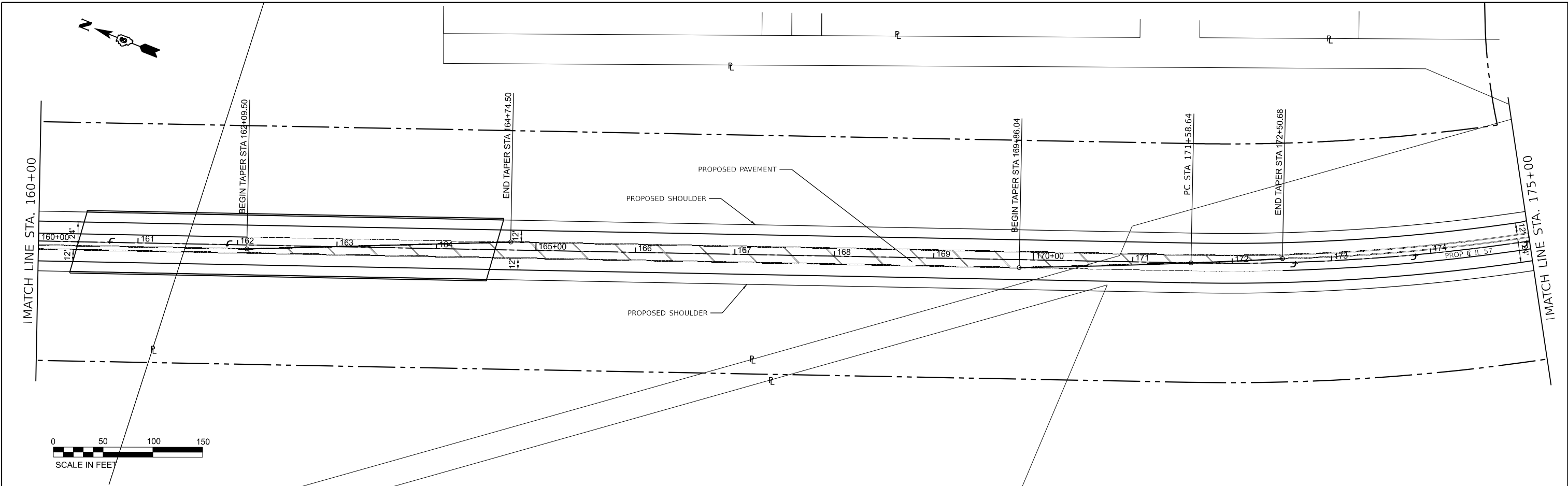
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL 57 (ALTERNATIVE R-2)
 PLAN & PROFILE

SCALE: 1" = 50' SHEET 6 OF 24 SHEETS STA. 145+00.00 TO STA. 160+00.00

F.A.P. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 41
CONTRACT NO. 72M74			ILLINOIS FED. AID PROJECT	

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160+00		161+00		162+00		163+00		164+00		165+00		166+00		167+00		168+00		169+00		170+00		171+00		172+00		173+00		174+00		175+00																															



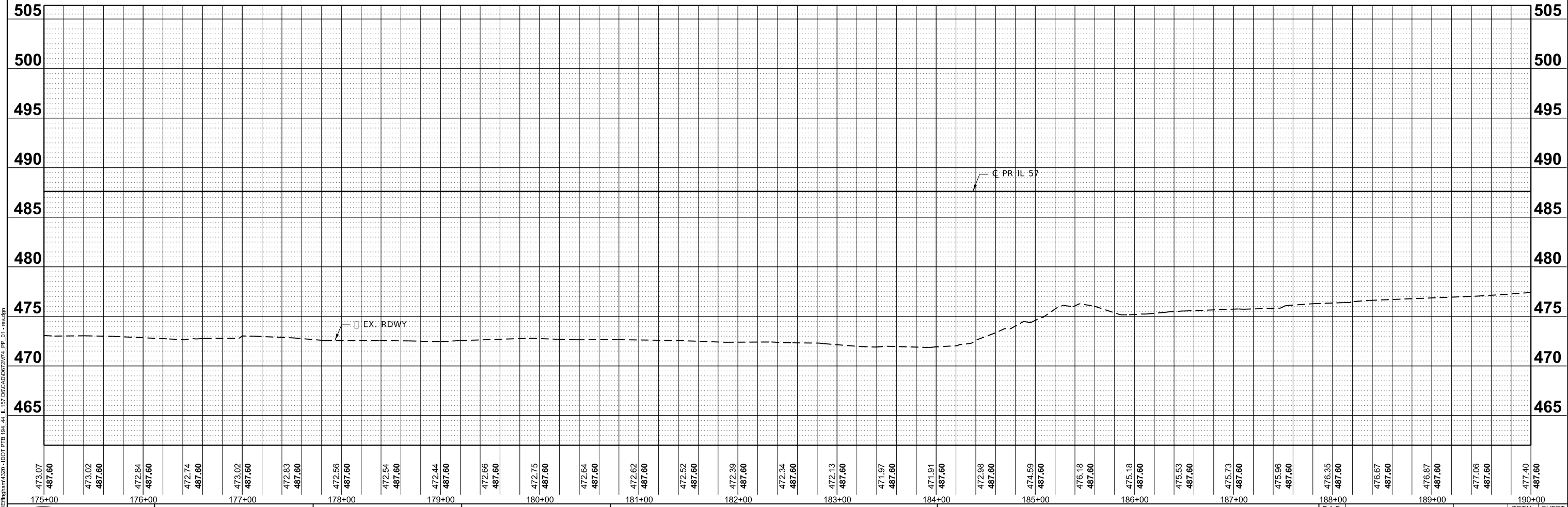
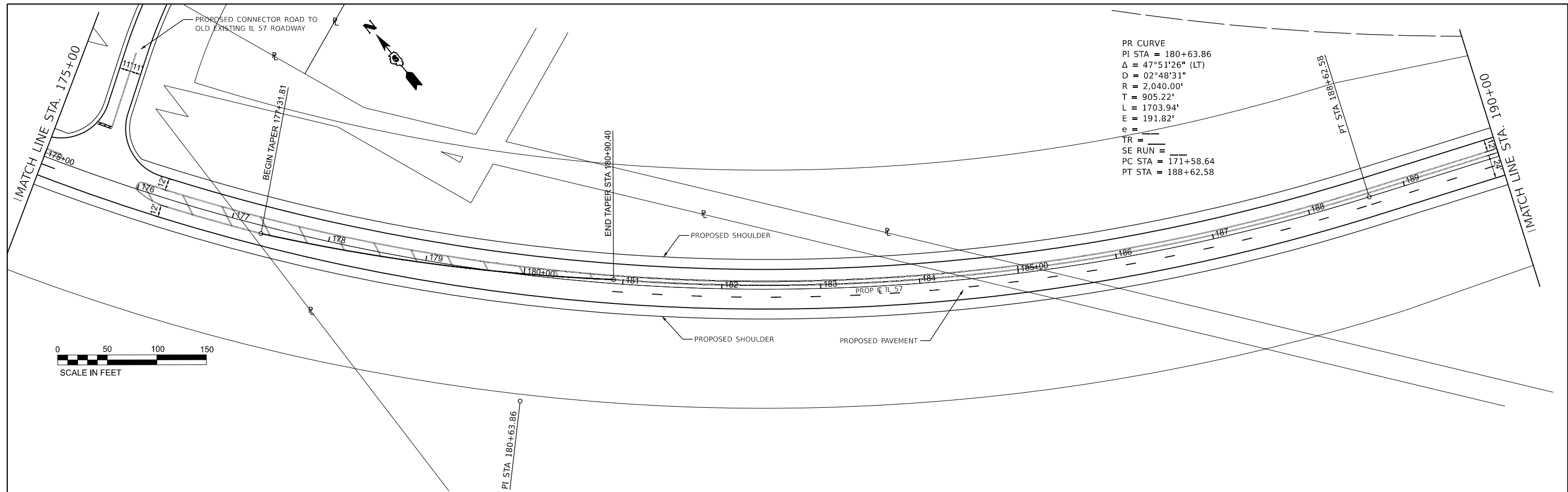
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PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE**

SCALE: 1" = 50' SHEET 7 OF 24 SHEETS STA. 160+00.00 TO STA. 175+00.00

F.A.P. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 42
CONTRACT NO. 72M74			ILLINOIS FED. AID PROJECT	



USER NAME = ebohnhoff	DESIGNED -	REVISED -
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	DATE -	REVISED -

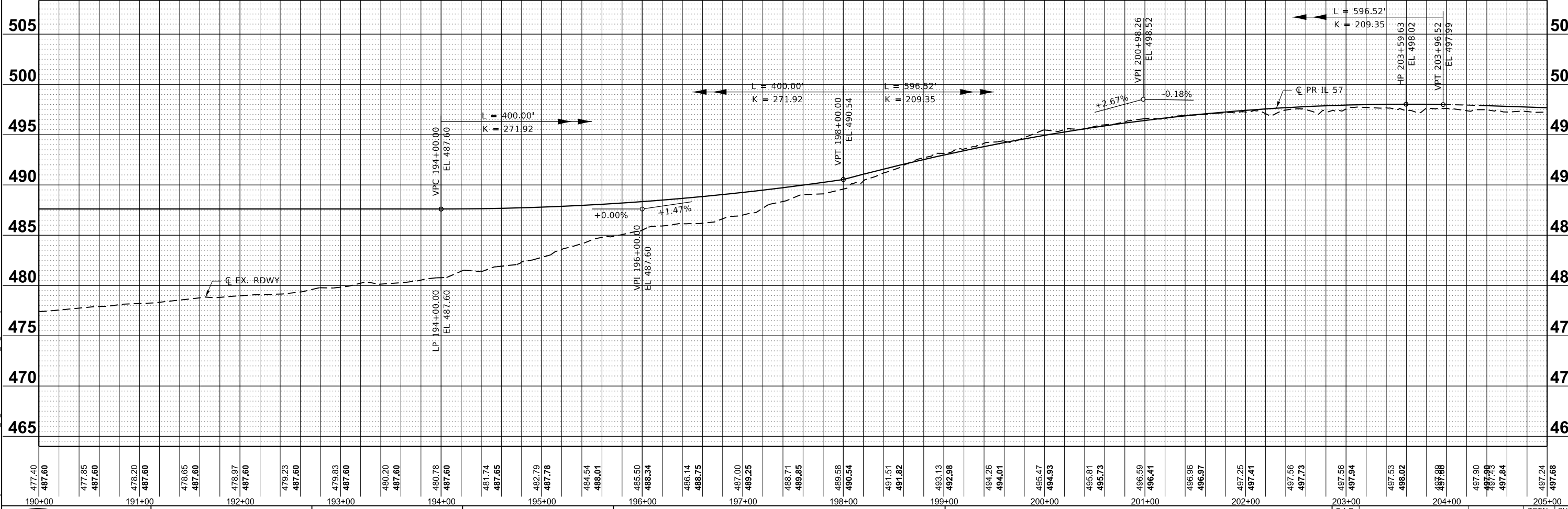
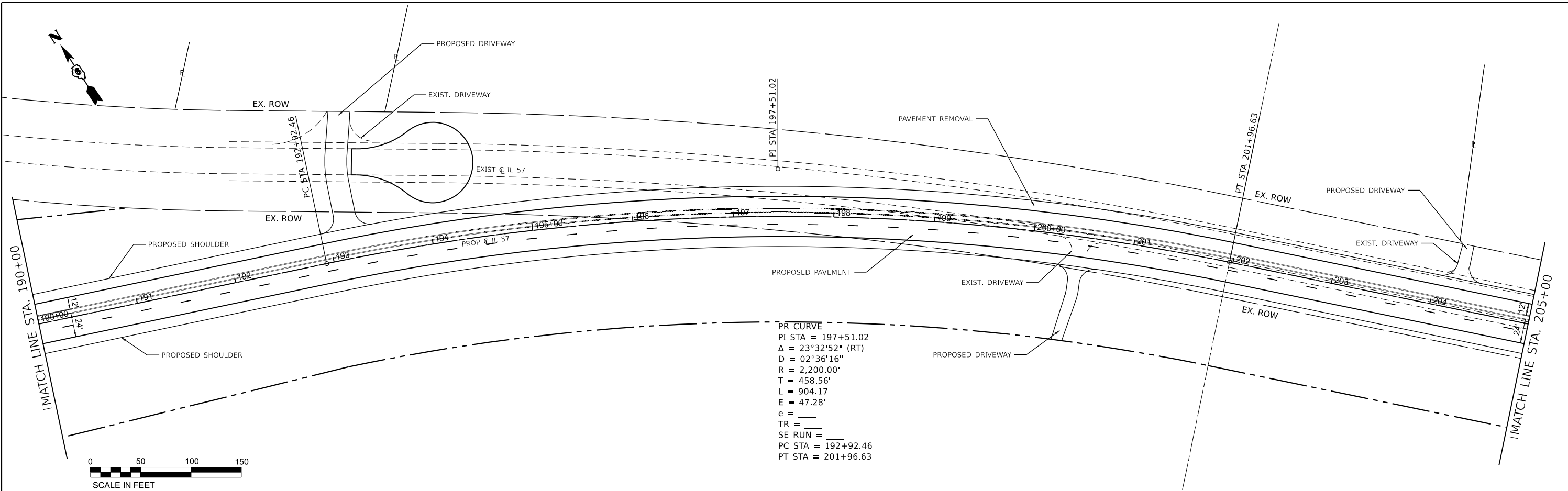
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE

SCALE: 1" = 50' SHEET 8 OF 24 SHEETS STA. 175+00.00 TO STA. 190+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	43
CONTRACT NO. 72M74				
ILLINOIS FED. AID PROJECT				

MODEL: P:\IL_57_Plan-2 (6/30/23)
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477.40	487.60	477.85	487.60	478.20	487.60	478.65	487.60	479.23	487.60	479.83	487.60	480.20	487.60	480.78	487.60	481.74	487.65	482.79	487.78	484.54	488.01	485.50	488.34	486.14	488.75	487.00	489.25	488.71	489.85	489.58	490.54	491.51	491.82	493.13	492.98	494.26	494.01	495.47	494.93	495.81	495.73	496.59	496.41	496.96	496.97	497.25	497.41	497.56	497.73	497.56	497.94	497.53	498.02	497.88	497.90	497.93	497.84	497.24	497.68
190+00		191+00		192+00		193+00		194+00		195+00		196+00		197+00		198+00		199+00		200+00		201+00		202+00		203+00		204+00		205+00																													

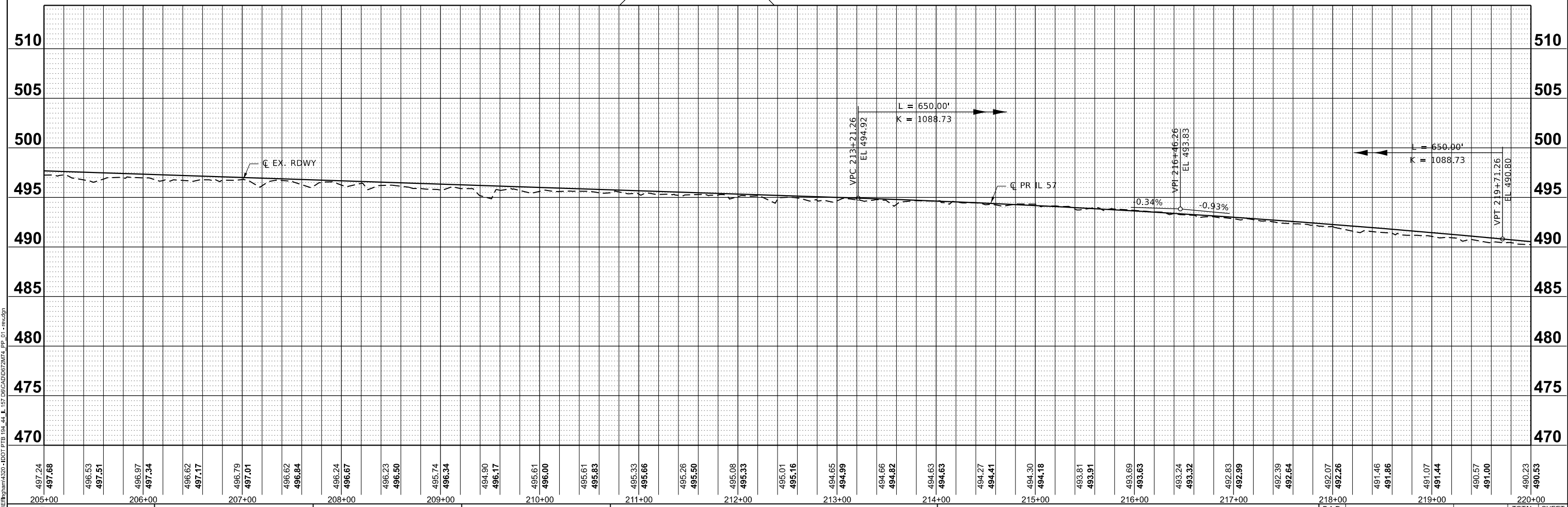
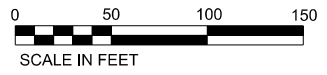
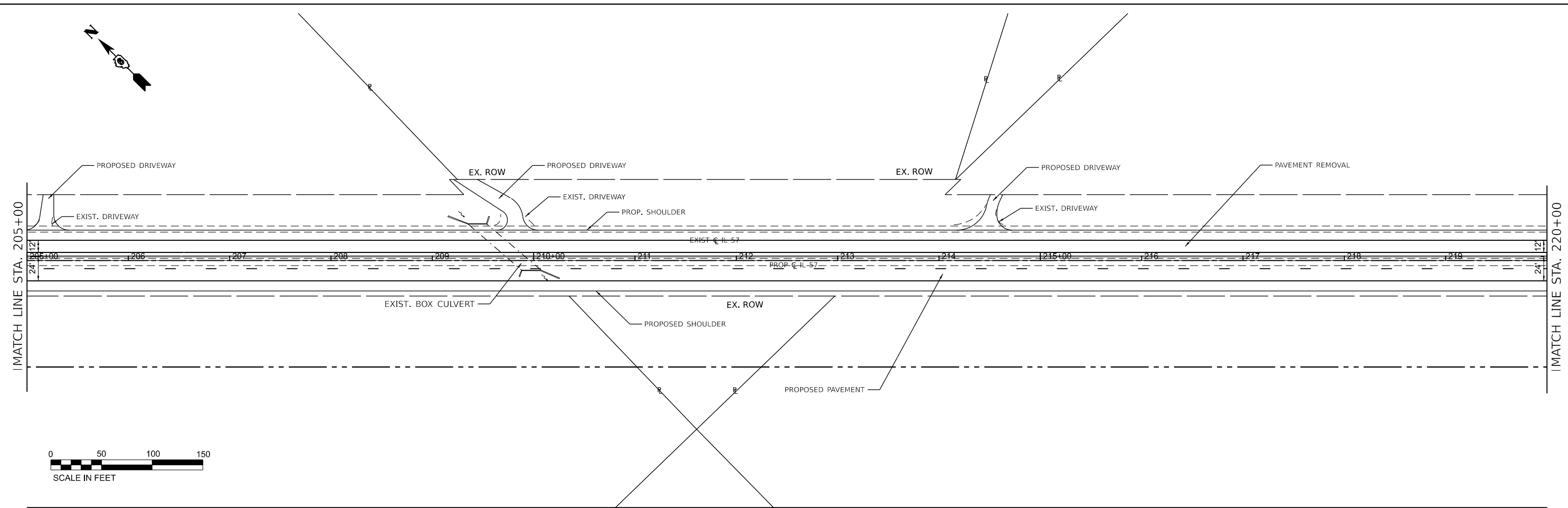
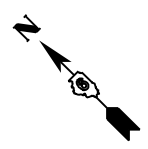
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CIVIL DESIGN, INC. WBE DBE EFFINGHAM, IL LIC. #184.003222	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
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IL 57 (ALTERNATIVE R-2) PLAN & PROFILE	
SCALE: 1" = 50'	SHEET 9 OF 24 SHEETS
STA. 190+00.00	TO STA. 205+00.00

F.A.P. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 44
CONTRACT NO. 72M74			ILLINOIS FED. AID PROJECT	

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MODEL: P:\IL 57 - Plan & Profile.dwg
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205+00		206+00		207+00		208+00		209+00		210+00		211+00		212+00		213+00		214+00		215+00		216+00		217+00		218+00		219+00		220+00																															



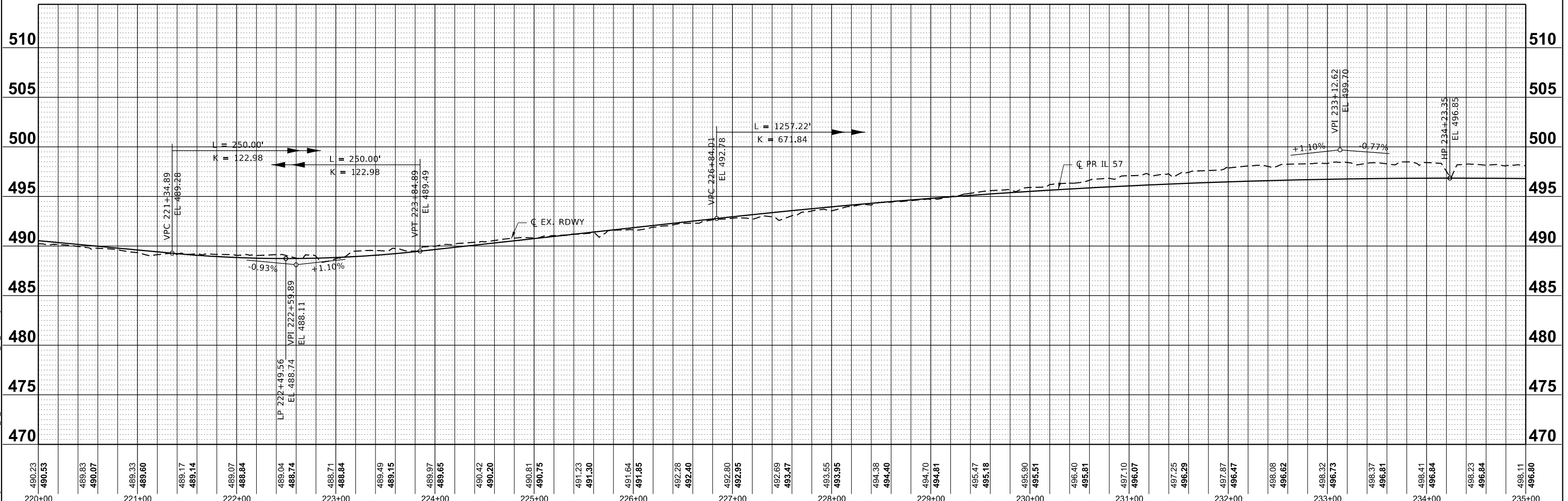
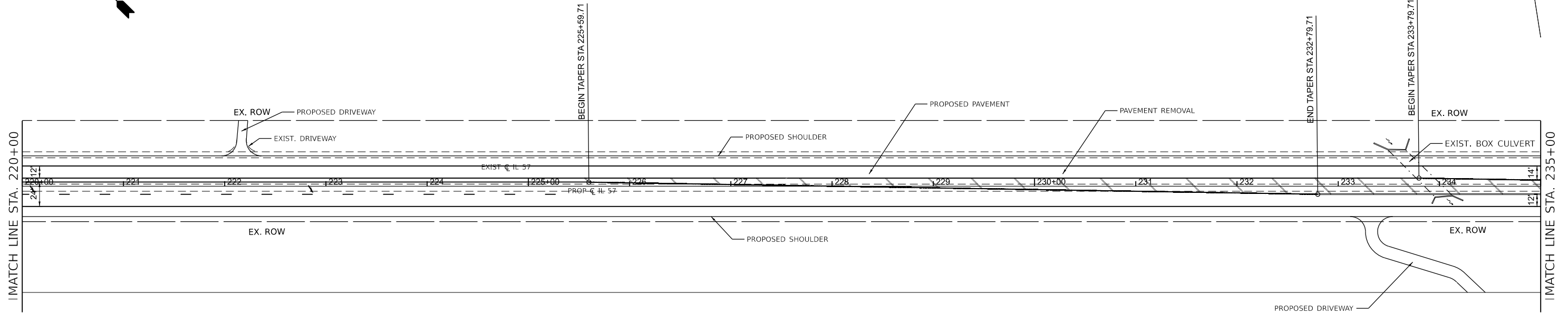
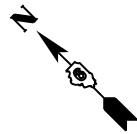
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	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE

SCALE: 1" = 50' SHEET 10 OF 24 SHEETS STA. 205+00.00 TO STA. 220+00.00

F.A.P. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 45
CONTRACT NO. 72M74			ILLINOIS FED. AID PROJECT	



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CIVIL DESIGN, INC.
 WBE | DBE
 EFFINGHAM, IL
 LIC. #184.003222

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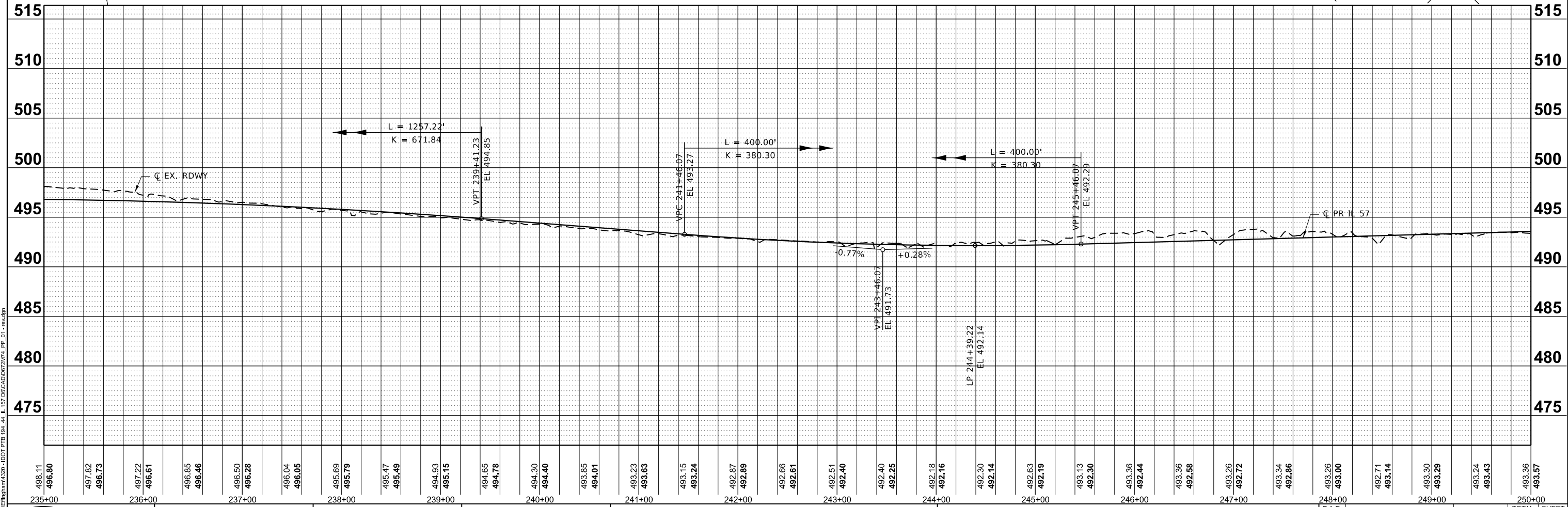
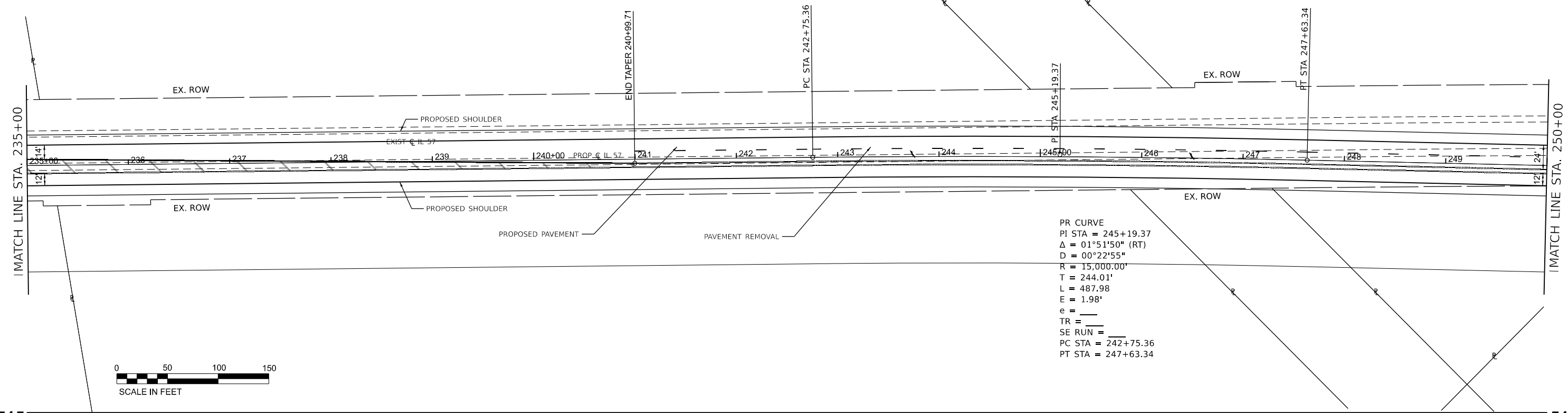
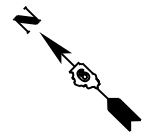
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 57 (ALTERNATIVE R-2)
 PLAN & PROFILE**

SCALE: 1" = 50' SHEET 11 OF 24 SHEETS STA. 220+00.00 TO STA. 235+00.00

F.A.P. RTE. 502	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		ADAMS	59	46
CONTRACT NO. 72M74				
ILLINOIS FED. AID PROJECT				



MODEL: P:\CADD\IL 57 - Plan & Profile.dwg
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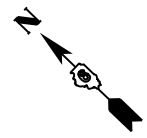
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

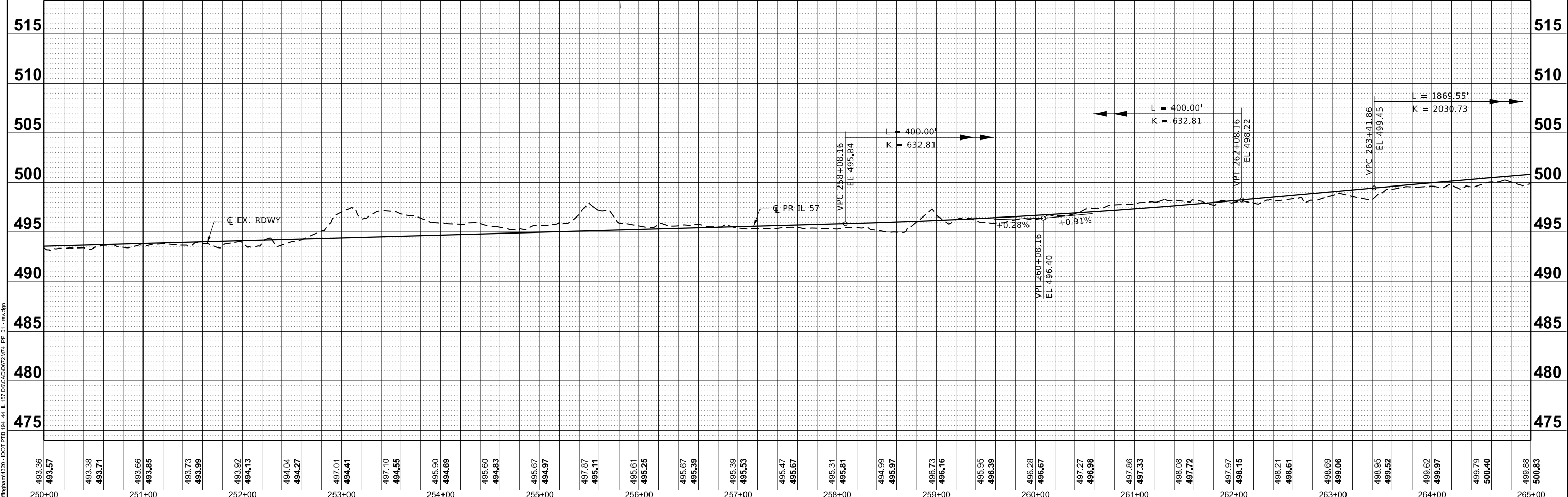
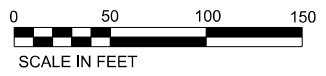
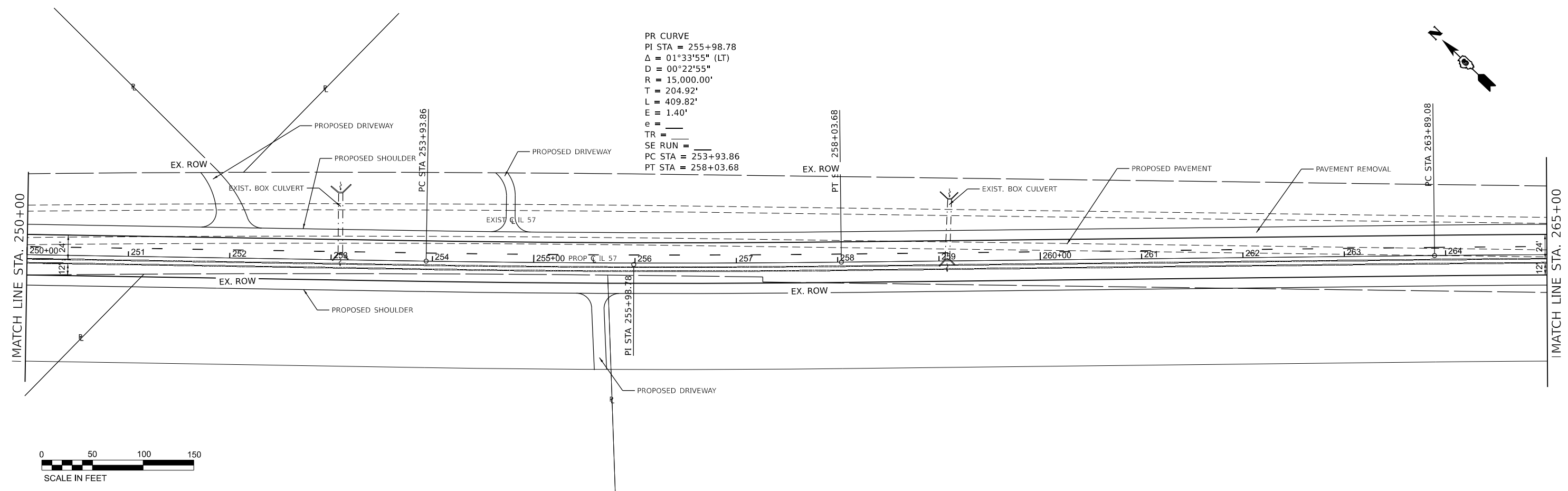
IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE

SCALE: 1" = 50' SHEET 12 OF 24 SHEETS STA. 235+00.00 TO STA. 250+00.00

F.A.P. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 47
CONTRACT NO. 72M74			ILLINOIS FED. AID PROJECT	



PR CURVE
 PI STA = 255+98.78
 Δ = 01°33'55" (LT)
 D = 00°22'55"
 R = 15,000.00'
 T = 204.92'
 L = 409.82'
 E = 1.40'
 e =
 TR =
 SE RUN =
 PC STA = 253+93.86
 PT STA = 258+03.68



493.36	493.57	493.38	493.71	493.66	493.85	493.73	493.99	493.92	494.13	494.04	494.27	497.01	494.41	497.10	494.55	495.90	494.69	495.60	494.83	495.67	494.97	497.87	495.11	495.61	495.25	495.67	495.39	495.53	495.47	495.67	495.31	495.81	494.99	495.97	496.73	496.16	495.95	496.39	496.28	496.67	497.27	496.98	497.86	497.33	498.08	497.72	497.97	498.15	498.21	498.61	498.69	499.06	498.95	499.52	499.62	499.97	499.79	500.40	499.88	500.83
250+00	251+00	252+00	253+00	254+00	255+00	256+00	257+00	258+00	259+00	260+00	261+00	262+00	263+00	264+00	265+00																																													

MODEL: PLOT_IL57_Plan-10 (Rev.1)
 FILE NAME: P:\Projects\2020\DOT\PTB 194-44_IL 57 DB\CADD\72M74_PP 01_rev.dgn

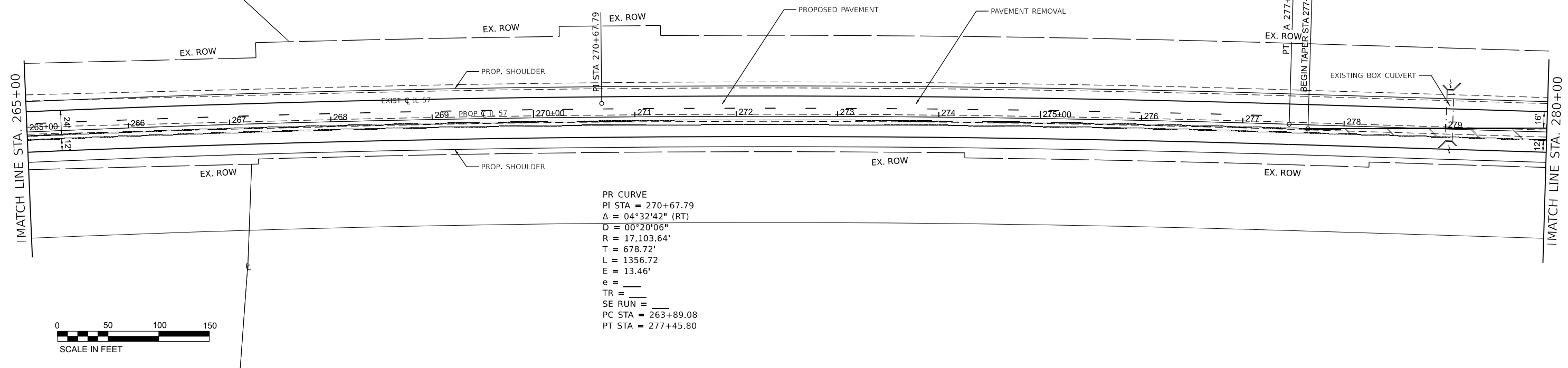
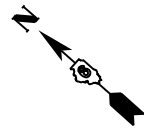


USER NAME = ebchhoff	DESIGNED -	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

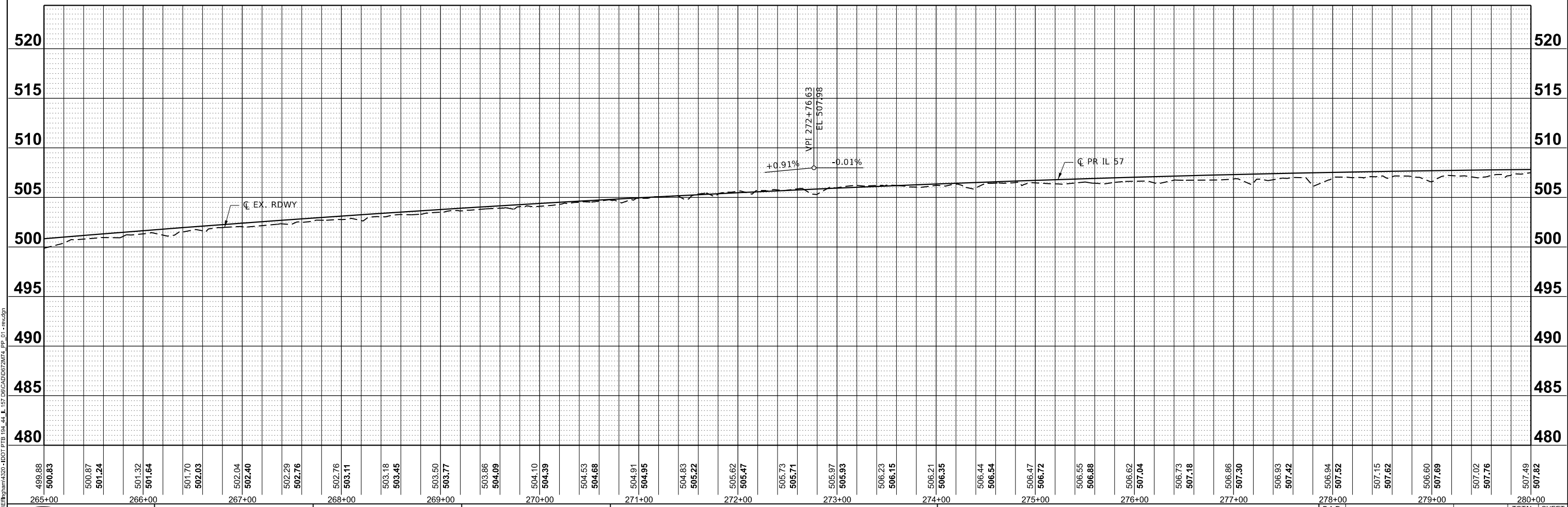
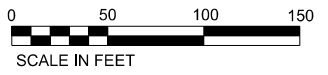
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL 57 (ALTERNATIVE R-2)
 PLAN & PROFILE
 SCALE: 1" = 50' SHEET 13 OF 24 SHEETS STA. 250+00.00 TO STA. 265+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	48
CONTRACT NO. 72M74			ILLINOIS FED. AID PROJECT	



PR CURVE
 PI STA = 270+67.79
 $\Delta = 04^{\circ}32'42''$ (RT)
 $D = 00^{\circ}20'06''$
 $R = 17,103.64'$
 $T = 678.72'$
 $L = 1356.72'$
 $E = 13.46'$
 $e =$
 $TR =$
 $SE RUN =$
 PC STA = 263+89.08
 PT STA = 277+45.80



MODEL: P:\C\IL 57 - Plan\13 (Rev)1
 FILE NAME: P:\E\1144\1301\DOT\1144_IL 57\DRG\CAD\072M74_PP_01_rev.dgn

499.88	500.83	500.87	501.24	501.32	501.64	501.70	502.03	502.04	502.40	502.29	502.76	502.76	503.11	503.18	503.45	503.50	503.77	503.86	504.09	504.10	504.39	504.53	504.68	504.91	504.95	504.83	505.22	505.62	505.47	505.73	505.71	505.97	505.93	506.23	506.15	506.21	506.35	506.44	506.54	506.47	506.72	506.55	506.88	506.62	507.04	506.73	507.18	506.86	507.30	506.93	507.42	506.94	507.52	507.15	507.62	506.60	507.69	507.02	507.76	507.49	507.82
265+00	266+00	267+00	268+00	269+00	270+00	271+00	272+00	273+00	274+00	275+00	276+00	277+00	278+00	279+00	280+00																																														



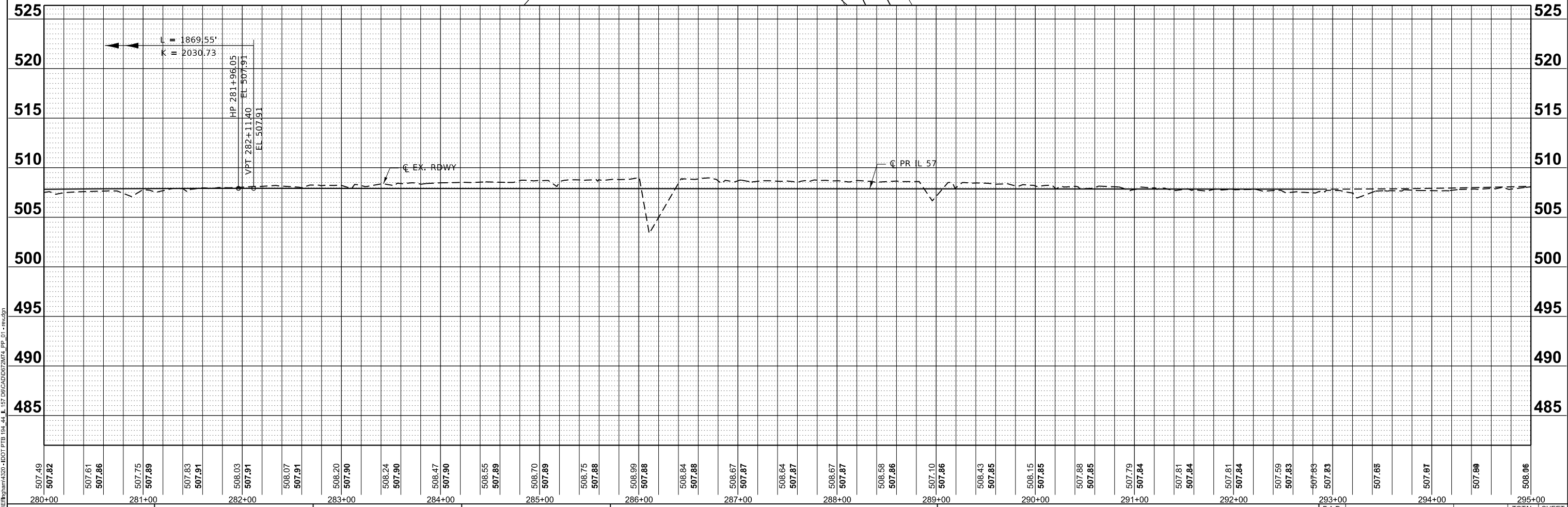
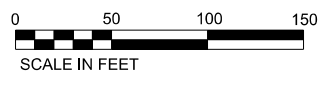
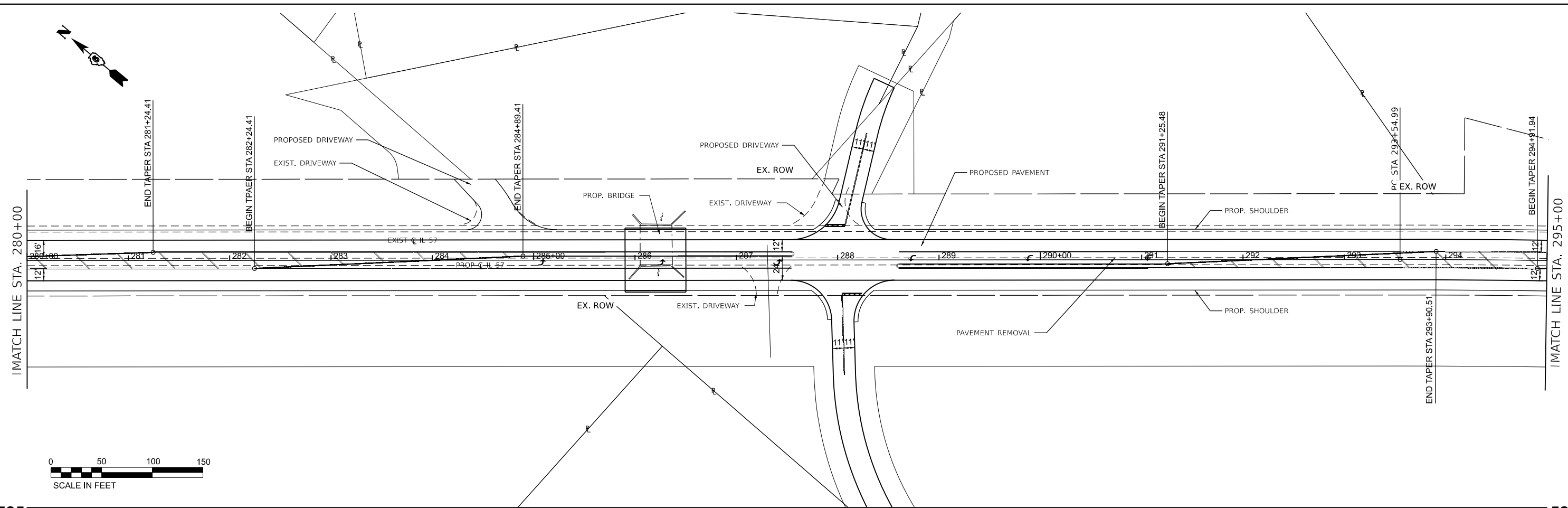
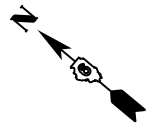
USER NAME = ebohnhoff	DESIGNED -	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE

SCALE: 1" = 50' SHEET 14 OF 24 SHEETS STA. 265+00.00 TO STA. 280+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	49
CONTRACT NO. 72M74				
ILLINOIS FED. AID PROJECT				



MODEL: P:\IL 57 - Plan & Profile.dwg
 FILE NAME: P:\IL 57 - Plan & Profile.dwg
 USER: ebchinhoff

507.49	507.82	507.61	507.86	507.75	507.89	507.83	507.91	508.03	507.91	508.07	507.91	508.20	507.90	508.24	507.90	508.47	507.90	508.55	507.89	508.70	507.89	508.75	507.88	508.99	507.88	508.84	507.88	508.67	507.87	508.64	507.87	508.67	507.87	508.58	507.86	507.10	507.86	508.43	507.85	508.15	507.85	507.88	507.85	507.79	507.84	507.81	507.84	507.81	507.84	507.59	507.83	507.83	507.83	507.66	507.67	507.80	508.06
280+00	281+00	282+00	283+00	284+00	285+00	286+00	287+00	288+00	289+00	290+00	291+00	292+00	293+00	294+00	295+00																																										

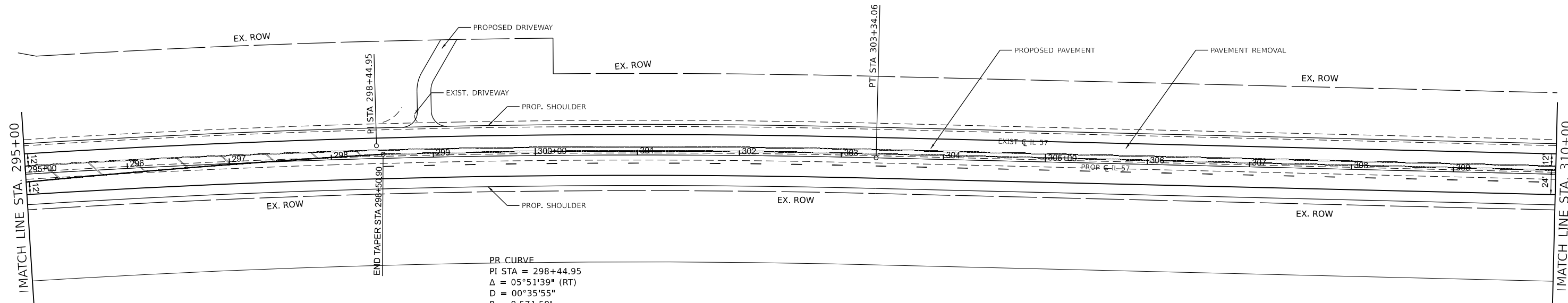
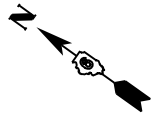
USER NAME = ebchinhoff	DESIGNED -	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

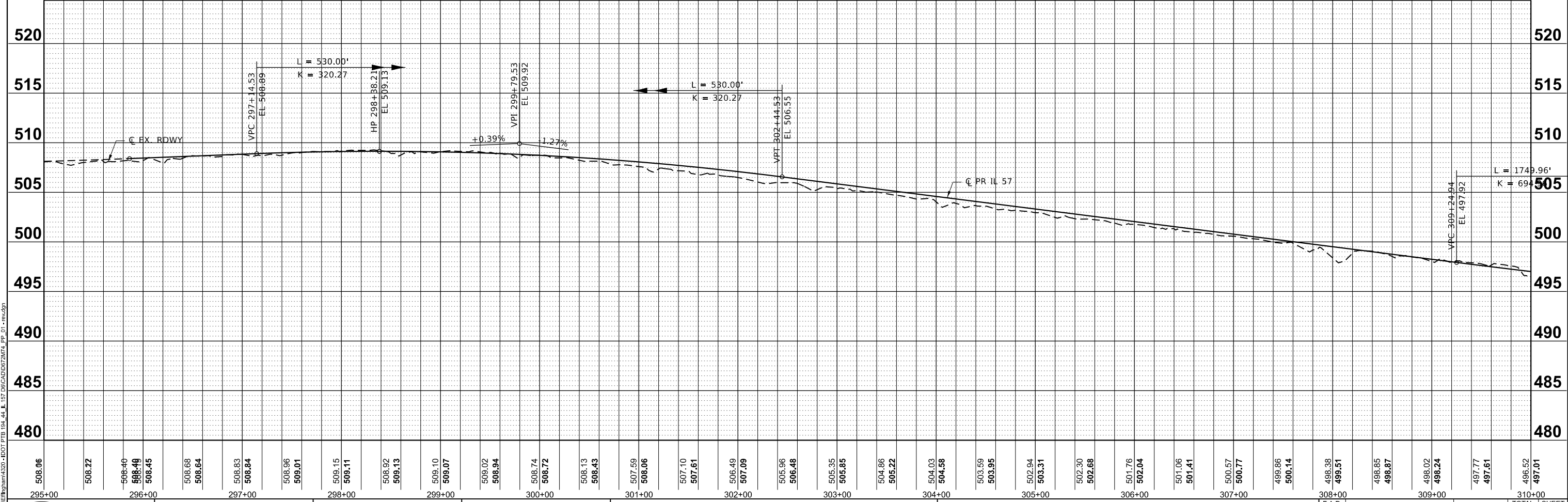
IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE

SCALE: 1" = 50' SHEET 15 OF 24 SHEETS STA. 280+00.00 TO STA. 295+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	50
CONTRACT NO. 72M74			ILLINOIS FED. AID PROJECT	



PR CURVE
 PI STA = 298+44.95
 $\Delta = 05^{\circ}51'39''$ (RT)
 $D = 00^{\circ}35'55''$
 $R = 9,571.59'$
 $T = 489.96'$
 $L = 979.07'$
 $E = 12.53'$
 $e =$
 $TR =$
 $SE RUN =$
 $PC STA = 293+54.99$
 $PT STA = 303+34.06$



508.06	508.22	508.40	508.49	508.45	508.68	508.64	508.83	508.84	508.96	509.01	509.15	509.11	508.92	509.13	509.10	509.07	509.02	508.94	508.74	508.72	508.13	508.43	507.59	508.06	507.10	507.61	506.49	507.09	505.96	506.48	505.35	505.85	504.86	505.22	504.03	504.58	503.59	503.95	502.94	503.31	502.30	502.68	501.76	502.04	501.06	501.41	500.57	500.77	499.86	500.14	498.38	499.51	498.85	498.87	498.02	498.24	497.77	497.61	496.52	497.01
295+00	296+00	297+00	298+00	299+00	300+00	301+00	302+00	303+00	304+00	305+00	306+00	307+00	308+00	309+00	310+00																																													

MODEL PLOT: IL 57 - Plan & Profile.dwg
 FILE NAME: P:\Projects\2020\DOT\PTB 194_44_IL 57\DRG\CAD\072M74_PP_01_rev.dgn



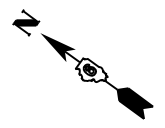
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PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

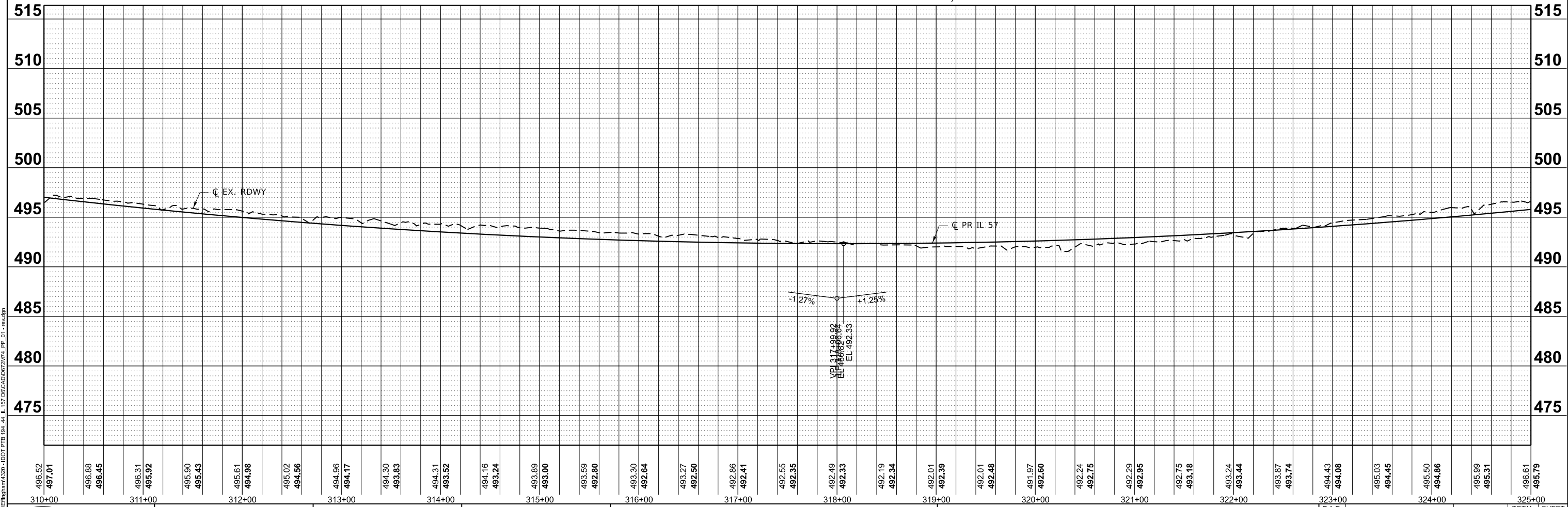
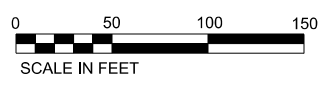
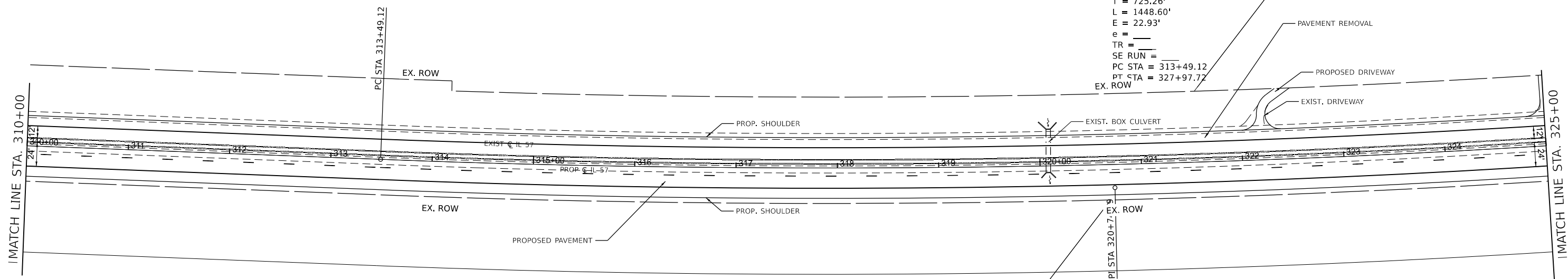
**IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE**

SCALE: 1" = 50' SHEET 16 OF 24 SHEETS STA. 295+00.00 TO STA. 310+00.00

F.A.P. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 51
CONTRACT NO. 72M74			ILLINOIS FED. AID PROJECT	



PR CURVE
 PI STA = 320+74.39
 $\Delta = 07^{\circ}14'32''$ (LT)
 $D = 00^{\circ}30'00''$
 $R = 11,460.42'$
 $T = 725.26'$
 $L = 1448.60'$
 $E = 22.93'$
 $e =$
 $TR =$
 $SE RUN =$
 PC STA = 313+49.12
 PT STA = 327+97.72



MODEL: P:\IL 57 - Plan & Profile.dwg
 FILE NAME: P:\E\72M74\DOT\PTB 194_44_IL 57\DRG\CADD\72M74_PP_01_rev.dgn



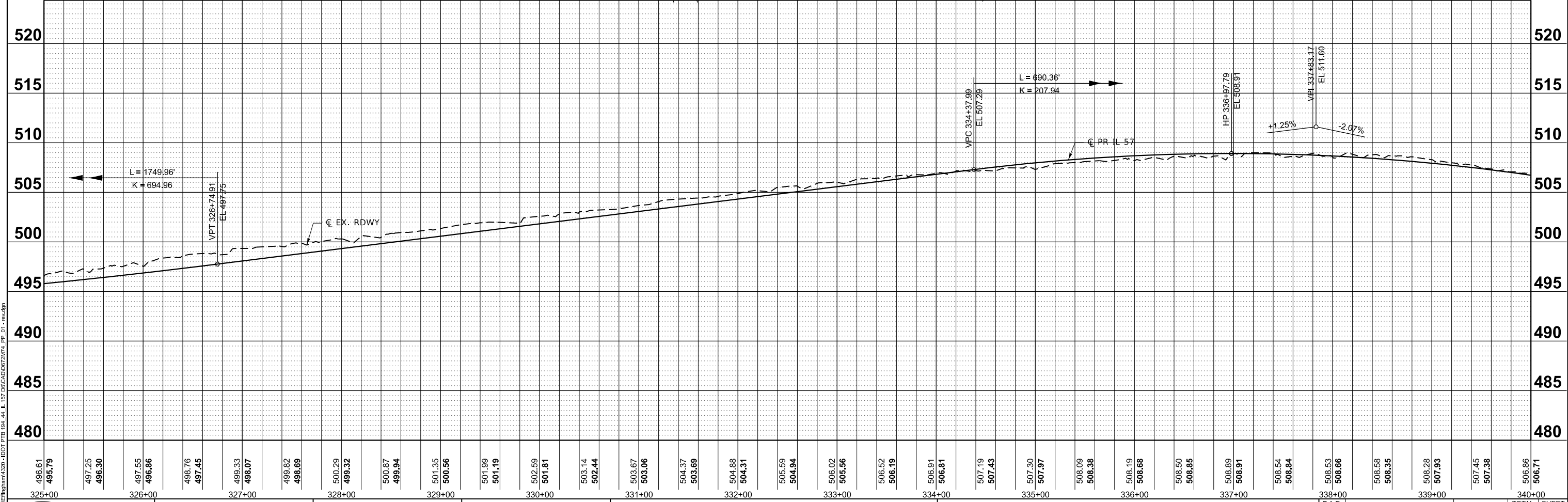
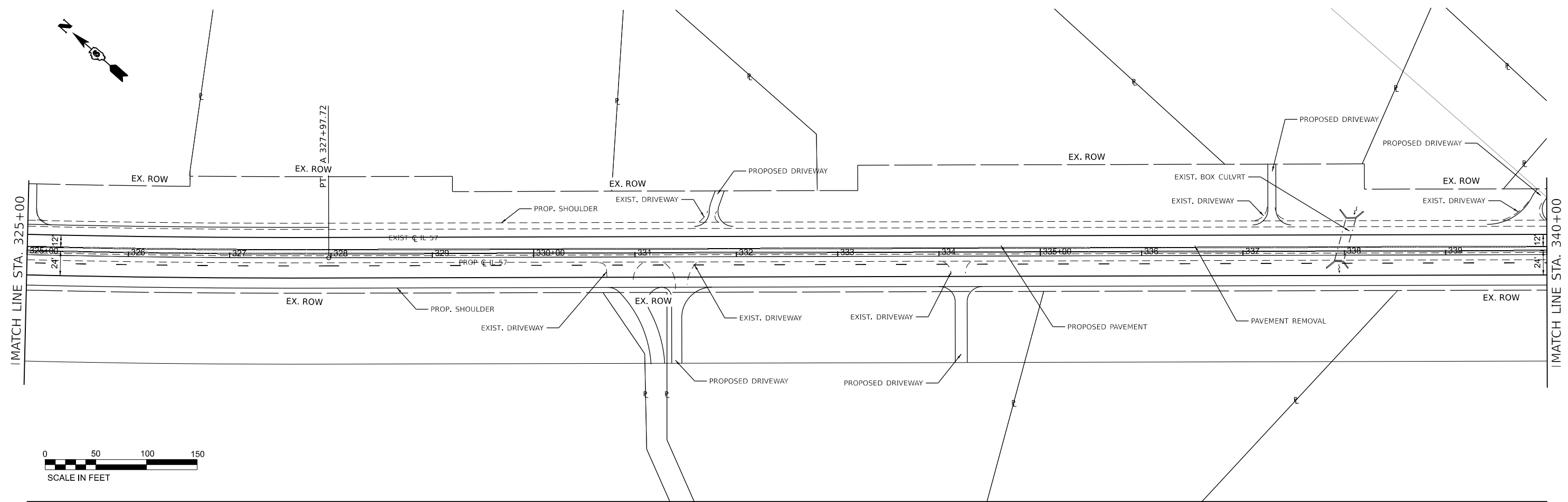
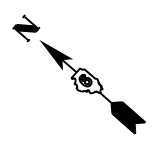
USER NAME = ebchinhoff	DESIGNED -	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 57 (ALTERNATIVE R-2)
 PLAN & PROFILE**

SCALE: 1" = 50' SHEET 17 OF 24 SHEETS STA. 310+00.00 TO STA. 325+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	52
CONTRACT NO. 72M74			ILLINOIS FED. AID PROJECT	



MODEL: P:\IL 57 - Plan & Profile.dwg
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USER NAME = ebohnhoff	DESIGNED -	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

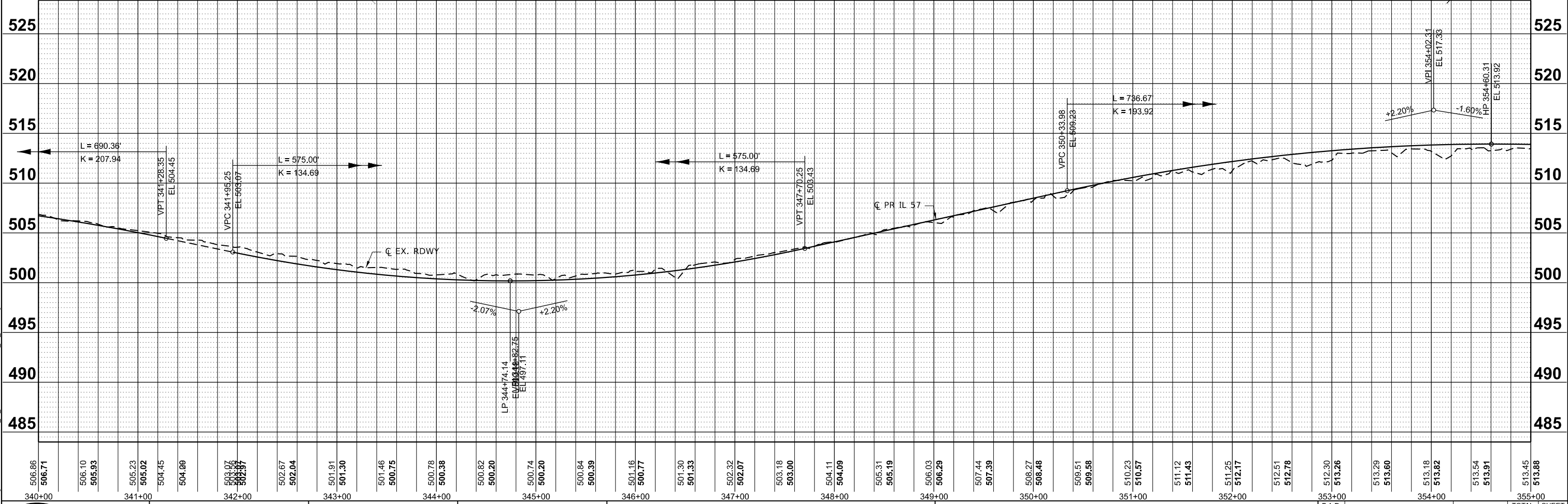
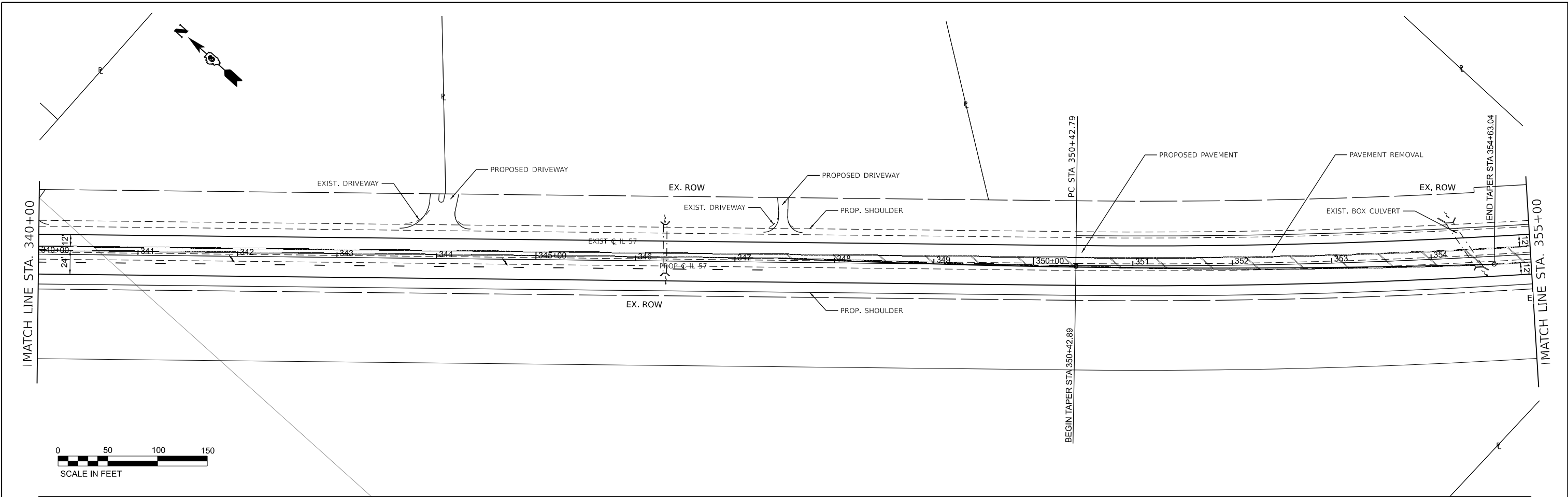
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE

SCALE: 1" = 50' SHEET 18 OF 24 SHEETS STA. 325+00.00 TO STA. 340+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	53
CONTRACT NO. 72M74				

ILLINOIS FED. AID PROJECT



MODEL: P:\CADD\IL 57 - Plan & Profile.dwg
 FILE NAME: P:\CADD\IL 57 - Plan & Profile.dwg
 PLOT DATE: 6/30/2023



USER NAME = ebohnhoff	DESIGNED -	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

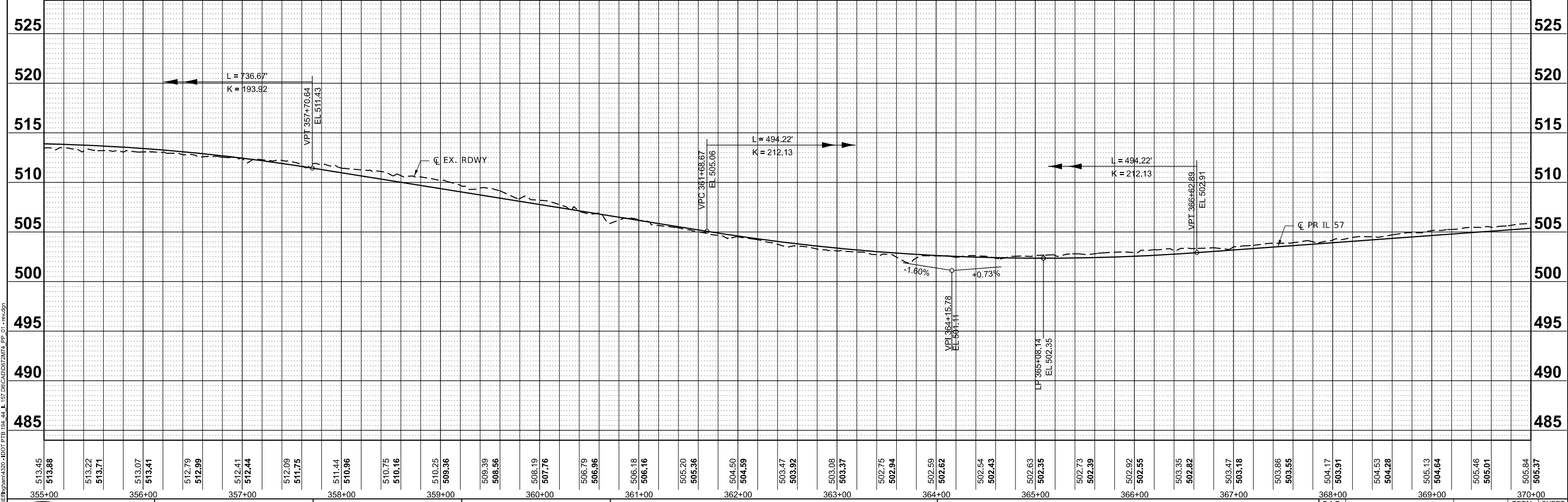
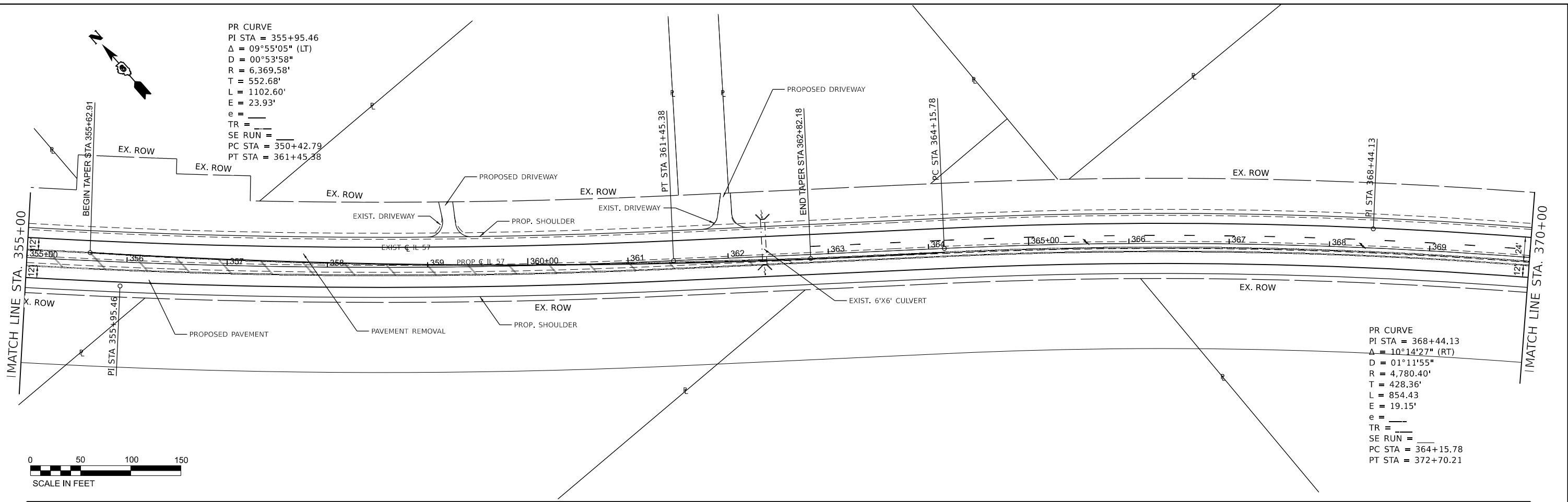
**IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE**

SCALE: 1" = 50' SHEET 19 OF 24 SHEETS STA. 340+00.00 TO STA. 355+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	54
CONTRACT NO. 72M74				
ILLINOIS FED. AID PROJECT				

PR CURVE
 PI STA = 355+95.46
 $\Delta = 09^{\circ}55'05''$ (LT)
 $D = 00^{\circ}53'58''$
 $R = 6,369.58'$
 $T = 552.68'$
 $L = 1102.60'$
 $E = 23.93'$
 $e = \quad$
 $TR = \quad$
 $SE RUN = \quad$
 PC STA = 350+42.79
 PT STA = 361+45.38

PR CURVE
 PI STA = 368+44.13
 $\Delta = 10^{\circ}14'27''$ (RT)
 $D = 01^{\circ}11'55''$
 $R = 4,780.40'$
 $T = 428.36'$
 $L = 854.43'$
 $E = 19.15'$
 $e = \quad$
 $TR = \quad$
 $SE RUN = \quad$
 PC STA = 364+15.78
 PT STA = 372+70.21



MODEL: P:\CADD\IL 57 - Plan & Profile.dwg
 FILE NAME: P:\CADD\IL 57 - Plan & Profile.dwg
 USER: ebchhoff

513.45	513.88	513.22	513.71	513.07	513.41	512.79	512.99	512.41	512.44	512.09	511.75	511.44	510.96	510.75	510.16	510.25	509.36	509.39	508.56	508.19	507.76	506.79	506.96	506.18	506.16	505.20	505.36	504.50	504.59	503.47	503.92	503.08	503.37	502.75	502.94	502.59	502.62	502.54	502.43	502.63	502.35	502.73	502.39	502.92	502.55	503.35	502.82	503.47	503.18	503.86	503.55	504.17	503.91	504.53	504.28	505.13	504.64	505.46	505.01	505.84	505.37
355+00	356+00	357+00	358+00	359+00	360+00	361+00	362+00	363+00	364+00	365+00	366+00	367+00	368+00	369+00	370+00																																														



USER NAME = ebchhoff	DESIGNED -	REVISED -
PLOT SCALE = 0.16666633 / 1 in.	DRAWN -	REVISED -
PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

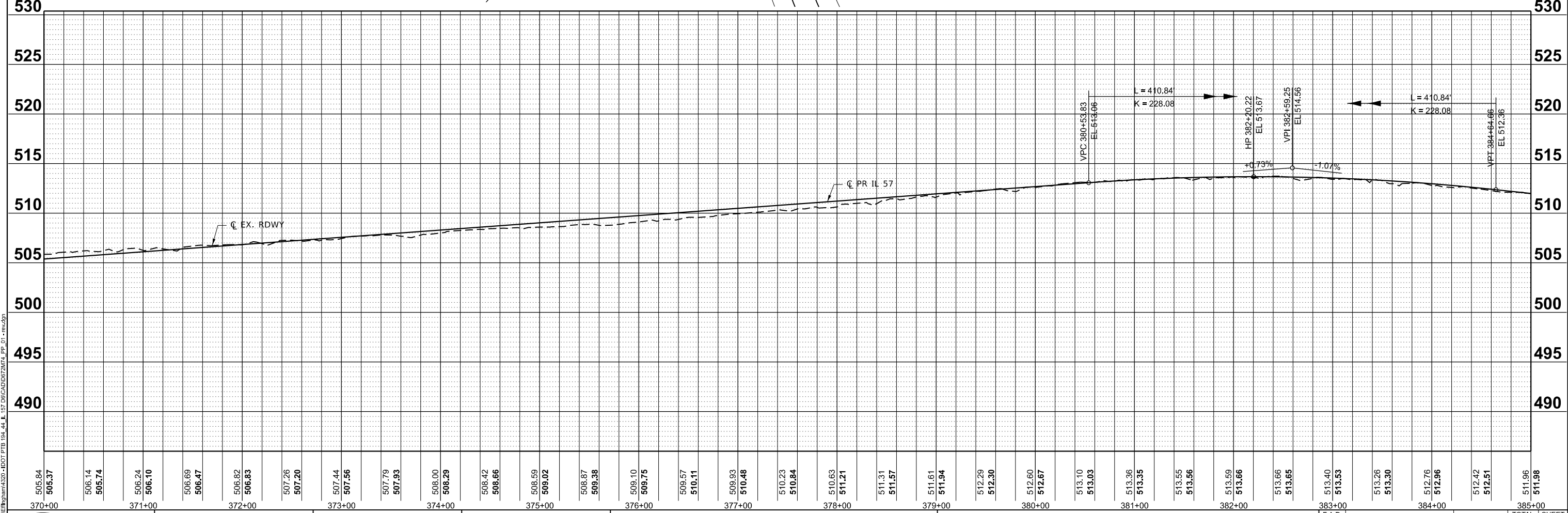
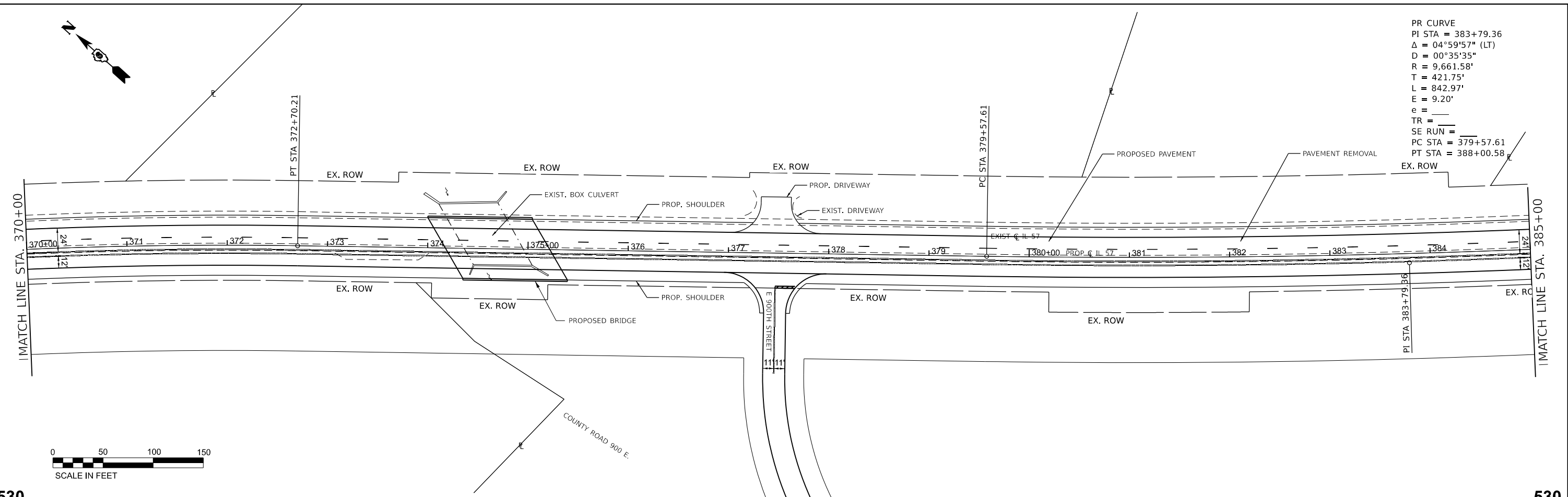
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL 57 (ALTERNATIVE R-2)
 PLAN & PROFILE

SCALE: 1" = 50' SHEET OF SHEETS STA. 355+00.00 TO STA. 370+00.00

F.A.P. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 55
CONTRACT NO. 72M74			ILLINOIS FED. AID PROJECT	

PR CURVE
 PI STA = 383+79.36
 $\Delta = 04^{\circ}59'57''$ (LT)
 $D = 00^{\circ}35'35''$
 $R = 9,661.58'$
 $T = 421.75'$
 $L = 842.97'$
 $E = 9.20'$
 $e =$
 $TR =$
 $SE RUN =$
 $PC STA = 379+57.61$
 $PT STA = 388+00.58$



MODEL: P:\CADD\1157-Plan-20 (Rev.1)
 FILE NAME: P:\E\1157-Plan-20\DOT\PTB 194_44_1157.DWG\CADD\1157-Plan-20 (Rev.1).PP_01_rev.dgn



USER NAME = ebchnhoff
 PLOT SCALE = 0.16666633' / in.
 PLOT DATE = 6/30/2023

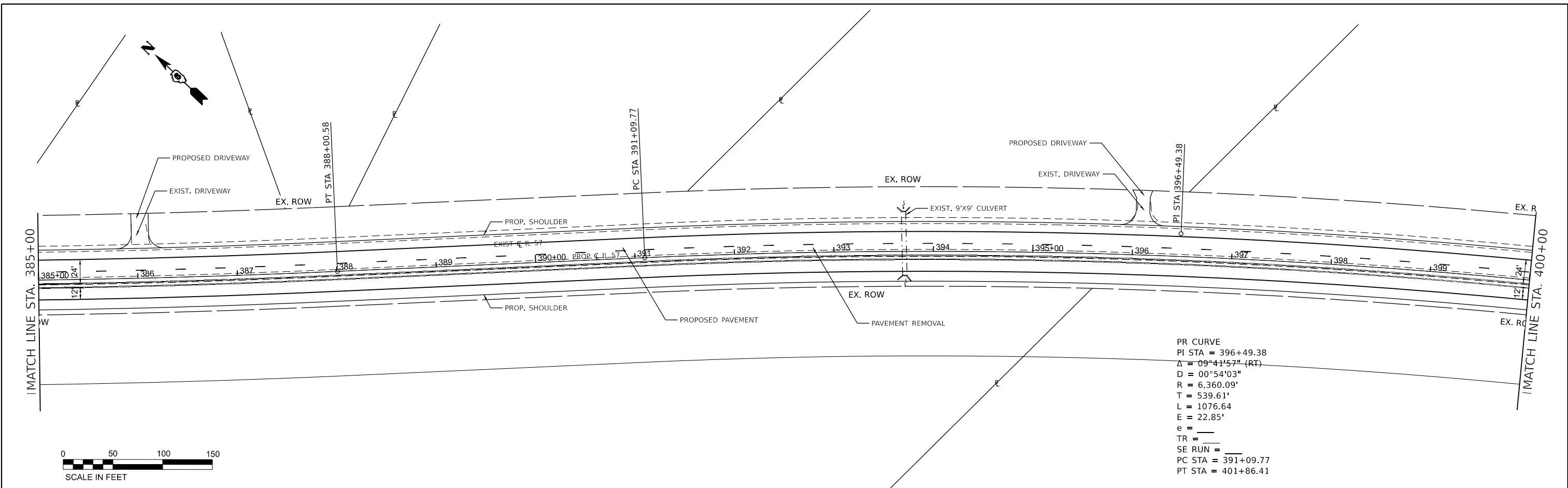
DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

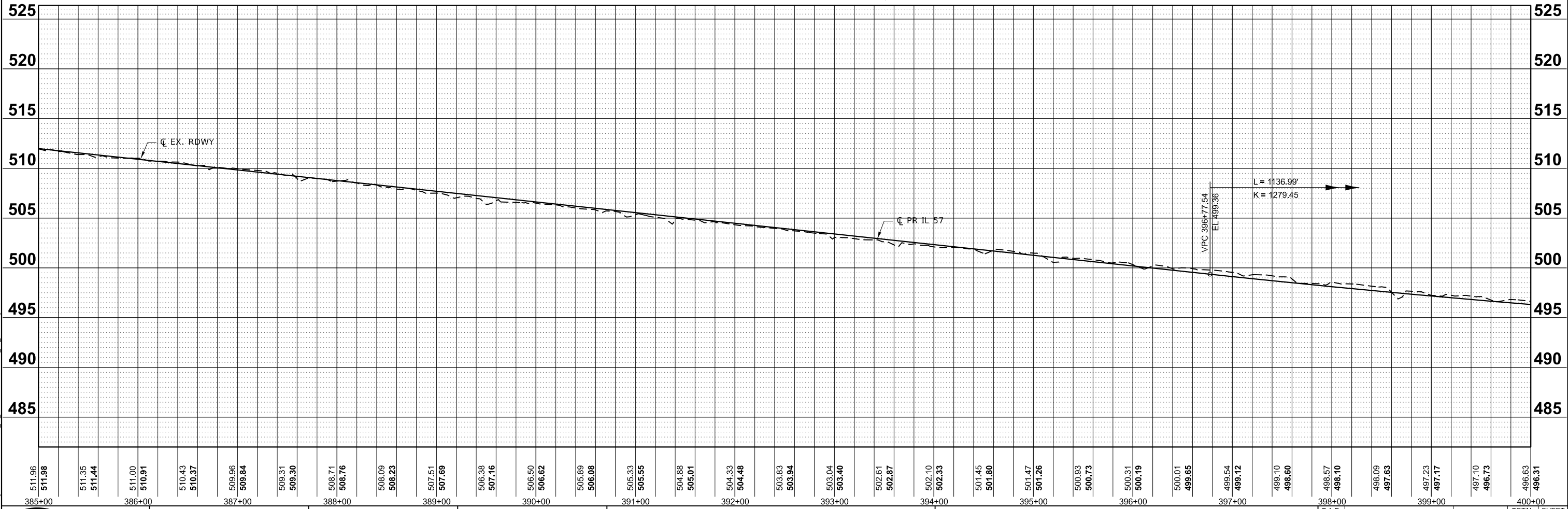
IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE

SCALE: 1" = 50' SHEET 21 OF 24 SHEETS STA. 370+00.00 TO STA. 385+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	56
CONTRACT NO. 72M74				
ILLINOIS FED. AID PROJECT				



PR CURVE
 PI STA = 396+49.38
 $\Delta = 09^{\circ}41'57''$ (RT)
 $D = 00^{\circ}54'03''$
 $R = 6,360.09'$
 $T = 539.61'$
 $L = 1076.64$
 $E = 22.85'$
 $e =$
 $TR =$
 $SE RUN =$
 PC STA = 391+09.77
 PT STA = 401+86.41



USER NAME = ebohnhoff	DESIGNED -	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

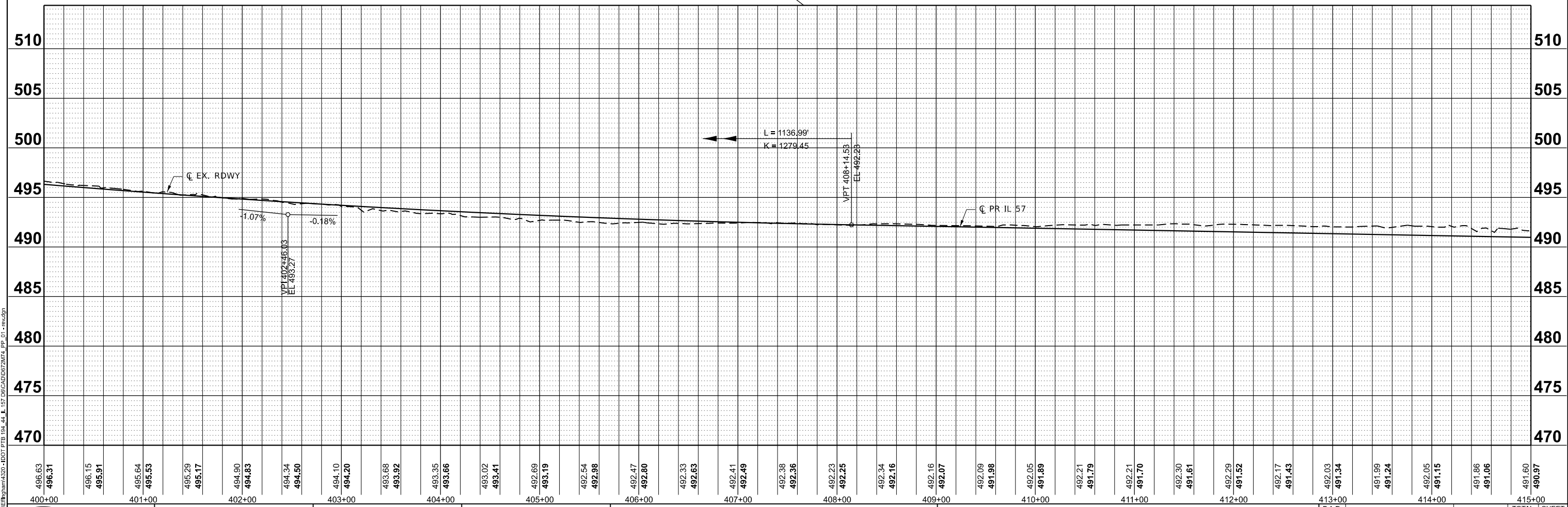
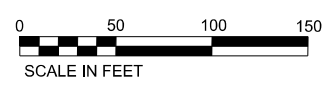
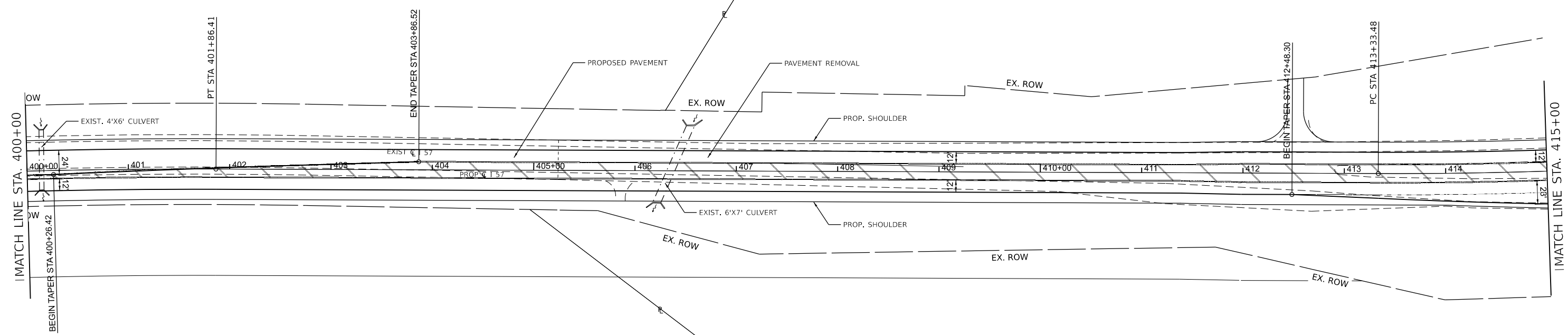
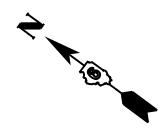
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL 57 (ALTERNATIVE R-2)
 PLAN & PROFILE

SCALE: 1" = 50' SHEET 22 OF 24 SHEETS STA. 385+00.00 TO STA. 400+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	57
CONTRACT NO. 72M74				
ILLINOIS FED. AID PROJECT				

MODEL: PLOT_IL57_Plan-21 (Rev.1)
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MODEL: P:\IL 57 - Plan-23 (Rev1) FILE NAME: P:\E\72M74\DOT\PTB 134_44_IL 57\DRG\CADD\72M74_PP 01_rev.dgn



USER NAME = ebohnhoff	DESIGNED -	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 6/30/2023	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 57 (ALTERNATIVE R-2)
PLAN & PROFILE

SCALE: 1" = 50' SHEET 23 OF 24 SHEETS STA. 400+00.00 TO STA. 415+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
502		ADAMS	59	58
CONTRACT NO. 72M74			ILLINOIS FED. AID PROJECT	

PR CURVE
 PI STA = 415+40.08
 $\Delta = 05^{\circ}10'05''$ (LT)
 $R = 4,577.94'$
 $T = 206.60'$
 $L = 412.93'$
 $E = 4.66'$
 $e =$
 $TR =$
 $SE RUN =$
 PC STA = 413+33.48
 PT STA = 417+46.41

MATCH LINE STA. 415+00

EX. ROW

POB STA 417+46.41

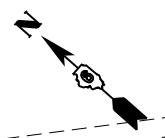
PROPOSED PAVEMENT
 ENDING OF IMPROVEMENT
 ALTERNATIVE R-2
 417+46.41

PROP. SHOULDER

PROP. SHOULDER

PAVEMENT REMOVAL

EXIST. G. L. 57
 PROP. G. L. 57



MODEL: P:\C\IL 57 - Plan-20 (Rev1)
 FILE NAME: P:\E\B\m\m\20-UDOT\PTB 104_44_IL 57\06\CAD\072M74_PP_01_rev.dgn

491.60	415+00
490.97	
491.37	
490.88	
491.23	
490.79	416+00
490.98	
490.70	
490.74	
490.60	417+00

USER NAME = ebohnhoff	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED -	REVISED -
PLOT DATE = 6/30/2023	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 57 (ALTERNATIVE R-2)
 PLAN & PROFILE**

SCALE: 1" = 50' SHEET 24 OF 24 SHEETS STA. 415+00.00 TO STA. 417+46.41

F.A.P. RTE. 502	SECTION	COUNTY ADAMS	TOTAL SHEETS 59	SHEET NO. 59
CONTRACT NO. 72M74			ILLINOIS FED. AID PROJECT	

Appendix F

Illinois State Geological Survey Site Assessment Letter Report



Illinois Department of Transportation

Memorandum

To: Jeffrey Myers
From: Jack A. Elston
Subject: SALR Review
Date: October 7, 2021

Attn: Dennis O'Connell
By: Scott E. Stitt
Scott E. Stitt

Project: FAP 502 (IL 57) from Broadway Street to I-172, Quincy and unincorporated Melrose and Fall Creek Townships
District 6: Adams County
Requesting Agency: DOH
Survey Target Date: 10/22/2021
Anticipated Letting: Not Provided

Job #: S-96-001-20
Contract #: 72M74
Anticipated DA: 11/10/2022
Section: Feasibility Study
Quincy IL 57

BDE Sequence #: 23927
ISGS #: 4144

Attached is a copy of a *Site Assessment Letter Report* conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Regulated Substances Environmental Survey Request. A full PESA report was not prepared at this time.

Databases normally associated with a PESA have been reviewed, however, no historical research or personal interviews were conducted, and no regulatory files were reviewed.

Although this report does not fully follow the standard PESA format, and tables indicating recognized environmental conditions (RECs) and non-RECs are not included, there likely are REC sites present in this project area. Please carefully read and review the summaries of the various sites in the report.

This *Site Assessment Letter Report* is designed to meet the requirements of Departmental Policy D&E 11 and therefore the project is cleared for design approval.

If you have any questions regarding this report, please contact Josh Venaas at 217/785-4181 or James R. Curtis at 217/558-4653.

Attachments

cc: Office of Chief Counsel – Rm. 313 District Utility Coordinator
District Bureau of Land Acquisition



**Prairie Research
Institute**

UNIVERSITY OF ILLINOIS URBANA-CHAMPAIGN

September 27, 2021

James Curtis
Chief, Geologic & Special Waste Unit
Environment Section, Bureau of Design and Environment
Illinois Department of Transportation
2300 Dirksen Parkway, Rm. 330
Springfield, IL 62764

Dear Mr. Curtis,

Information in this letter pertains to the following project:

Project name:	FAP 502 (IL 57) from Broadway Street to I-172, Quincy and unincorporated Melrose and Fall Creek Townships
County:	Adams
District:	6
Sequence #:	23927
Job No.:	S96-001-20
ISGS Project:	4144
Survey Target Date:	October 22, 2021
Design Date:	November 10, 2022

This *Site Assessment Letter Report* (SALR) is submitted in response to your request, received by the ISGS on April 22, 2021, to conduct such an assessment for IL 57 from Broadway Street to I-172, Quincy and unincorporated Melrose and Fall Creek Townships, Adams County (Attachment 1). **This letter contains the findings of the site inspection and records search as noted, and will constitute the Final Report for this project. A site inspection has been conducted, and regulatory databases have been checked as noted, but no historical research, interviews, or regulatory file reviews were conducted.** Project features include acquisition of additional ROW or easements, in-stream work, and excavation or subsurface utility relocation. No railroad ROW involvement is anticipated. IL 57 is known as Gardner Expressway, 3rd Street, 4th Street, and York Street in the project area, and will be referred to as such in this report. US 24 is known as 3rd Street, 4th Street, Broadway Street, and Maine Street in the project area, and will be referred to as such in this report. IL 104 is known as Broadway Street in the project area, and will be referred to as such in this report. No stationing information was provided by IDOT for this project.

Geology

Bedrock geology. In the project areas from the northern project limits to Jefferson Street and from south of 545th Place to the southern project limits, the topmost bedrock unit has been mapped as the Mississippian-age Meppen Limestone, Fern Glen Formation, and Burlington-Keokuk Limestone,

which consist primarily of limestones, dolomites, and shales. In the project area between Lock & Dam Road and 553rd Lane, the topmost bedrock unit has been mapped as the Mississippian-age Glen Park Formation, Hannibal Shale, Chouteau Limestone, McCraney Limestone, and Prospect Hill Siltstone, which consist of limestones, shales, dolomites, and siltstone. The rest of the project area has been mapped along the divide between two bedrock units, with the Meppen Limestone, Fern Glen Formation, and Burlington-Keokuk Limestone to the east and the Glen Park Formation, Hannibal Shale, Chouteau Limestone, McCraney Limestone, and Prospect Hill Siltstone to the west.

Surficial geology. In the project areas from south of Lock & Dam Road to north of 12th Street, from south of 545th Place to 900th Street, and from 1000th Street to I-172, the total thickness of surficial deposits has been mapped as approximately less than 8 m (25 ft). In the project areas from the northern project limits to south of Lock & Dam Road, from north of 12th Street to 12th Street, and from south of Turtle Lake Road to Laaker Road, the total thickness of surficial deposits has been mapped as approximately 8-15 m (25-50 ft). In the project areas from 12th Street to north of Alexander Lane and from north of Turtle Lake Road to south of Turtle Lake Road, the total thickness of surficial deposits has been mapped as approximately 15-30 m (50-100 ft). In the project area from north of Alexander Lane to Turtle Lake Road, the total thickness of surficial deposits has been mapped as approximately 30-60 m (100-200 ft). The rest of the project area was mapped along the divide between two thicknesses of surficial deposits; generally the total thickness of surficial deposits has been mapped as less than 8 m (25 ft) along the northeast side of IL 57 and as approximately 8-15 m (25-50 ft) along the southwest side of IL 57.

In the project areas from 8th Street to Hinton Drive and from south of 545th Place to I-172, the topmost surficial unit has been mapped as less than 6 m (20 ft) of the Cahokia Formation, underlain by less than 6 m (20 ft) of the Henry Formation. In the project area from the northern project limits to south of R.J. Peters Drive, the topmost surficial unit has been mapped as less than 6 m (20 ft) of the Peoria and Roxana Silt, underlain by less than 6 m (20 ft) of the Wolf Creek Formation. The rest of the project area has been mapped along a divide between surficial units, with areas along the northeast side of IL 57 mapped as various surficial units (see below for descriptions) and the areas along the southwest side of IL 57 all mapped as less than 6 m (20 ft) of the Cahokia Formation, underlain by less than 6 m (20 ft) of the Henry Formation. In the project areas from south of R.J. Peters Drive to 8th Street and from Hinton Drive to south of Turtle Lake Road, the topmost surficial unit along the northeast side of IL 57 has been mapped as less than 6 m (20 ft) of the Peoria and Roxana Silt, underlain by less than 6 m (20 ft) of the Wolf Creek Formation. In the project area from south of Turtle Lake Road to 753rd Lane, the topmost surficial unit along the northeast side of IL 57 has been mapped as less than 6 m (20 ft) of the Peoria and Roxana Silt, underlain by bedrock within 6-15 m (20-50 ft) of the surface. In the project area from 753rd Lane to 545th Place, the topmost surficial unit along the northeast side of IL 57 has been mapped as less than 6 m (20 ft) of the Cahokia Formation, underlain by more than 6 m (20 ft) of the Wolf Creek Formation which is continuous but less than 6 m (20 ft) in some locations, underlain by bedrock. In the project area from 545th Place to south of 545th Place, the topmost surficial unit along the northeast side of IL 57 has been mapped as more than 6 m (20 ft) of the Peoria and Roxana Silt which is continuous but less than 6 m (20 ft) in some locations, underlain by less than 6 m (20 ft) of the Wolf Creek Formation, underlain by bedrock. The Cahokia Formation consists primarily of silty and sandy deposits. The Henry Formation consists primarily of sandy and gravel deposits. The Wolf Creek Formation consists primarily of poorly sorted glacial deposits. The Peoria and Roxana Silt consists primarily of windblown silt, sand, and clay.

Soils. Along the project ROW, the NRCS has classified the Twomile silt loam, 0 to 2% slopes, occasionally flooded, Beaucoup silty clay loam, cool mesic, 0 to 2% slopes, occasionally flooded, and Vesser silt loam, 0 to 2% slopes, occasionally flooded, as containing 33% to 100% hydric components. None of the other soils in the project area have been classified by NRCS as containing more than 33% hydric components. The NRCS has classified the Stookey silt loam, 10 to 18% slopes, eroded, Drury silt loam, 5 to 10% slopes, eroded, Lindley loam, 18 to 35% slopes, Lindley loam, 35 to 60% slopes, Goss gravelly silt loam, 18 to 35% slopes, Lacrescent channery silt loam, 35 to 60% slopes, Stookey and Timula soils, 18 to 35% slopes, Stookey and Timula soils, 35 to 60% slopes, Keswick loam, 10 to 18% slopes, eroded, Orthents, silty, undulating, Stookey-Timula-Orthents complex, 1 to 7% slopes, Stookey-Timula-Orthents complex, 7 to 15% slopes, and Pits, quarries, as non-prime farmland.

Non-coal mineral resources. Illinois Coal Mine Maps of Adams County and topographic maps indicated that underground non-coal mining has taken place in the area. However, these maps indicate that the project area itself is not undermined. Mined-out area maps indicate that the nearest active mine is located northeast of the project area between 8th Street and 12th Street. The company, resource mined, years of operations, and mining depth and method were not listed in the coal mine directory for Adams County. According to the Illinois Mineral Producers directory, Huber Carbonates, LLC, mined industrial-grade calcium carbonate from the Dolbee Creek member of the Burlington Limestone. The active entrance tunnels for this mine are located approximately 50 m (160 ft) east of the Gardner Expressway centerline on Site 4144-137. Inactive entrance tunnels were located approximately 40-60 m (130-200 ft) east of the project ROW on Sites 4144-138, 4144-141, 4144-142, and 4144-145. According to historical topographic maps and aerial photographs, all of these inactive parts of the mine began operations sometime prior to 1938; by the time of the 1985 aerial photograph, these entrance tunnels appeared to be no longer active.

Hydrogeology

Drainage direction. In the north part of the project area, surficial drainage is generally toward the west in the direction of the Mississippi River. In the rest of the project area, surficial drainage is generally toward the west, southwest, or northwest in the direction of various streams, including Curtis Creek (4144-117), various unnamed tributaries to Big Lake, Sand Lake, or the Mississippi River (including Sites 4144-147 and 4144-221), Mill Creek (4144-190), Harkness Creek (Site 4144-225), and Austin Creek (Site 4144-237). However, since storm drains, sewers, and drainage ditches are present, most surficial runoff will be controlled by the storm sewer and drainage ditch systems; such systems typically are designed to follow natural drainage patterns.

Neither the near-surface nor the shallow unconfined groundwater flow direction was specifically determined for this project, but they generally mimic local topography.

Wellhead protection areas. This project crosses wellhead protection recharge areas for eight public wells for the communities of Expressway Mobile Home Park (Site 4144-149) and Mill Creek Public Water District (Sites 4144-153 and 4144-155). The wellhead protection areas are crossed by Gardner Expressway approximately from north of 12th Street to north of Alexander Lane.

Surficial public water supplies. The community of Quincy receives its public water supply from the Mississippi River, located approximately 180 m (590 ft) west of the project area. This river is an active source for that community. The proposed project work may impact this public water

supply. The surficial public water supply currently receives surface runoff from the project.

Groundwater recharge. The project area is located in Zones 1, 3, 4, and 5 for groundwater recharge potential, where Zone 1 indicates the highest potential for groundwater recharge and Zone 7 indicates the lowest potential as mapped by Keefer and Berg (1990). Groundwater recharge potential information is provided for a general regional perspective only, as this map was prepared at a scale of 1:1,000,000 and is not applicable on a site-specific basis.

The project area does not fall within the Mahomet aquifer sole-source boundaries as defined by USEPA, the only sole-source aquifer in Illinois according to the USEPA's list of designated sole-source aquifers as defined by Section 1424(E) of the Safe Drinking Water Act, and so the proposed project will not affect any such aquifers in Illinois.

Groundwater protection areas. Twelve public water wells serving the communities of Expressway Mobile Home Park (Site 4144-149), Mill Creek PWD (Sites 4144-153 and 4144-155), Town and Country Mobile Estates (Site 4144-164), the former Southland Mobile Home Park (4144-168), and the former Bluffview Mobile Home Park (4144-236) are located within approximately 300 m (1,000 ft) of the project ROW. However, since no IDOT facilities exist or are planned for this project, there should be no impact on the 60-meter (200-foot) setback zone around this wells as determined by the IEPA Division of Public Water Supplies.

Potential for contamination of shallow aquifers. The project area is located in Zones A1, A5, AX, and E, according to the map "Potential for contamination of shallow aquifers from land burial of municipal wastes" (Berg et al., 1984). Zone A1 is described as permeable bedrock at or within 6 m (20 ft) of land surface, variable overlying materials. Zone A5 is described as permeable bedrock generally within 6 m (20 ft) of land surface; overlying materials variable but mostly till. Zone AX is described as alluvium, a mixture of gravel, sand, silt, and clay along streams, variable in composition and thickness. Zone E is described as uniform, relatively impermeable silty or clayey till at least 15 m (50 ft) thick; no evidence of interbedded sand and gravel. Zones A indicate the highest potential for contamination and Zone G the lowest. This information is provided for a general regional perspective only, as the map was prepared at a scale of 1:500,000 and is not applicable on a site-specific basis. No borings were made to a depth of 15 m (50 ft) to verify the geology of this site.

Well information. ISGS well records indicate that water in the project area is obtained from limestone, shale, sandstone, gravel, or sand and gravel at depths ranging from 11 to 366 m (36 to 1,202 ft) below the surface. Wells within approximately 6 m (200 ft) of the project route were identified on Sites 4144-47, 4144-100, 4144-106, 4144-112, 4144-124, 4144-149, 4144-153 through 4144-156, 4144-164, 4144-168, 4144-170, 4144-173, 4144-178, 4144-180, 4144-197, 4144-215, 4144-219, 4144-223, 4144-230, 4144-231, 4144-236, 4144-239, 4144-240, and 4144-243. Other wells not in the ISGS database may be present near the project area.

Natural Features and Hazards

No observed or known natural hazards were identified for this project.

Project Sites

Table 1. The following sites along the project were identified on environmental databases as part of this letter report:			
Property name IDOT parcel #	ISGS site #	Regulatory database(s)	Land use
Aqua Tech Marine NA	4144-2	RCRA, BOL	Commercial
Mid-States Door & Hardware Company NA	4144-5	UST	Commercial
Aqua Tech Marine NA	4144-7	UST	Commercial
Awerkamp Machine Company NA	4144-8	IEMA	Industrial
Commercial building NA	4144-9	UST	Commercial
The Salvation Army Family Store NA	4144-10	UST	Commercial
Commercial building NA	4144-14	BOL	Commercial
The Salvation Army Ray & Joan Kroc Corps Community Center NA	4144-16	RCRA, BOL, SRP, LUST, UST, IEMA, state brownfields	Commercial
Government building NA	4144-17	BOL, UST	Government
Getz Fire Equipment NA	4144-21	UST	Commercial
Nomad Services, Inc. NA	4144-22	BOL	Commercial
Area Distributors Inc. NA	4144-23	RCRA, BOL	Commercial
Vacant lot NA	4144-24	RCRA, BOL	Vacant
Adams County Health Department NA	4144-26	BOL, UST, TRI	Government

Vacant lot NA	4144-28	BOL	Vacant
Commercial building NA	4144-30	RCRA, BOL	Commercial
Peppco NA	4144-31	RCRA, BOL	Commercial
Commercial building NA	4144-40	RCRA, BOL	Commercial
Commercial building NA	4144-48	RCRA, BOL	Commercial
City of Quincy Water Purification Facility NA	4144-53	IEMA	Municipal
ROW NA	4144-55	RCRA, BOL, IEMA	Transportation
Municipal Parking Lot H NA	4144-60	BOL	Parking
Hilbing Autobody NA	4144-65	RCRA, BOL, LUST, UST, IEMA	Commercial
Kohl Wholesale NA	4144-68	Archived SEMS, RCRA, BOL	Commercial
Five Star Auto Center NA	4144-86	BOL	Commercial
ROW NA	4144-88	IEMA	Transportation
Vacant lot NA	4144-94	IEMA	Vacant
Craig Industries NA	4144-96	RCRA, BOL, TRI	Industrial
Bridge NA	4144-97	RCRA, BOL	Transportation
Vacant lot NA	4144-99	IEMA	Vacant
Mixed-use building NA	4144-102	BOL	Industrial/ commercial

Industrial buildings NA	4144-105	RCRA, BOL, UST, TRI	Industrial
Woodland Cemetery NA	4144-106	RCRA, BOL, UST	Cemetery
Commercial building NA	4144-111	UST	Commercial
Vacant land NA	4144-112	BOL, LUST, IEMA	Vacant
Expressway Tire, Inc. NA	4144-113	BOL	Commercial
Vacant lot NA	4144-115	BOL, IEMA	Vacant
Gardner Denver NA	4144-116	Archived SEMS, RCRA CORRACTS, BOL, LUST, UST, IEMA, TRI	Industrial
Curtis Creek NA	4144-117	ERNS	Stream
Gardner Denver NA	4144-119	Archived SEMS, RCRA CORRACTS, BOL, LUST, UST, IEMA, TRI	Industrial
Archer Daniels Midland East Staging Area NA	4144-121	Archived SEMS, RCRA CORRACTS, BOL, LUST, UST, IEMA, TRI	Industrial
Archer Daniels Midland NA	4144-123	RCRA, BOL, LUST, UST, IEMA, ERNS, TRI	Industrial
Trinity Containers, LLC NA	4144-125	RCRA, BOL, UST, IEMA, ERNS, TRI	Industrial
Alter Metal Recycling NA	4144-127	BOL, UST, PCB	Industrial
R. L. Hoener Company NA	4144-128	RCRA, BOL	Commercial
J.M. Huber Corporation NA	4144-136	RCRA, BOL, UST, IEMA, ERNS	Industrial
J.M. Huber Corporation NA	4144-137	RCRA, BOL, UST, IEMA, ERNS	Industrial
Midwest Controlled Storage, LLC NA	4144-138	RCRA, BOL, UST, IEMA, ERNS	Commercial

J.M. Huber Corporation NA	4144-140	RCRA, BOL, UST, IEMA, ERNS	Industrial
J.M. Huber Corporation NA	4144-141	RCRA, BOL, UST, IEMA, ERNS	Industrial
SEM Minerals LP NA	4144-142	RCRA, BOL, UST, IEMA, ERNS	Industrial
SEM Minerals LP NA	4144-143	TRI	Industrial
Vacant land NA	4144-145	RCRA, BOL, UST, IEMA, ERNS	Vacant
AGCO Recycling LLC NA	4144-152	RCRA, BOL, UST	Industrial
Phibro Animal Health NA	4144-153	Archived SEMS, RCRA, BOL, TRI	Commercial
Mill Creek Public Water District NA	4144-155	BOL	Utility
Town & County Manufactured Homes and mobile home NA	4144-165	BOL	Commercial/ residential
Bangert Mobile Home Park NA	4144-167	BOL	Residential
FedEx Freight NA	4144-170	RCRA, BOL, IEMA	Commercial
Residence NA	4144-176	BOL	Residential
Diamond Construction Company NA	4144-180	BOL, UST	Commercial
Alliance Industrial Corp NA	4144-183	BOL	Industrial
Mill Creek NA	4144-190	ERNS	Stream
Residence NA	4144-198	BOL	Residential
Vacant lot NA	4144-199	BOL	Vacant

Residence NA	4144-209	BOL	Residential
Board's Tire & Auto and residence NA	4144-210	BOL	Commercial/ residential
Residence NA	4144-216	BOL	Residential

Project sites will be described generally from north to south along IL 57 below. Attachment 1 contains project location maps. Attachment 2 contains maps of all sites discussed in this report. Fieldwork for this project was conducted on September 1-2, 2021.

This project intersects previous ISGS PESAs and PSIs as follows:

ISGS PESA #	Date submitted to IDOT	Intersects	PSI
358	August 12, 1992	Along Gardner Expressway between 8th Street and 550th Avenue	Wight, work order #049
1517	June 30, 2004	At the intersection of Gardner Expressway and Radio Road	None
1517V	January 3, 2008	At the intersection of Gardner Expressway and Radio Road	None
1631	June 27, 2006	At the intersection of Gardner Expressway and Harrison Street	None
1679	April 18, 2007	Along Broadway Street between 3rd Street and 5th Street	Weston #5, work order #011
1725	April 25, 2008	At the intersection of 3rd Street and Maine Street	None
2016	February 25, 2010	At the intersection of IL 57 and I-172	None
2065	May 6, 2011	At the intersection of Gardner Expressway and Lock & Dam Road	None
2366	June 28, 2011	Along Vermont Street and Hampshire Street between 3rd Street and 5th Street	None
2945	November 4, 2014	The entire project area between Spring Street and State Street	None
2945V	April 26, 2019	The entire project area between Maine Street and Kentucky Street	None

3241	July 12, 2016	Along Gardner Expressway between Kentucky Street and Ohio Street and at RJ Peters Drive	None
3991-COV	January 27, 2021	Along IL 57 from north of 553rd Lane to south of 545th Place	None

Information from these earlier PESAs and PSI will be summarized in geographic order below.

This project does not intersect or overlap ISGS #2593, which was submitted to IDOT on August 22, 2012; however, because of the extent of the project limits and the size of Sites 4144-53, 4144-56, 4144-57, 4144-68, 4144-X, and 4144-AC, this PESA included information for these sites.

Site 4144-1 (2945-165). Quincy Fire Equipment, 437 N. 3rd Street, Quincy (northwest quadrant of Broadway Street and 3rd Street; Attachment 2, page 1). This site is occupied by a fire protection equipment dealer. This site did not appear on any of the regulatory lists checked for this project.

Site 4144-2 (2945-31). Aqua Tech Marine, 432 N. 3rd Street, Quincy (southeast corner of Spring Street and 3rd Street; Attachment 2, page 1). This site is occupied by a boat dealer and repair service. The business occupied a commercial building and a detached garage to the east. Site 4144-7 was occupied by the sales office associated with Aqua Tech Marine. One pole-mounted transformer was observed near the northwest corner of the building. Eleven 208-liter (55-gallon) drums of unknown contents were observed, ten located to the southeast of the commercial building and one located to the north of the same building.

Under the name "S And N Bodyshop" and the address "432 N 3rd St", this site appears on the active RCRA list (USEPA #ILD982643454). Under the name "S&N Bodyshop" and the address "432 N 3rd St", this site appears on the BOL list (IEPA #0010655048).

Site 4144-3 (2945-17). Vacant lot, 400 block of N. 4th Street, Quincy (southwest corner of Spring Street and 4th Street; Attachment 2, page 1). This site is occupied by a vacant grassy lot. This site did not appear on any of the regulatory lists checked for this project.

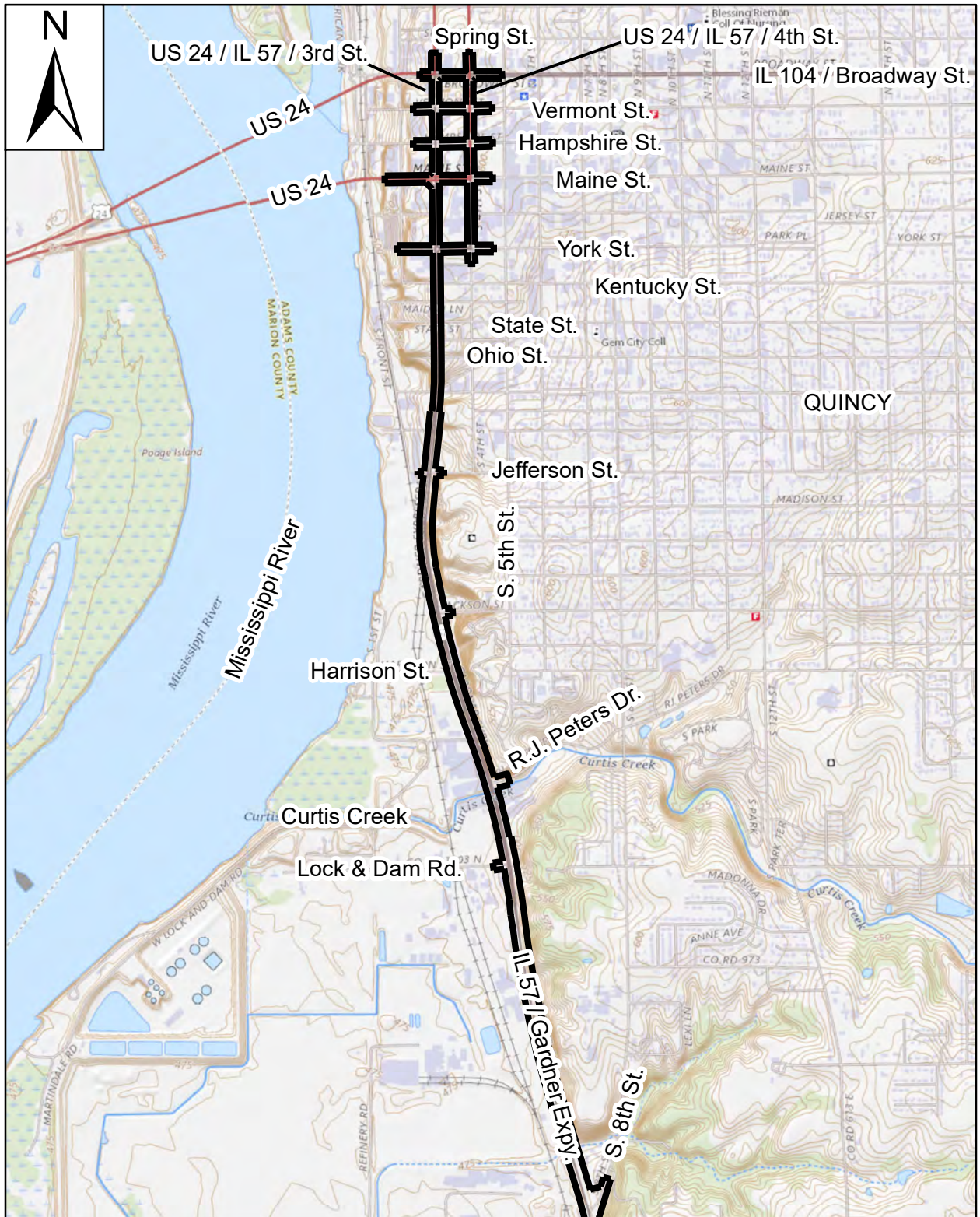
Site 4144-4 (2945-17). Residence, 430 N. 4th Street, Quincy (northeast quadrant of Broadway Street and 4th Street; Attachment 2, page 1). This site is occupied by a residence. This site did not appear on any of the regulatory lists checked for this project.

Site 4144-5 (2945-170). Mid-States Door & Hardware Company, 201 Broadway Street, Quincy (northeast corner of Broadway Street and 2nd Street; Attachment 2, page 1). This site is occupied by a door and hardware supply business. One 208-liter (55-gallon) drum of unknown contents was observed near the center of the site. Six pole-mounted transformers were observed, three located to the west of the building and three located to the north of the building.

Under the name "Michielmann Steel Const Co" and the address "201 Broadway", this site appears on the UST list (OSFM #5003112).

Site 4144-6 (2945-168). Rupp Masonry, 227 Broadway Street, Quincy (northwest quadrant

Project area indicated by heavy black lines.

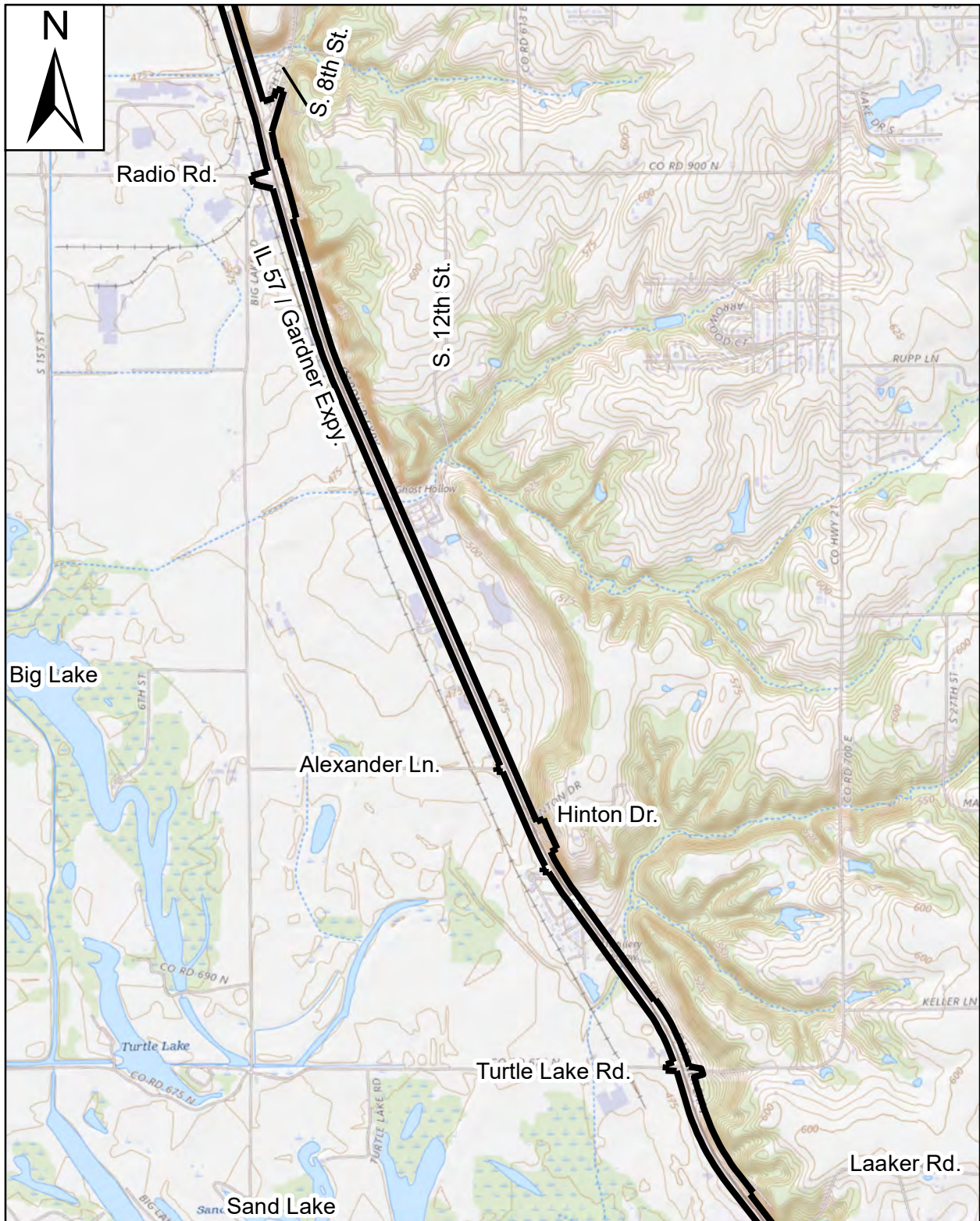


0 0.25 0.5 1 Kilometers

0 0.25 0.5 1 Miles

Attachment 1, page 2. Project location map, ISGS #4144.

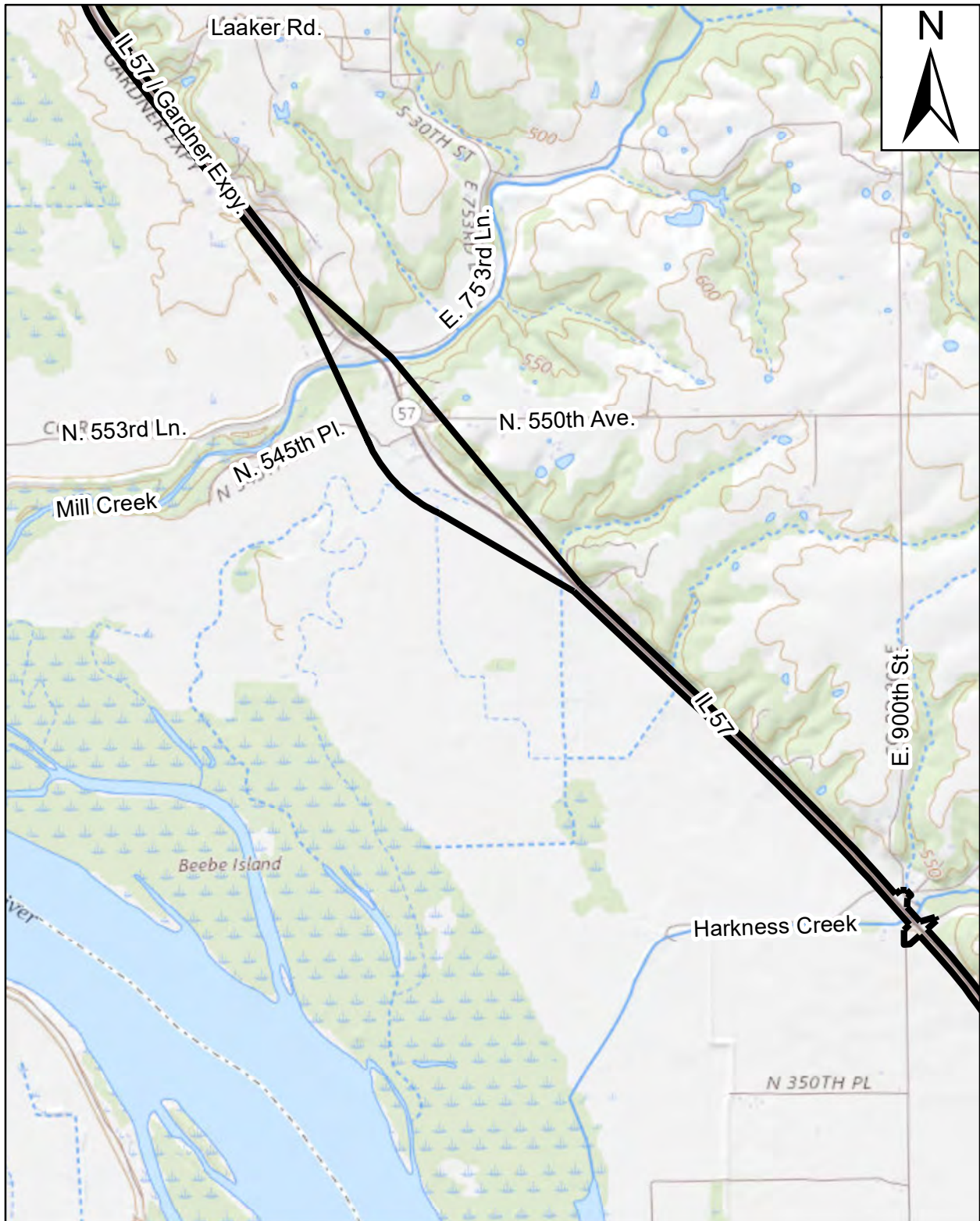
Project area indicated by heavy black lines.



0 0.25 0.5 1 Kilometers

0 0.25 0.5 1 Miles

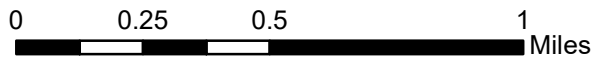
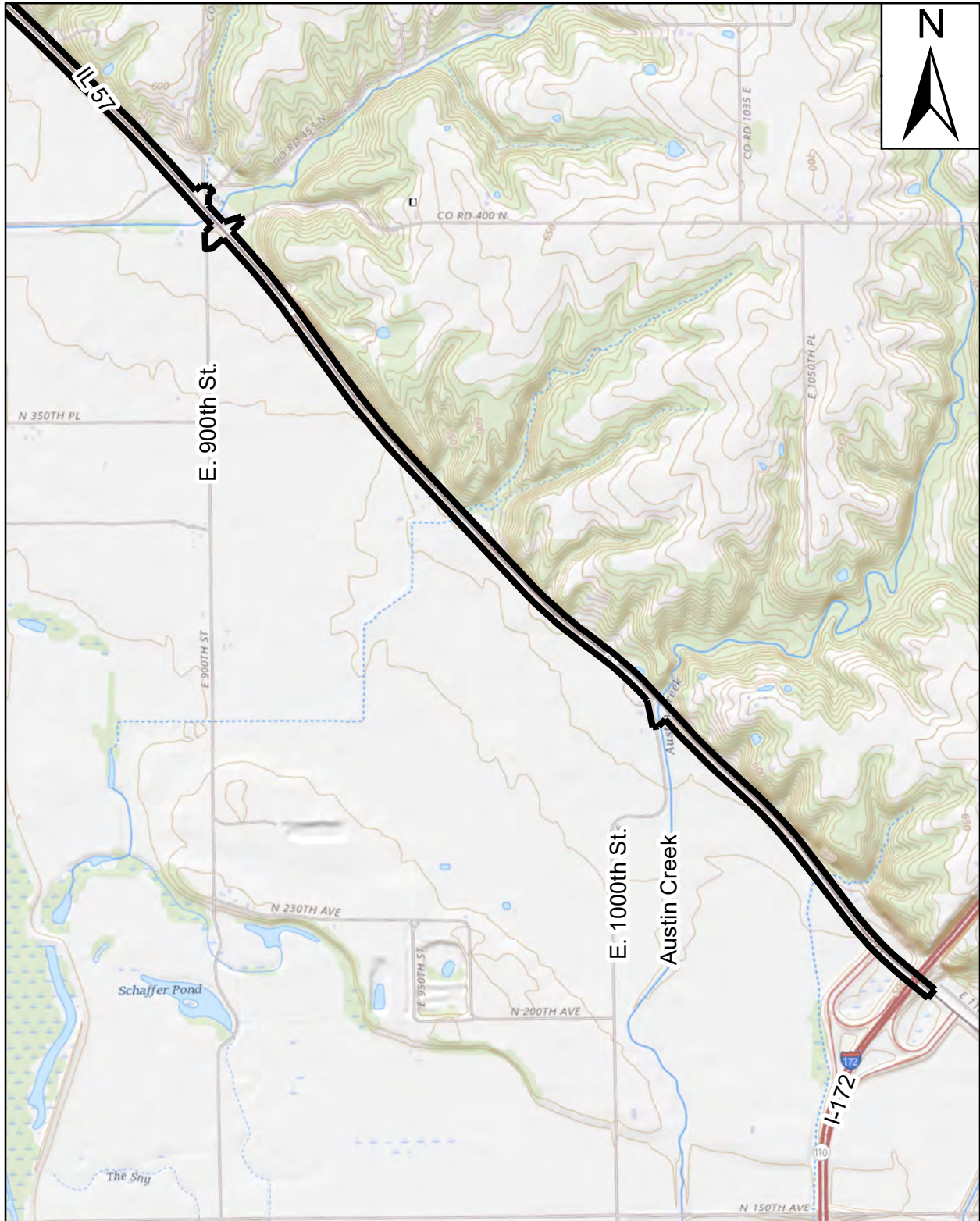
Attachment 1, page 3. Project location map, ISGS #4144.
Project area indicated by heavy black lines.



0 0.25 0.5 1
Kilometers

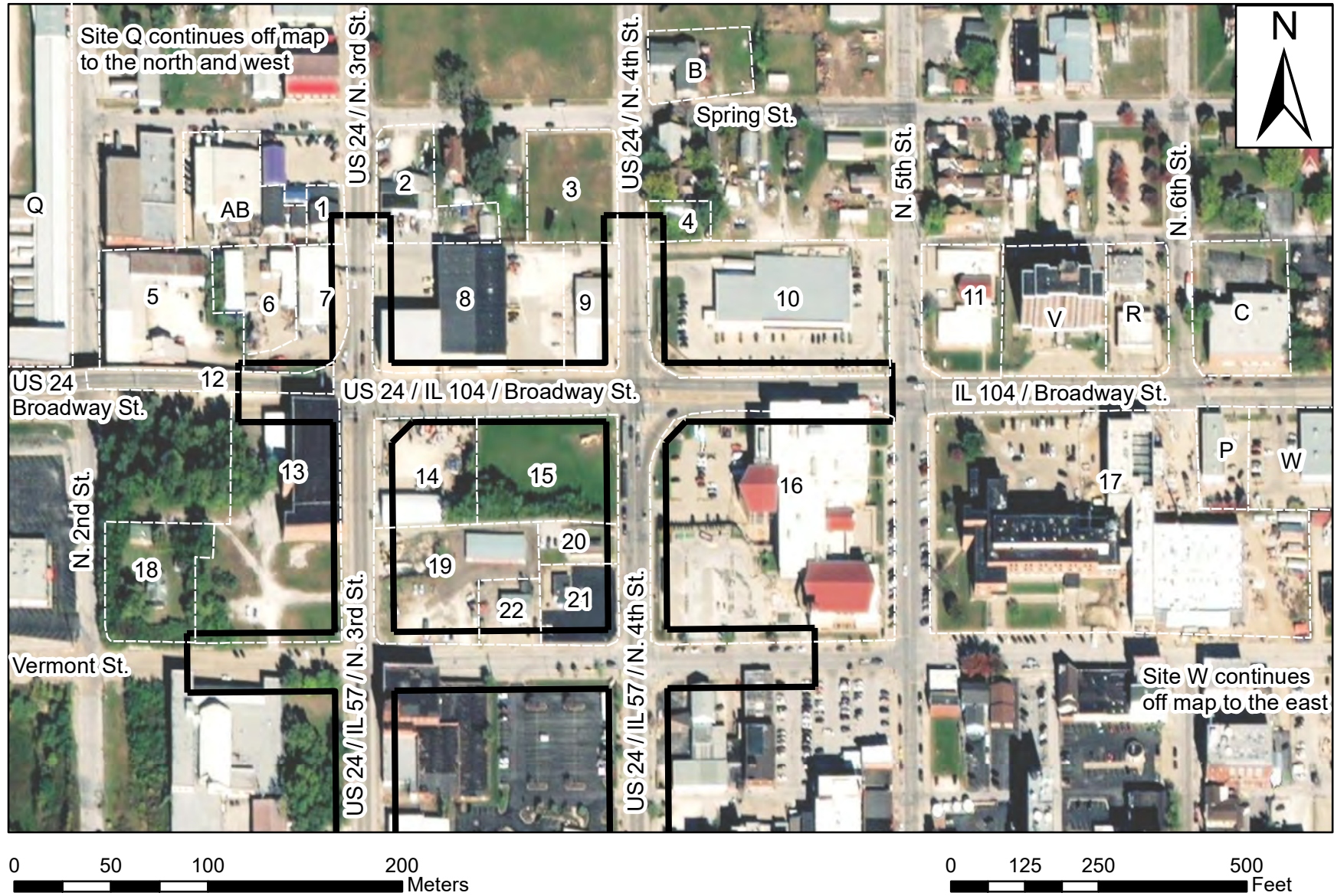
0 0.25 0.5 1
Miles

Attachment 1, page 4. Project location map, ISGS #4144.
Project area indicated by heavy black lines.



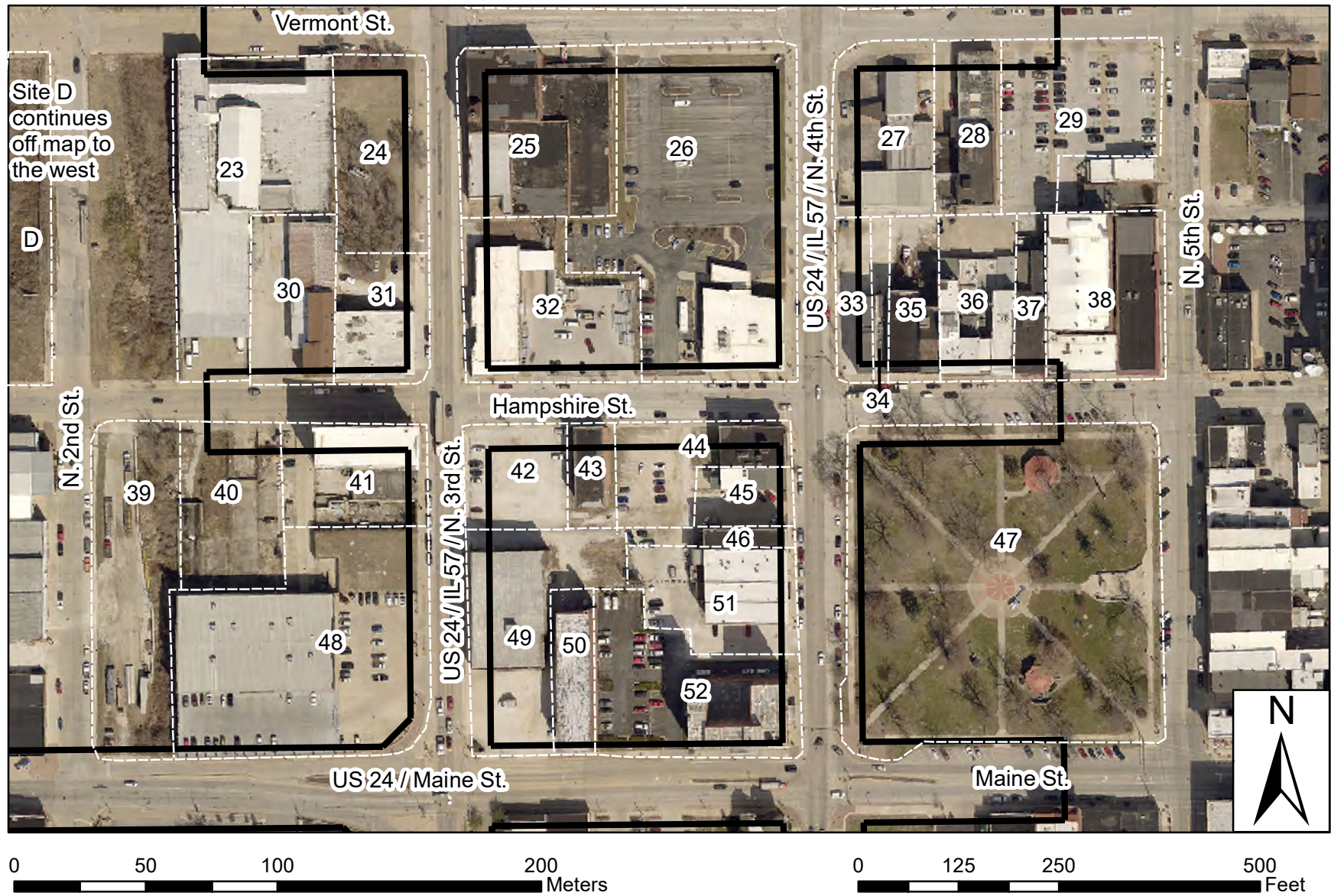
Attachment 2, page 1. Site location map, Sites 4144-1 through 4144-22.

All site boundaries are approximate and should not be used as actual parcel boundaries.



Attachment 2, page 2. Site location map, Sites 4144-23 through 4144-52.

All site boundaries are approximate and should not be used as actual parcel boundaries.



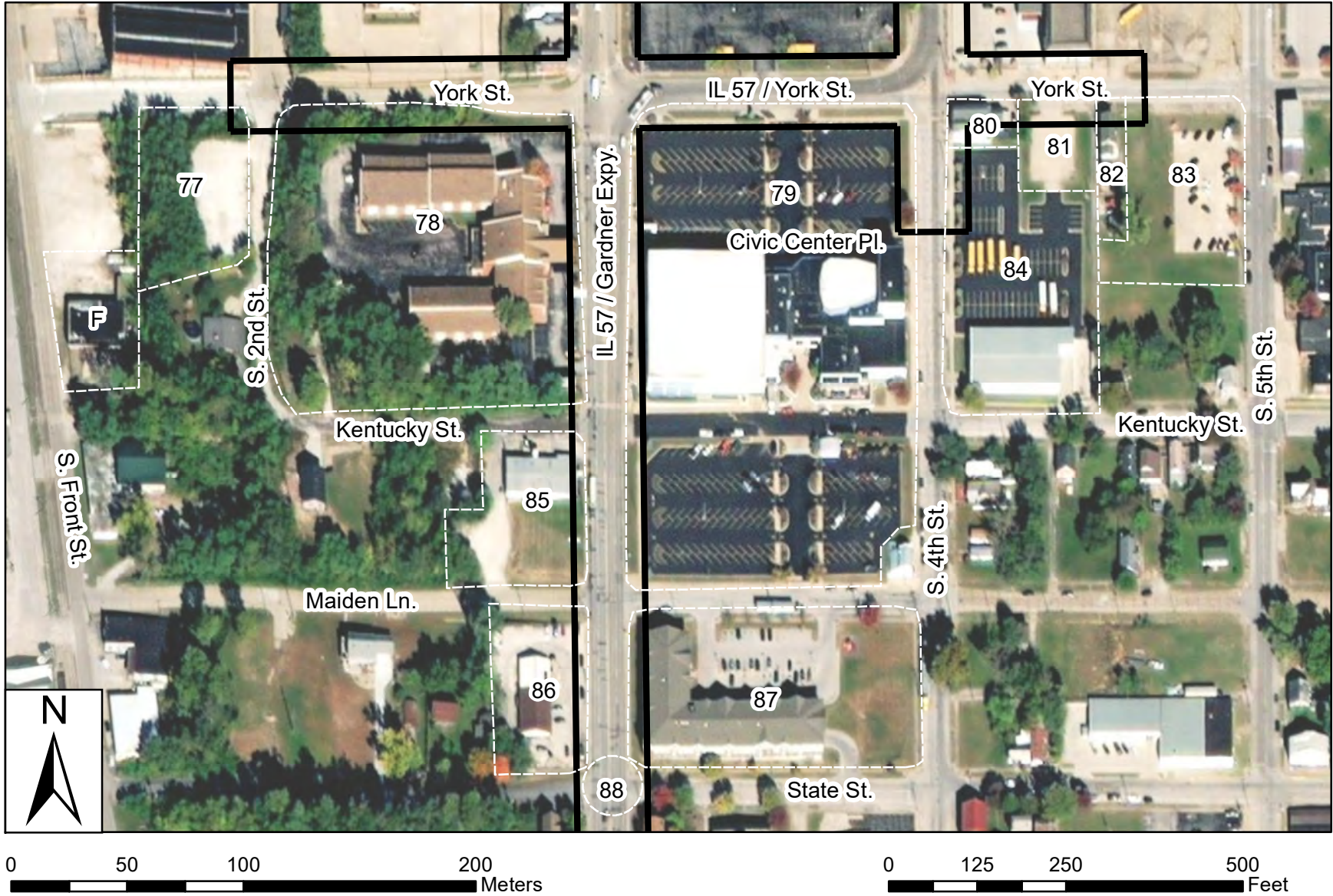
Attachment 2, page 3. Site location map, Sites 4144-53 through 4144-76.

All site boundaries are approximate and should not be used as actual parcel boundaries.



Attachment 2, page 4. Site location map, Sites 4144-77 through 4144-88.

All site boundaries are approximate and should not be used as actual parcel boundaries.



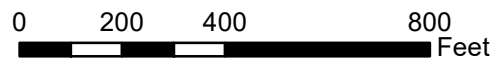
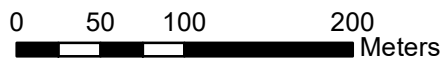
Attachment 2, page 5. Site location map, Sites 4144-89 through 4144-99.

All site boundaries are approximate and should not be used as actual parcel boundaries.



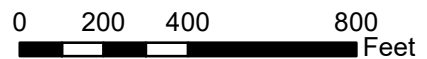
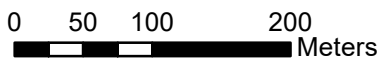
Attachment 2, page 6. Site location map, Sites 4144-100 through 4144-110.

All site boundaries are approximate and should not be used as actual parcel boundaries.



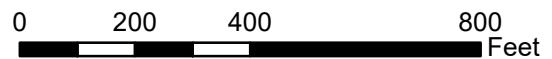
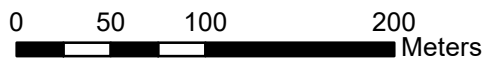
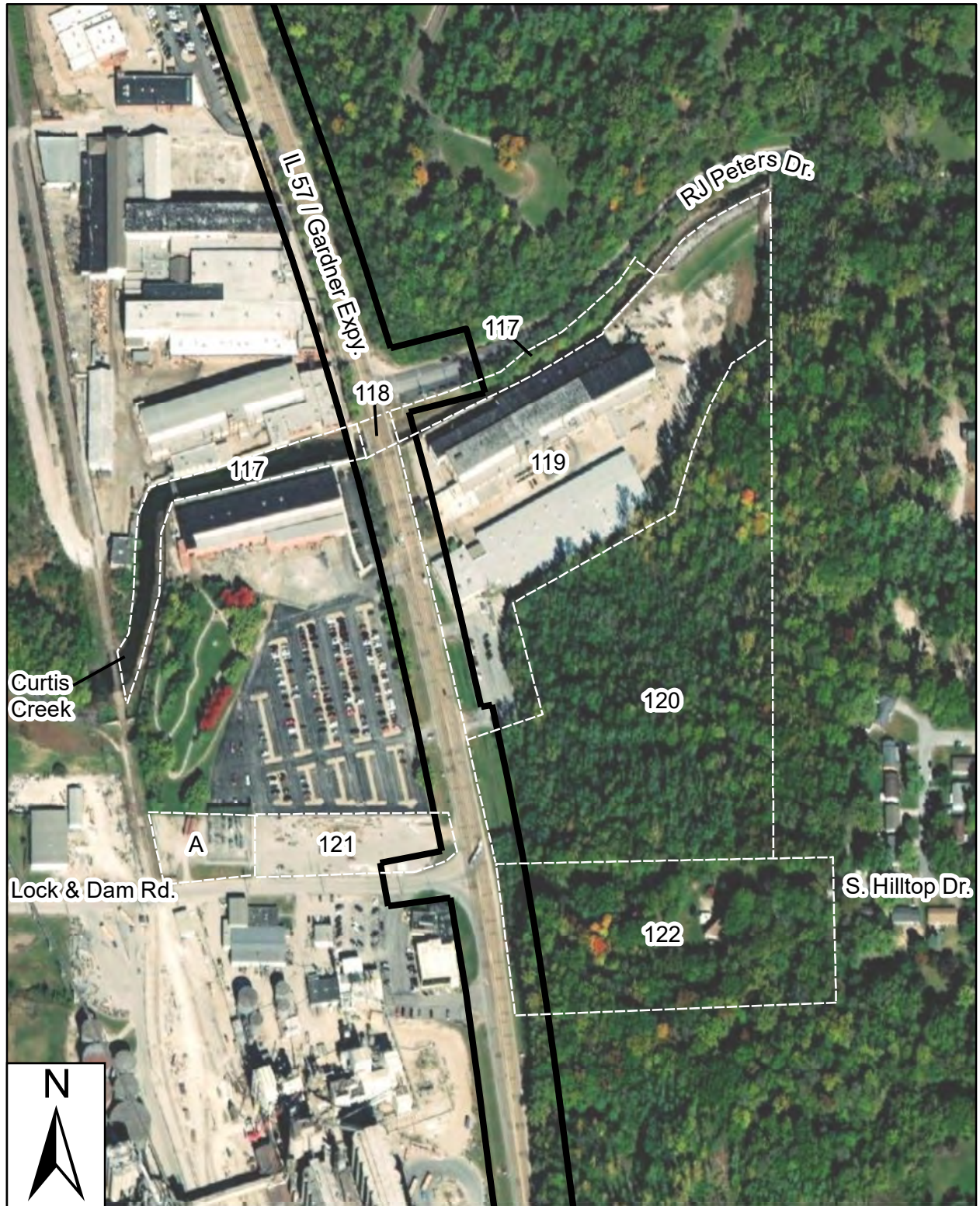
Attachment 2, page 7. Site location map, Sites 4144-111 through 4144-116.

All site boundaries are approximate and should not be used as actual parcel boundaries.



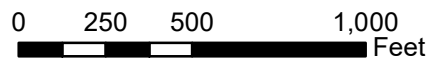
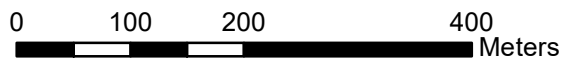
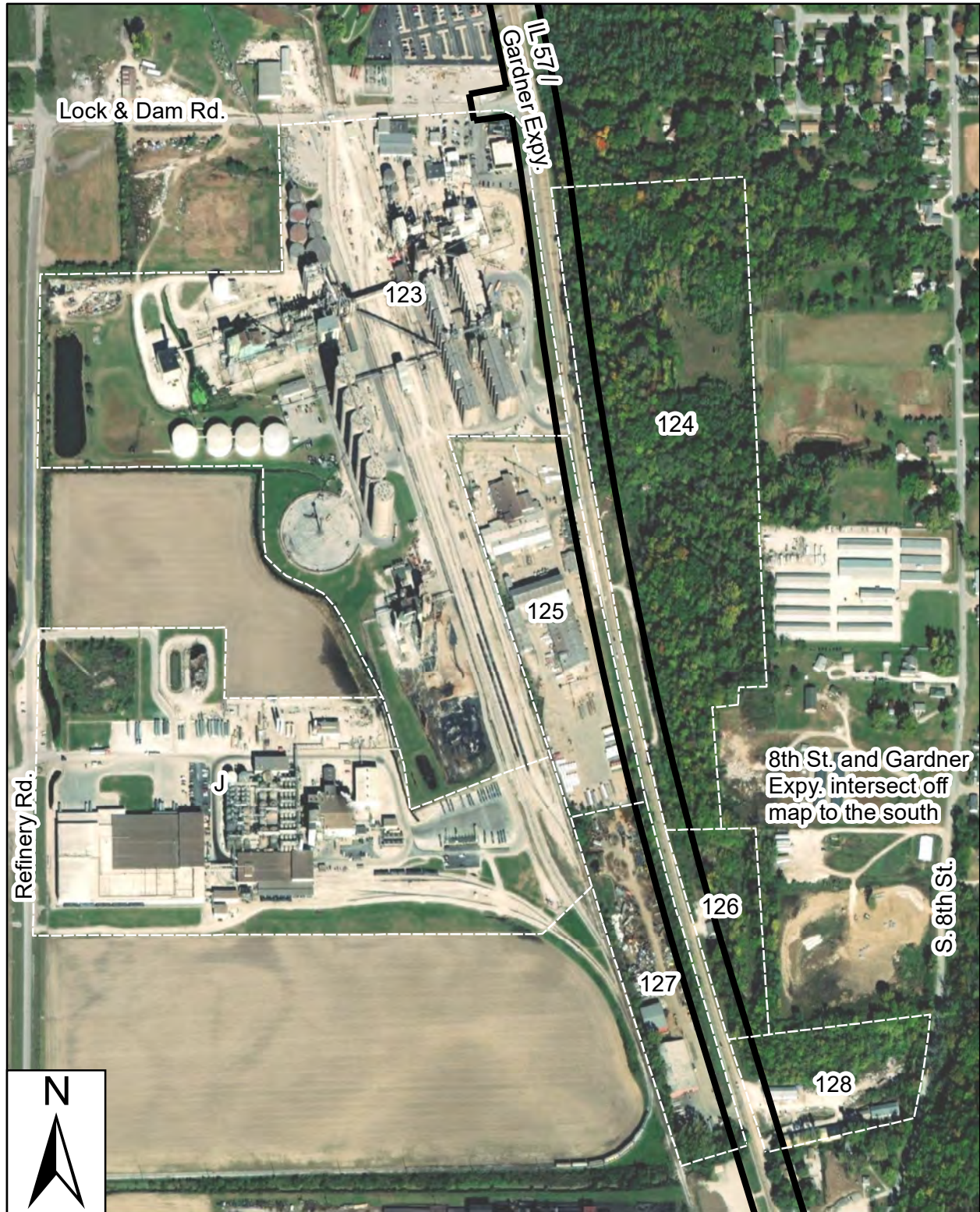
Attachment 2, page 8. Site location map, Sites 4144-117 through 4144-122.

All site boundaries are approximate and should not be used as actual parcel boundaries.



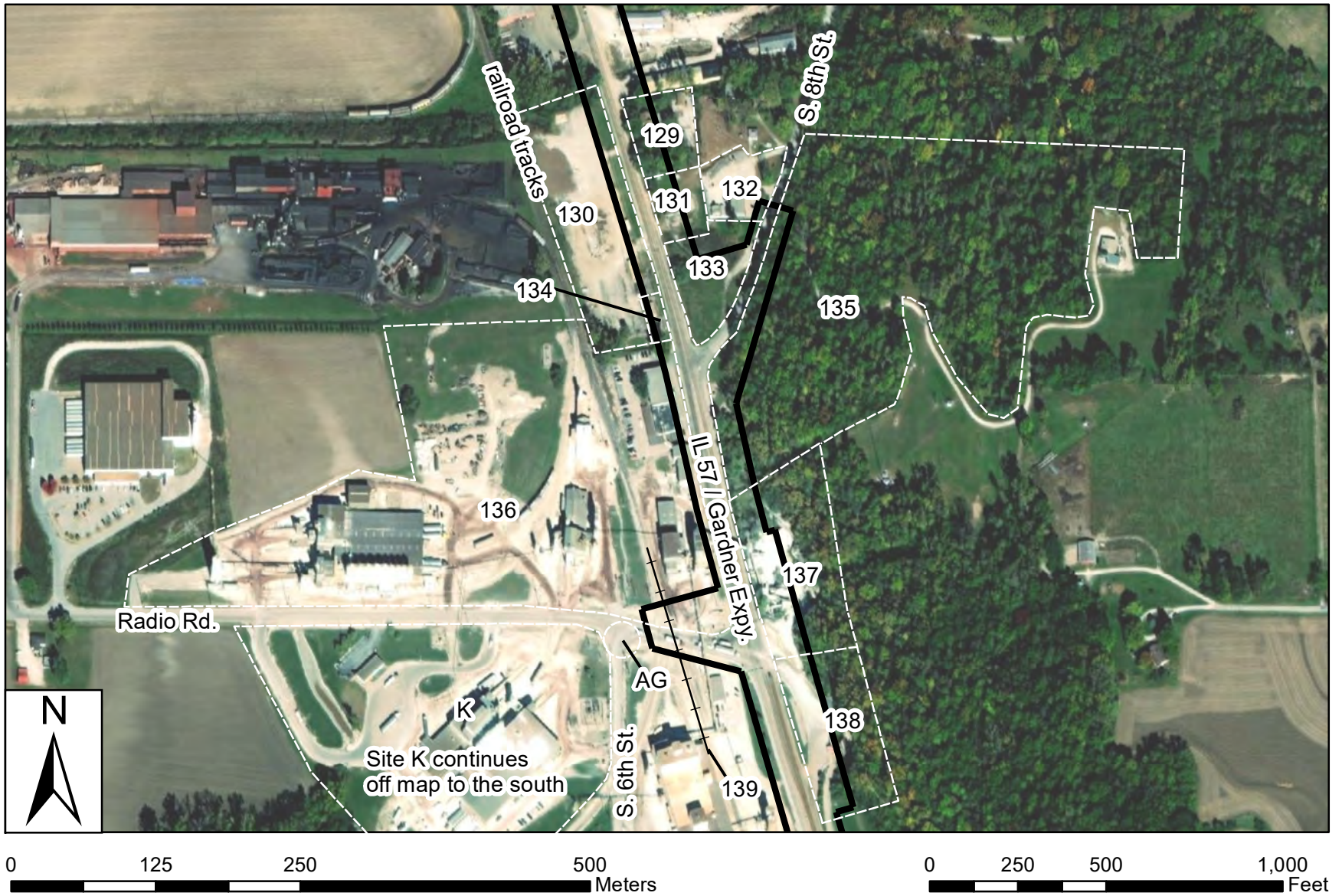
Attachment 2, page 9. Site location map, Sites 4144-123 through 4144-128.

All site boundaries are approximate and should not be used as actual parcel boundaries.



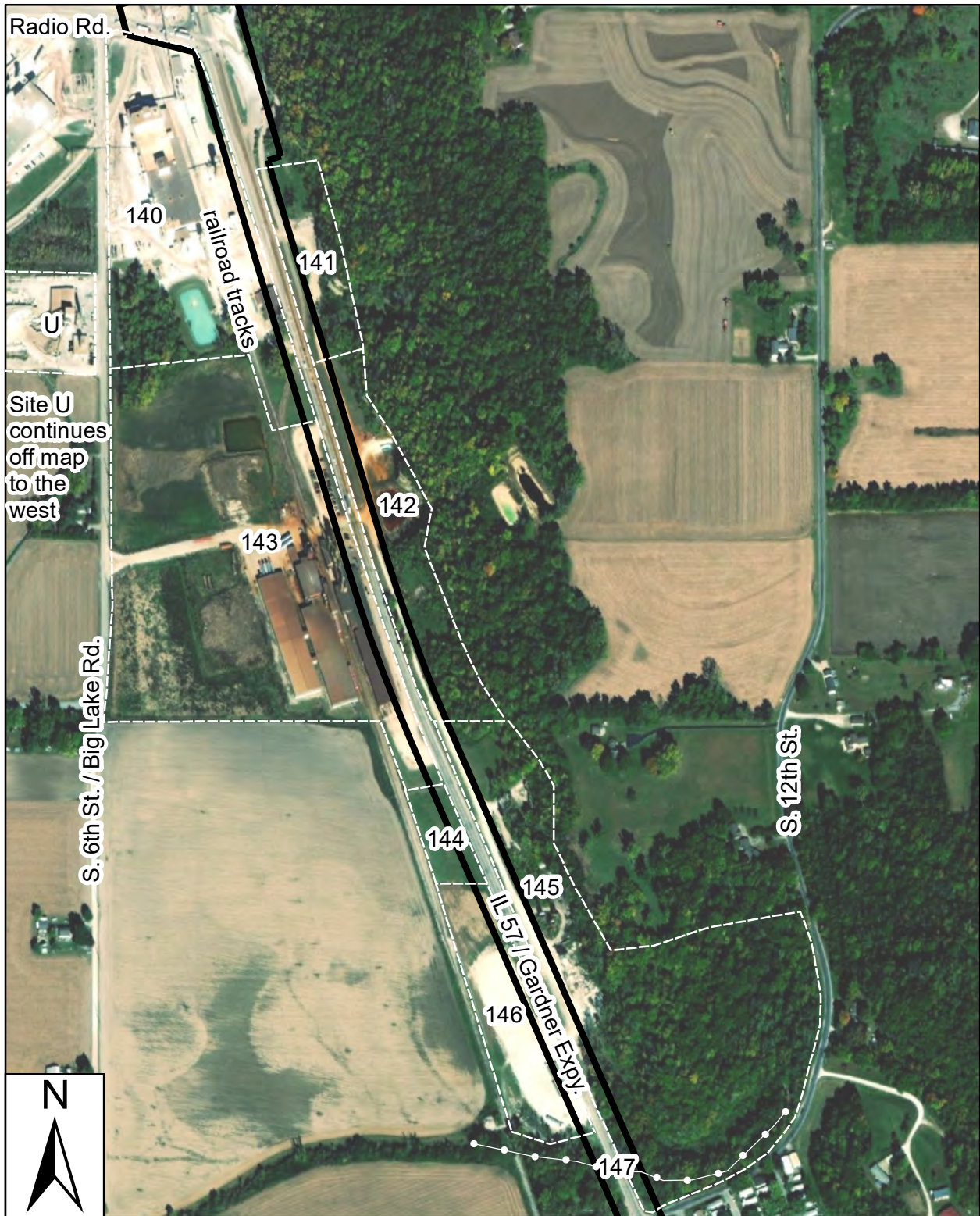
Attachment 2, page 10. Site location map, Sites 4144-129 through 4144-139.

All site boundaries are approximate and should not be used as actual parcel boundaries.



Attachment 2, page 11. Site location map, Sites 4144-140 through 4144-147.

All site boundaries are approximate and should not be used as actual parcel boundaries.



0 50 100 200
Meters

0 250 500 1,000
Feet

Attachment 2, page 12. Site location map, Sites 4144-148 through 4144-159.

All site boundaries are approximate and should not be used as actual parcel boundaries.



Attachment 2, page 13. Site location map, Sites 4144-160 through 4144-170.

All site boundaries are approximate and should not be used as actual parcel boundaries.

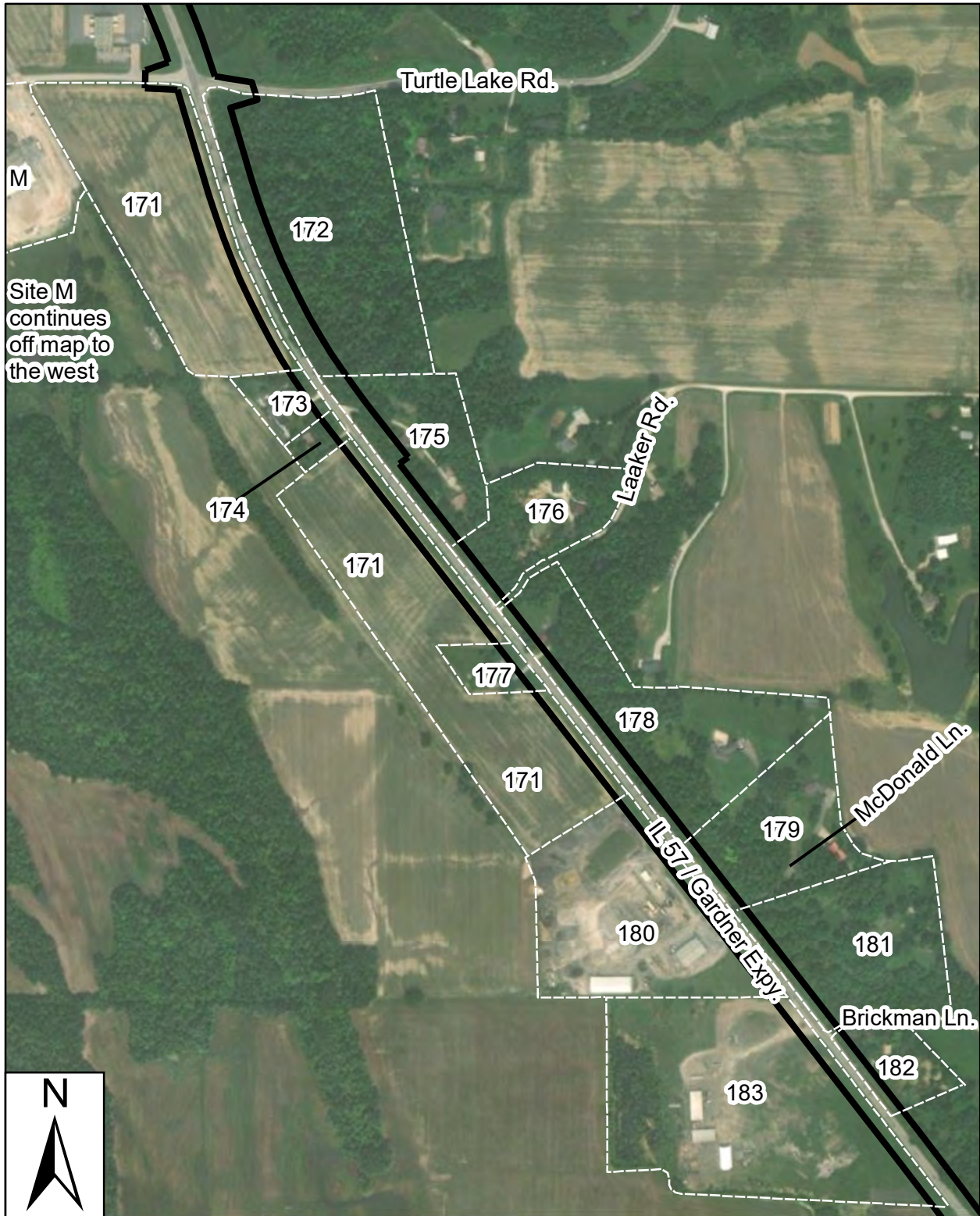


0 125 250 500 Meters

0 250 500 1,000 Feet

Attachment 2, page 14. Site location map, Sites 4144-171 through 4144-183.

All site boundaries are approximate and should not be used as actual parcel boundaries.

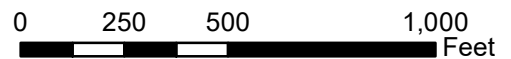
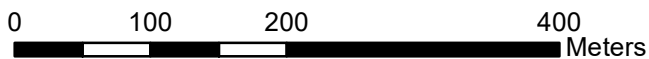
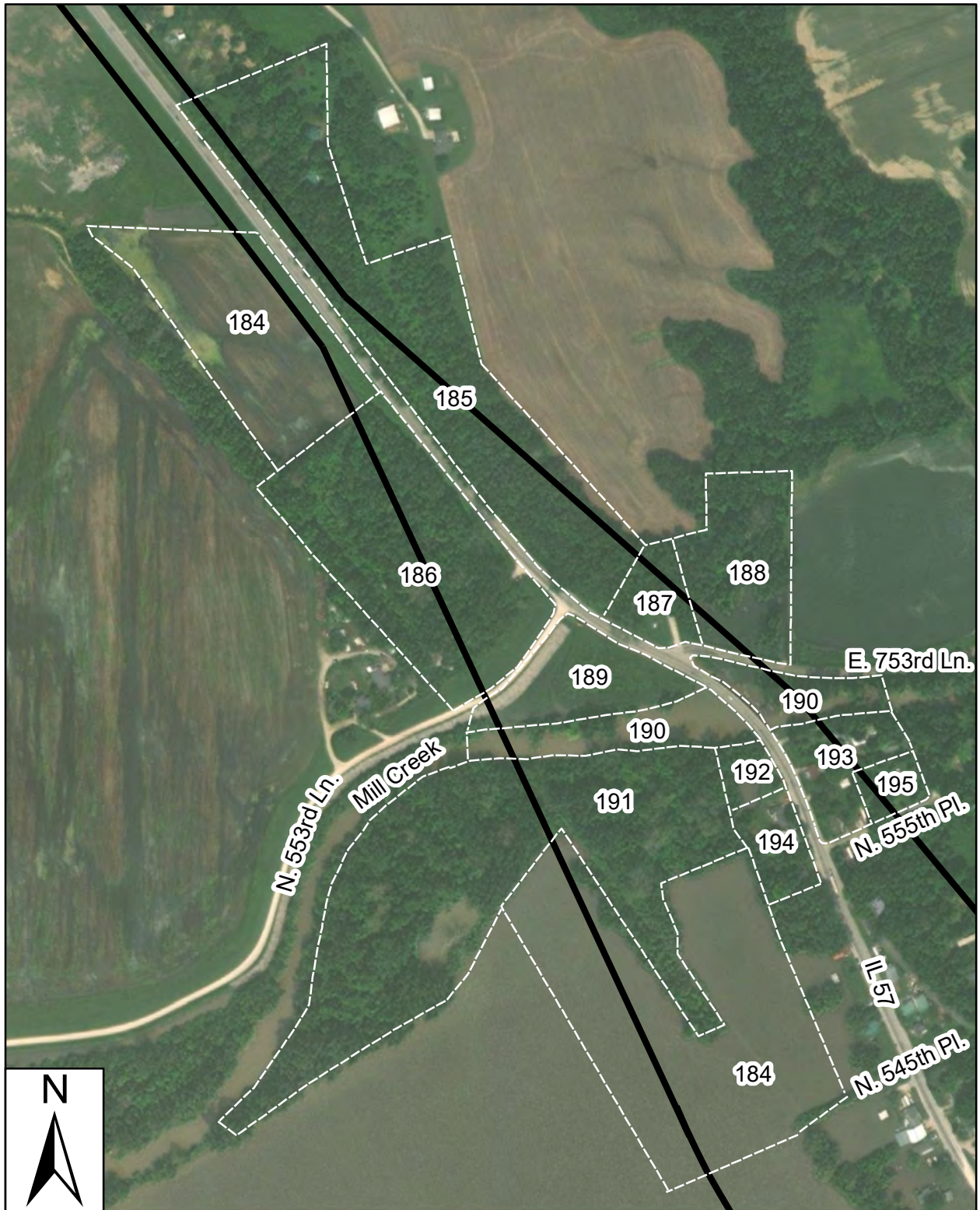


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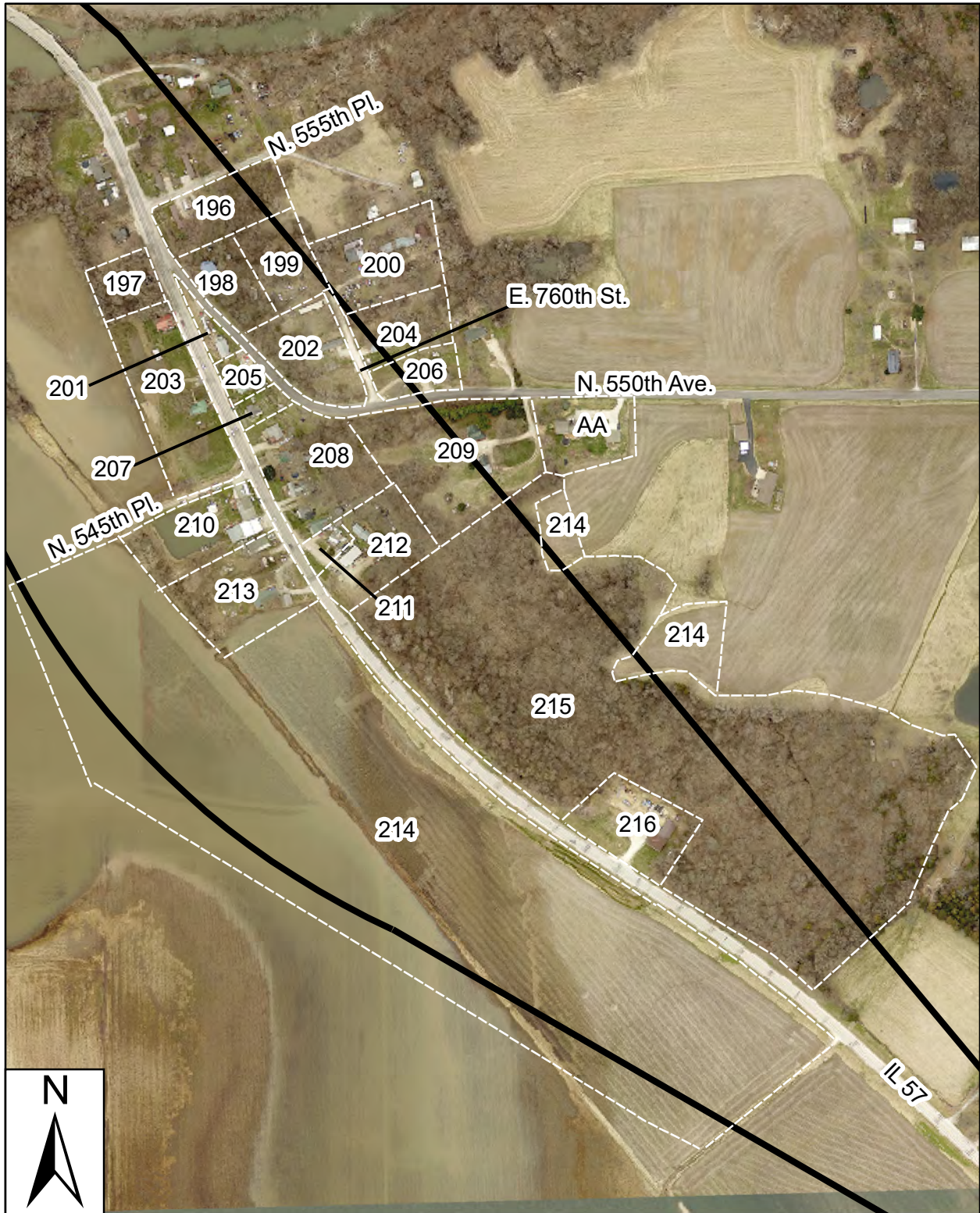
0 250 500 1,000 Feet

Attachment 2, page 15. Site location map, Sites 4144-184 through 4144-195.

All site boundaries are approximate and should not be used as actual parcel boundaries.



Attachment 2, page 16. Site location map, Sites 4144-196 through 4144-216.
All site boundaries are approximate and should not be used as actual parcel boundaries.



0 75 150 300 Meters

0 250 500 1,000 Feet

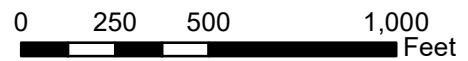
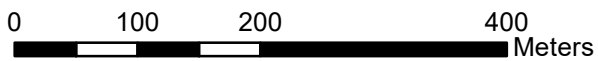
Attachment 2, page 17. Site location map, Sites 4144-217 through 4144-222.

All site boundaries are approximate and should not be used as actual parcel boundaries.



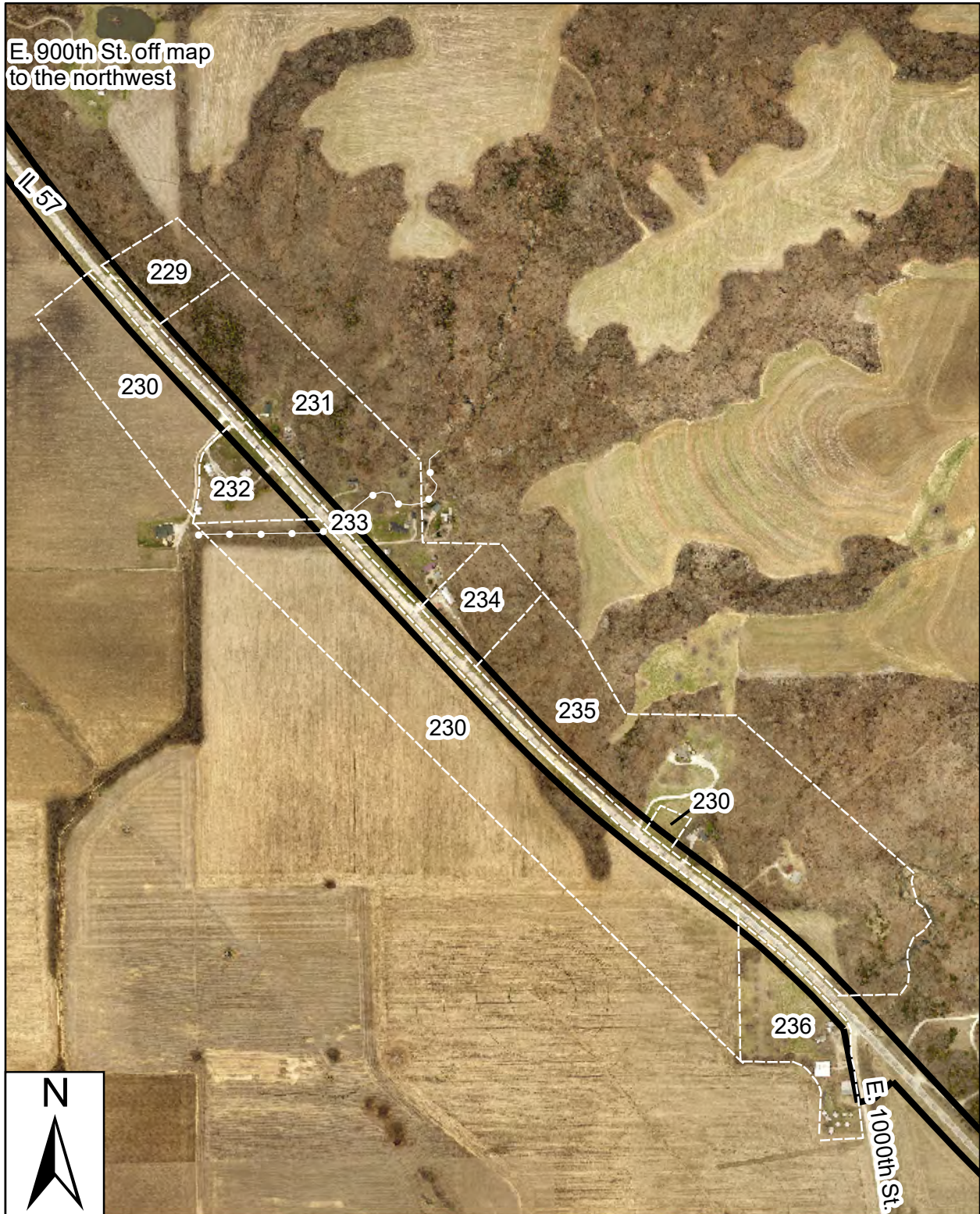
Attachment 2, page 18. Site location map, Sites 4144-223 through 4144-228.

All site boundaries are approximate and should not be used as actual parcel boundaries.



Attachment 2, page 19. Site location map, Sites 4144-229 through 4144-236.

All site boundaries are approximate and should not be used as actual parcel boundaries.

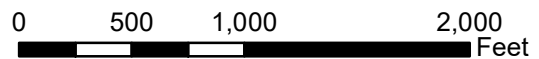
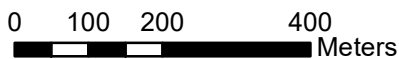
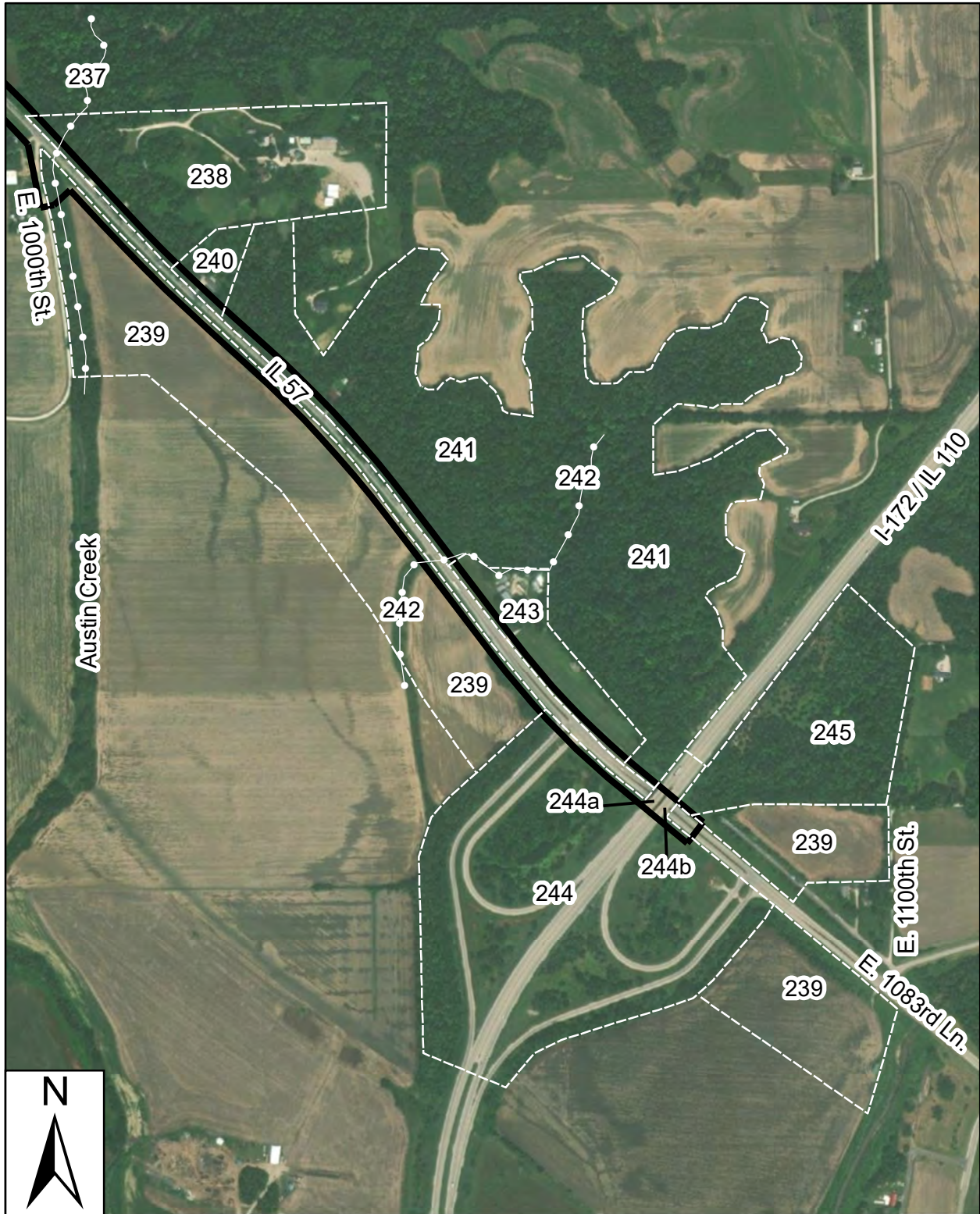


0 100 200 400 Meters

0 500 1,000 2,000 Feet

Attachment 2, page 20. Site location map, Sites 4144-237 through 4144-245.

All site boundaries are approximate and should not be used as actual parcel boundaries.



Appendix G

IDOT Historic Resource Avoidance Memorandum and Tribal Notification Letters



Illinois Department of Transportation

Memorandum

To: Dennis O'Connell, IDOT District 6 Environmental Coordinator
From: Emilie Land, IDOT Architectural Historian
Subject: Historic Resource Avoidance – Architecture & Archaeology
Date: January 27, 2022

**Adams County
Quincy, Marblehead
FAP 502/IL 57
IL 57 Corridor Improvements – PEL Study
Job # S-96-001-20
IDOT Sequence #23927**

The above-referenced ESR involves a Planning and Environmental Linkage (PEL) Study for IL 57 from Broadway Street in Quincy south to the I-172 interchange south of Marblehead in Adams County. As this is a preliminary study of the undertaking and investigation is still underway as to how best improve this corridor, the project may include some or all of the following: reconstruction, realignment, new construction, existing one-way street decoupling or additional major work. Our office tasked the Illinois State Archaeological Survey (ISAS) with completing database reviews of known historic architectural and archaeological resources within or abutting the provided Environmental Survey Request (ESR) limits.

Architecture

A database historic resources survey of known historic architectural resources was completed for this undertaking, which included reviewing the provided ESR limits for resources that are National Historic Landmarks (NHL), listed on the National Register of Historic Places (NRHP), determined eligible for listing on the NRHP (NRHPE), local landmarks (LL), or surveyed in the State Historic Preservation Office's Historic & Architectural Resources Geographic Information System (HARGIS) database. This architectural review found 29 known historic resources within the provided ESR limits (see attached architecture memo). The historic resources were assigned identification numbers (HR) to aid in the identification and mapping of these resources. The results of this survey are noted below.

The following historic properties in the ESR limits have been identified as being listed on the NRHP:

1. Quincy Northwest Historic District (QNHD), roughly bounded by Broadway, N. Second, Locust & N. 12th Sts. (HR #1)
2. Downtown Quincy Historic District (DQHD), roughly bounded by Hampshire, Jersey, 4th & 8th Sts. (HR #2)
3. S.J. Lesem Building, 135-137 N. 3rd St., Quincy (LL, HR #12)
4. State Savings Loan & Trust Company, 428 Maine St., Quincy (HR #15)
5. Villa Kathrine, 532 S. 3rd St., Quincy (LL, HR #26)
6. Woodland Cemetery, 1020 S. 5th St., Quincy (SSGHD-C, HR #27)
7. South Side German Historic District (SSGHD), roughly bounded by 6th, 12th, Washington, Jersey & York Sts., Quincy (HR #29)

The following 22 above-ground historic resources in the ESR limits have been identified in HARGIS –mostly as local landmarks or as contributing to NRHP-listed historic districts (C):

1. Dwelling, 430 N. 4th St., Quincy (QNHD-C, HR #3)
2. Commercial Building, 415-417 N. 4th St., Quincy (QNHD-C, HR #4)
3. Commercial Building, 131 N. 4th St., Quincy (DQHD-C, HR #5)
4. Commercial Building, 129 N. 4th St., Quincy (DQHD-C, HR #6)
5. Commercial Building, 123 N. 4th St., Quincy (DQHD-C, HR #7)
6. Commercial Building, 121 N. 4th St., Quincy (DQHD-C, HR #8)
7. Commercial Building, 119 N. 4th St., Quincy (DQHD-C, HR #9)
8. Commercial Building, 117 N. 4th St., Quincy (DQHD-C, HR #10)
9. Lincoln-Douglas Hotel, 101 N. 4th St., Quincy (DQHD-C, HR #11)
10. Elkton Hotel, 133 S. 4th St., Quincy (DQHD-C, HR #13)
11. Quincy Free Public Library, 332 Maine St., Quincy (DQHD-C, LL, HR #14)
12. Dr. Richard Eells House, 415 Jersey St., Quincy (DQHD-C, LL, HR #16)
13. Washington Theater, 425 Hampshire St., Quincy (DQHD-C, LL, HR #17)
14. George Schultheis Building, 421-423 Hampshire St., Quincy (DQHD-C, LL, HR #18)
15. Commercial Building, 419 Hampshire St., Quincy (DQHD-C, HR #19)
16. Commercial Building, 417 Hampshire St., Quincy (DQHD-C, HR #20)
17. Ricker Bank, 413-415 Hampshire St., Quincy (DQHD-C, HR #21)
18. Commercial Building, 411 Hampshire St., Quincy (DQHD-C, HR #22)
19. Commercial Building, 407-409 Hampshire St., Quincy (DQHD-C, HR #23)
20. Commercial Building, 405 Hampshire St., Quincy (DQHD-C, HR #24)
21. Commercial Building, 403 Hampshire St., Quincy (DQHD-C, HR #25)
22. Quincy Work House, 1239 Gardner Expressway, Quincy (HR #28)

All 29 resources noted above are known historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966. Adverse effects under Section 106 are considered to be direct or indirect effects to a historic property. An adverse effect is not strictly demolition, but can include loss of setting; tree removal; loss in historic landscaping; property loss through right-of-way or easements; introduction of new features or materials in landscape, roadway, sidewalk or setting; and visual changes to the setting of the historic property to name a few.

Given the scope of this project, comments should be sought from the Quincy Historic Preservation Commission and other local preservation groups regarding historic architectural resources when the project is more developed and alternatives narrowed down in order to further assess effects to historic resources.

Archaeology

The ESR project limits traverses more than twelve miles of the Mississippi River floodplain at the base of the bluff line. Due to the setting, predicted site potential is very high for nearly the entire

project area. Given the geomorphology, the potential for buried deposits should also be considered quite high in many places.

Twenty-five previous archaeological surveys intersect the provided ESR limits, which results in 55% of the area having been previously surveyed. The following 27 previously recorded sites within the ESR limits are identified as follows (see attached archaeology memo):

Site	Quad	Human Skeletal Remains Protection Act (HSRPA)	NRHP Status
11A2	Quincy West	Y	HSRPA Burial Law
11A12	Quincy West	N	Not Reviewed
11A20	Marblehead	Y	HSRPA Burial Law
11A44	Marblehead	Y	HSRPA Burial Law
11A130	Marblehead	N	Not Reviewed
11A141	Marblehead	N	Not Reviewed
11A491	Marblehead	N	Not Reviewed
11A496	Quincy SW	N	Recommended for Phase II
11A514	Marblehead	N	Not Reviewed
11A1137	Quincy SW	N	Recommended for Phase II
11A1474	Quincy West	N	Not Eligible
11A1475	Quincy SW	N	Not Eligible
11A1476	Quincy SW	N	Not Eligible
11A1477	Quincy SW	N	Not Eligible
11A1478	Quincy SW	N	Not Eligible
11A1479	Quincy SW	N	Not Eligible
11A1480	Quincy SW	N	Not Eligible
11A1503	Marblehead	N	Not Reviewed
11A1504	Marblehead	N	Not Reviewed
11A1505	Marblehead	N	Not Reviewed
11A1506	Marblehead	N	Not Reviewed
11A1507	Marblehead	N	Not Reviewed
11A1508	Marblehead	N	Not Reviewed
11A1579	Marblehead	N	Not Eligible
11A1580	Marblehead	N	Not Reviewed
11A1581	Marblehead	N	Not Reviewed
11A1628	Marblehead	N	Not Reviewed

As this table shows, eight of these sites have been determined not eligible for the NRHP, three are mound sites, two are recommended for further Phase II testing and fourteen have not been reviewed. In all, 94% of the project area lies within the high probability area as defined by the Illinois Archaeological Predictive Model (IAPM 2021) developed by ISAS.

Archaeological field studies will be required for this undertaking when the size and scope of the project has been determined and alternatives narrowed down. These investigations will include intensive survey and site testing to evaluate potential archaeological sites for their NRHP eligibility.

The attached archaeological site locations should be used for planning purposes only. By law, archaeological site locations are protected and cannot be disclosed to the public.

Conclusion

36 CFR 800, P.A. 86-070, and Federal Highway Administration (FHWA) policy requires that all reasonable measures be taken to avoid any adverse effects. FHWA policy under Section 4(f) of the U.S. Department of Transportation Act of 1966 requires that there be no feasible and prudent alternative to adverse effects to historic properties and that the project include all possible planning to minimize harm to the historic properties. In short, all efforts must be made to avoid effects (impacts) to the known historic resources noted above. Please contact my office with information about potential impacts. If potential impacts to any of these resources cannot be avoided, my office will conduct SHPO coordination regarding effects to historic resources.

As this ESR is a PEL study at this time, our office understands that project addenda will be submitted when alternatives are narrowed down and when a Preferred Alternative is selected. Field surveys for both archaeology and architecture for unidentified historic resources will be conducted and evaluated when an addendum is submitted narrowing the project scope and alternatives.

If there any questions about this memorandum, please do not hesitate to contact me by email at Emilie.Land@illinois.gov.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

BK:el



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

January 26, 2022

HO CHUNK NATION
Mr. William Quackenbush
P. O. Box 667
W9814 Airport Road
Black River Falls, WI 54615

Subject: IL 57 PEL invitation for Section 106 consulting party status

Dear Mr. Quackenbush:

The Illinois Department of Transportation (IDOT) is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for IL 57 in Adams County Illinois. Your Tribe is being notified based on your interest in the area.

What is a PEL?

PEL studies are a collaborative and integrated approach to transportation decision-making that 1) considers environmental, community, and economic goals early in the transportation planning process, and 2) uses the information, analysis, and products developed during planning to inform the environmental review process.

Upon conclusion of the study, IDOT intends to carry forward the decisions made into the National Environmental Policy Act (NEPA) decision-making process and additional coordination with your Tribe will occur during the NEPA process.

THE PROJECT

The study area is located along IL 57 between IL 104 (Broadway Street) to the north and I-172 to the south in Adams County, Illinois. See enclosed map. This section of IL 57 spans roughly 13 miles, originating in Quincy IL, passing through Marblehead IL, and terminating at the I-172 interchange. This area may contain environmentally sensitive resources, including Recognized Environmental Concerns (RECs), wetlands, archaeological resources, threatened and endangered species, etc.

January 26, 2022
Page 2

The PEL study will include an evaluation of transportation system needs across the entire study area and identify feasible projects that have individual utility and logical determination. These transportation needs will be based on roadway condition, existing and projected traffic volumes, safety analysis, operational or geometric deficiencies, regional economic growth, and stakeholder input. Please notify us if there are any resources of concern in the project area that should be avoided. **No field archaeological investigations will occur during the PEL study.** A database review is underway and field investigations will be undertaken as the project develops.

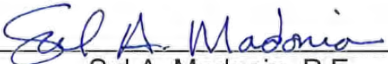
We are submitting for your review and comment on the attached Purpose and Need for the project. The next step in the PEL process will be the Alternatives to be Carried Forward where a separate notification letter will be sent. The selection of an alternative will not occur until the NEPA process.

If you have any questions or would like to discuss in more detail the study or our agencies' respective roles and responsibilities during the preparation of this study, please contact Jon Kelley at Jonathan.Kelley@illinois.gov or by phone at 217-785-2739.

Thank you for your cooperation and interest in this project.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

By: 
Sal A. Madonia, P.E.
Program Development Engineer

SAM:JMW:JBK:tg

Enclosure

IL 57 Planning and Environment Linkages (PEL) Study
Purpose and Need Statement

The **Purpose** for this PEL Study 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 transportation **Needs** to be addressed by the study include roadway condition, substandard roadway and intersection geometry, safety for all roadway users, and pavement flooding.





Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

January 26, 2022

IOWA TRIBE OF KANSAS AND NEBRASKA

Mr. Lance Foster
3345-B Thrasher Road
White Cloud, KS 66094

Subject: IL 57 PEL invitation for Section 106 consulting party status

Dear Mr. Foster:

The Illinois Department of Transportation (IDOT) is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for IL 57 in Adams County Illinois. Your Tribe is being notified based on your interest in the area.

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January 26, 2022
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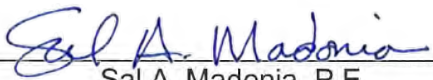
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Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

January 26, 2022

MIAMI TRIBE OF OKLAHOMA
Ms. Diane Hunter – Tribal Historic Preservation Officer
3410 P St. NW
PO Box 1326
Miami, OK 74355

Subject: IL 57 PEL invitation for Section 106 consulting party status

Dear Ms. Hunter:

The Illinois Department of Transportation (IDOT) is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for IL 57 in Adams County Illinois. Your Tribe is being notified based on your interest in the area.

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January 26, 2022
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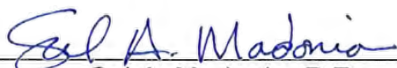
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Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

January 26, 2022

OSAGE NATION

Dr. Andrea Hunter – Tribal Historic Preservation Officer
627 Grandview Avenue
Pawhuska, OK 74056

Subject: IL 57 PEL invitation for Section 106 consulting party status

Dear Dr. Hunter:

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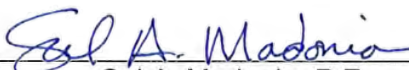
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If you have any questions or would like to discuss in more detail the study or our agencies' respective roles and responsibilities during the preparation of this study, please contact Jon Kelley at Jonathan.Kelley@illinois.gov or by phone at 217-785-2739.

Thank you for your cooperation and interest in this project.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

By: 
Sal A. Madonia, P.E.
Program Development Engineer

SAM:JMW:JBK:tg

Enclosure

IL 57 Planning and Environment Linkages (PEL) Study
Purpose and Need Statement

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Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

January 26, 2022

PEORIA TRIBE OF INDIANS OF OKLAHOMA
Mr. Craig Harper – Chief
118 S. Eight Tribes Trails
PO Box 1527
Miami, OK 74355

Subject: IL 57 PEL invitation for Section 106 consulting party status

Dear Mr. Harper:

The Illinois Department of Transportation (IDOT) is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for IL 57 in Adams County Illinois. Your Tribe is being notified based on your interest in the area.

What is a PEL?

PEL studies are a collaborative and integrated approach to transportation decision-making that 1) considers environmental, community, and economic goals early in the transportation planning process, and 2) uses the information, analysis, and products developed during planning to inform the environmental review process.

Upon conclusion of the study, IDOT intends to carry forward the decisions made into the National Environmental Policy Act (NEPA) decision-making process and additional coordination with your Tribe will occur during the NEPA process.

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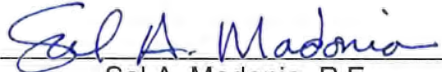
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Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

January 26, 2022

IOWA TRIBE OF OKLAHOMA
Ms. Amy Scott
33588 E. 750 Road
Perkins, OK 74059

Subject: IL 57 PEL invitation for Section 106 consulting party status

Dear Ms. Scott:

The Illinois Department of Transportation (IDOT) is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for IL 57 in Adams County Illinois. Your Tribe is being notified based on your interest in the area.

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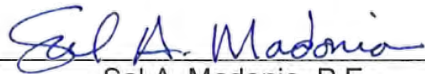
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Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

January 26, 2022

SAC AND FOX NATION OF MISSOURI
Ms. Tiauna Carnes, Tribal Council Chair
305 N. Main Street
Reserve, KS 66434

Subject: IL 57 PEL invitation for Section 106 consulting party status

Dear Ms. Carnes:

The Illinois Department of Transportation (IDOT) is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for IL 57 in Adams County Illinois. Your Tribe is being notified based on your interest in the area.

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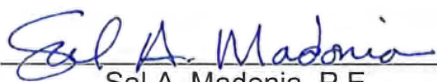
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Sal A. Madonia, P.E.
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126 East Ash Street / Springfield, Illinois 62704-4792

January 26, 2022

SAC AND FOX NATION OF OKLAHOMA
Mr. Chris Boyd
Route 2 Box 246
Stroud, OK 74079

Subject: IL 57 PEL invitation for Section 106 consulting party status

Dear Mr. Boyd:

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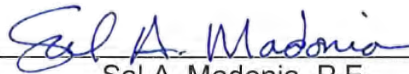
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Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

January 26, 2022

SAC AND FOX TRIBE OF THE MISSISSIPPI IN IOWA
Mr. Johnathon Buffalo
349 Meskwaki Road
Tama, IA 52339

Subject: IL 57 PEL invitation for Section 106 consulting party status

Dear Mr. Buffalo:

The Illinois Department of Transportation (IDOT) is notifying your Tribe that a Planning and Environment Linkage (PEL) study is being developed for IL 57 in Adams County Illinois. Your Tribe is being notified based on your interest in the area.

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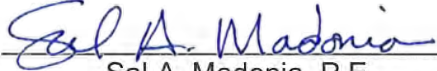
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Region Four Engineer

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Appendix H

Agency Coordination and Public Involvement



IL 57 PEL Study

Community Advisory Group #1

Meeting Summary

The first meeting of the Community Advisory Group (CAG) for the IL 57 Planning and Environment Linkages (PEL) Study took place on Wednesday, June 9, 2021. The meeting was conducted virtually using Microsoft Teams and was held from 4:00 pm – 6:00 pm. A total of 30 individuals were identified by the project team with input from the City of Quincy and the Illinois Department of Transportation (IDOT) to be members of this group. Invitations were sent through eblast (attached), US mail, and follow-up telephone calls. A total of 9 members participated in the meeting along with 3 guests, 6 IDOT staff, and 5 members of the consultant team. A list of all participants follows this summary. The meeting had two distinct components, a presentation on the project and a workshop to gather member feedback.

Jeff Myers, IDOT Region Four Engineer, kicked off the meeting by welcoming the CAG members and thanking them for their willingness to participate on the study. He also noted that although this study is funded, funding for Phase I, Phase II or Phase III has not yet been identified. Gary Baker, Wood, gave an overview of the agenda and Janet Henderson, Images, Inc., explained how Microsoft Teams works. Next all participants gave self-introductions.

Janet Henderson described the roles and responsibilities of the Community Advisory Group. She explained the importance of their open participation and desire to include their local knowledge. She noted that their ideas and comments along with all public comments will be considered, but ultimately final decisions will be made by IDOT and the Federal Highway Administration (FHWA).

Stephanie Miller, Wood, explained the purpose of the study is to evaluate the regional transportation needs and identify feasible projects that have individual utility and logical determination. She then reviewed the IL 57 Study limits from Broadway Street to I-172. Next, she explained the project history and that through the Phase I Study of the Quincy Memorial Bridge replacement, stakeholders requested IDOT consider additional improvements for a more regional approach. Stephanie also highlighted related projects that were identified in the Quincy Regional Transportation Plan (QRTP), which was adopted in September of 2020.

Angela Love, Wood, explained that this is a Planning and Environment Linkages (PEL) Study. She also explained the three phase IDOT process: Phase I Preliminary Engineering and Environmental Reviews; Phase II Design/Land Acquisition; Phase III Construction. Next, Angela described what a PEL Study is and how it relates to the National Environmental Policy Act (NEPA) process, as well as the components and benefits of this type of study. The PEL timeline was reviewed noting that the CAG will meet three more times and two public meetings will also be held before the project completes in the fall of 2022.

Janet Henderson noted that this project will follow the Context Sensitive Solutions (CSS) process to ensure community engagement in the process. The creation of the CAG was the first step in this process. She noted the project website, www.IL57Quincy.org, newsletters, public meetings, media/social media, and eblast



would provide the public with information and updates regarding the study. Public comments will also be accepted throughout the study and can be submitted on the website.

Petar Knezevic, Wood, provided details on the existing conditions of the corridor. Based on the classifications for IL 57, the corridor includes three sections, urban, suburban/industrial, and rural. He went on to describe the characteristics of each section including length, number of lanes, pedestrian accommodations, traffic control devices, lighting, traffic volumes, truck traffic percentages, and accident data.

Stephanie Miller talked about the importance of environmental considerations and the alternatives screening process.

The workshop portion of the meeting followed the presentation. Participants were sent to breakout rooms and asked to comment on the issues and concerns they have with the project and then provide their goals and objectives for the project.

Issues and concerns included:

- The pavement through the rural section is narrow thereby making it difficult for farm equipment to safely travel the corridor.
- Safety through the corridor, especially in the industrial section with high truck traffic and farm equipment entering and exiting the route.
- IL 57 existing configuration is constraining growth and economic development.
- Flooding on pavement/related road closures.
- Congestion through Marblehead caused by heavy truck traffic and the reduced speed limit.
- Tourism is deterred by IL 57 condition.
- No passing zones cause delays.

Goals and objectives included:

- Make IL 57 a more reliable route.
- Make IL 57 a four-lane roadway to move traffic through the corridor and promote growth and economic development.
- Improve roadway safety.
- Improve the condition of the existing roadway.
- Improve vehicular access to the river/potential port.
- Improve roadway drainage and eliminate roadway overtopping.
- Improve accessibility to downtown Quincy.
- Provide a by-pass of Marblehead.
- Minimize impacts to adjacent businesses.
- Minimize impacts to adjacent agricultural properties.

A question-and-answer session was held next with the following questions posed.

- What is the status/schedule of work in Marblehead?

The District is currently evaluating two alternatives to replace the IL 57 structure over Mill Creek: one on/near the existing alignment, and the other a bypass around Marblehead. Both alternatives



look to straighten IL 57 to improve the structure geometry and creek hydraulics. The District anticipates making a decision on the preferred alignment in the next 4 to 6 months. It was also noted that the Mill Creek structure replacement is included in the Department's FY 22-27 Multi-Year Program, however the funding earmarked for the project would only cover the on/near alignment. Additional funding would be required for the bypass option.

- How much new State Right-of-Way (ROW) would be required to construct a 4-lane road? What about access control?

Typically, a 4-lane expressway would require a wide median to separate traffic and allow for a spot for crossing traffic. Specific impacts to property owners regarding land acquisition would be identified during the alternative development phase of this study. A 4-lane expressway would be partially access controlled.

- It was noted that the Eagles Nest Hotel in Quincy was for sale and that now may be a good opportunity to utilize advanced acquisition to purchase the property in anticipation of the Memorial Bridge replacement project. Similarly, businesses along 3rd Street near Broadway are for sale.

The phase I study for the Quincy Memorial Bridge replacement project is ongoing. IDOT must have an approved Phase I Study prior to beginning any necessary land acquisition.

Gary Baker informed the group the next steps include development of the Purpose and Need with a public meeting to be held this summer and the next CAG meeting to be held in the fall.

Jon Kelley thanked the members for participating on the CAG and in this meeting. Hopefully, future meetings will take place in person. Feel free to reach out with questions and materials will be available on the project website.

Community Advisory Committee Members

Steve Bange	Quincy Senior Engineer
Chuck Bevelheimer	Quincy Director of Planning and Programming
R.M. Ehrhart	Kohl Warehouse, Quincy Economic Development
James Frankenhoff	Adam County Engineer
Bruce Guthrie	Downtown District Director
Steve McQueen	JM Huber Plant Manager
Chuck Scholz	Quincy Area Community Groups
Mike Troup	Quincy Mayor
Shawn Valter	Adams County Farm Bureau

Illinois Department of Transportation

Jeff Myers	Region Four Engineer
Sal Madonia	District 6 Program Development Engineer
Jay Wavering	District 6 Studies and Plans Engineer



Jon Kelley
Cloyd Jack
Joe Schatteman

District 6 Project Engineer
District 6 Team Leader
Region Four Communications Liaison

Consultant Team

Gary Baker
Petar Knezevic
Angela Love
Stephanie Miller
Janet Henderson

Wood
Wood
Wood
Wood
Images, Inc.

Guests

Jeff Mays
Kyle Moore
Maggie Strong

Quincy Director Administrative Services
Great River Economic Development
Strong Consulting



You're Invited!

IL 57 PEL Community Advisory Group Meeting #1

The Illinois Department of Transportation (IDOT) has initiated the IL 57 Planning and Environment Linkages (PEL) study. This study will evaluate the existing conditions and opportunities for improvements to IL 57 between IL 104 (Broadway Street) and I-172 in Adams County.

As part of the public outreach program, a Community Advisory Group (CAG) is being established. This group will consist of representatives from the City of Quincy, Adams County, other governmental bodies, various local agencies, public interest groups, business owners, and members of the public. The CAG will serve an important advisory role and will discuss many issues such as the project purpose and need, a range of alternatives, and an evaluation of those alternatives. It is anticipated this group will meet four times over the 24-month study.

Please let this serve as a formal invitation to participate as a member of the CAG for this study and to attend the first CAG meeting. You are welcome to appoint a designee as your representative.



The first meeting will be held virtually on

**Wednesday, June 9, 2021
4:00 p.m. to 6:00 p.m.**

To RSVP [CLICK HERE](#)

Once you RSVP for the event, you will receive a link to join the meeting.

At the first meeting there will be a presentation on what a PEL is, study process, schedule, public outreach program, and CAG roles and responsibilities. During the workshop portion of the meeting the group will be asked to identify transportation issues/concerns as it relates to solutions in the study area and project objectives. Please be prepared to share your ideas with the group.

We encourage your participation and look forward to working with you on this important study.



Illinois Department
of Transportation

www.IL57Quincy.org



IL 57 PEL Study

Community Advisory Group #2

Meeting Summary

The second meeting of the Community Advisory Group (CAG) for the IL 57 Planning and Environment Linkages (PEL) Study took place on Tuesday, October 26, 2021. The meeting was held at the Atrium on 3rd in Quincy from 3:00 – 5:00 pm. In addition to the existing 29 members, 11 new individuals were invited to join the committee based on expressed interest. Invitations were sent through eblast (attached), US mail, and follow-up telephone calls. The Herald-Whig reported on the meeting following the event. A total of 13 members participated in the meeting along with 7 guests, 7 IDOT staff, and 5 members of the consultant team. A list of all participants follows this summary. The meeting had two distinct components, a presentation on the project and a workshop for members to develop potential alternatives.

Jay Wavering, IDOT District 6 Studies and Plans Engineer, kicked off the meeting by welcoming everyone and reminding the group that this committee plays an important role and to meet those responsibilities, the number of guests at a meeting should be limited. Gary Baker, Wood Environment & Infrastructure Solutions, Inc. (Wood), gave an overview of the agenda for the meeting and Janet Henderson, Images, Inc., provided information on the facility, Covid protocols, and emergency procedures. Next all participants gave self-introductions.

Due to new members participating, Janet Henderson reminded the group of the roles and responsibilities of the Community Advisory Group. She noted that this project will follow the Context Sensitive Solutions (CSS) process to ensure community engagement. The creation of the CAG was the first step in this process and a project website, www.IL57Quincy.org, has been created. She explained the importance of their open participation and desire to include their local knowledge. CAG member ideas and comments along with all public comments will be considered, but ultimately final decisions will be made by IDOT and the Federal Highway Administration (FHWA).

Stephanie Miller, Wood, explained the intent of the study to evaluate the regional transportation needs and identify feasible projects that have individual utility and logical determination. She then reviewed the IL 57 Study limits from Broadway Street to I-172. Next, she explained that this is a Planning and Environment Linkages (PEL) Study, as well as the components of this type of study. She also explained the three phase IDOT process: Phase I Preliminary Engineering and Environmental Reviews; Phase II Design/Land Acquisition; Phase III Construction and that the PEL Study is a precursor to Phase I. Sal Madonia, IDOT, responded to a question noting that funding has not been identified for future phases and the outcome of this study will determine the next steps in moving the project forward. He mentioned funding is limited and that projects are prioritized. Tom Oakley, CAG member noted that Illinois passed a capital bill and that he worked hard to secure votes to get it passed. Jon Kelley noted that the state is looking out for the best interest of Quincy, stating this project was elevated from a feasibility study to a PEL.

Gary Baker explained the study area has three distinct sections, Urban from Broadway to Payson Avenue, Suburban/Industrial from Payson Avenue to 12th Street, and Rural from 12th Street to the I-172 interchange. He provided statistics on each section as well as showing the current lane configurations. Next, he provided



a summary of the public meeting that was held on August 12th. Comments that were received at the meeting were reviewed to show the public has mixed opinions on future improvements. While some would like to have the route expanded to four lanes, others think the road just needs to be repaved.

Angela Love, Wood, informed the group that the purpose and need for the PEL study was approved by FHWA as it was presented at the public meeting. She explained the process for screening alternatives noting that we will start with many and as the criteria deepens, alternatives will be eliminated. The first requirement is to meet the purpose and need, this is followed by feasibility and fatal flaws, then conceptual design and environmental considerations.

The workshop portion of the meeting followed the presentation. Participants were assigned tables when they arrived and worked at their tables to mark up each section of the corridor with their ideas for alternatives. In addition to large scale maps of the corridor, each table was provided a map and statics of each section, a copy of the purpose and need statement, and markers, stickers, and tape to use to create their alternatives. A project team member participated at each table to help guide the process and answer any questions. Approximately 45 minutes was spent on this exercise.

Upon completion each table reported to the group what their ideas were for each section. The following highlights these concepts by table.

Table 1

- Urban Section
 - Decouple 3rd and 4th
 - Signalize York at 3rd
- Suburban / Industrial Section
 - From north end of the corridor to 24th add third lane for left turns and additional right turn lanes
- Rural Section
 - Bypass Marblehead to the West
 - Add center turn lane and right turn lanes for Lock and Dam Rd. and Radio Rd.
 - Instead of 4-lane improve two lanes with full shoulders; improve profile and alignment to eliminate no passing zones
 - Do not widen due to impact to homes adjacent to IL 57

Table 2

- Urban Section
 - Decouple 3rd and 4th but go all the way to Locust for improved connectivity
 - Signal at York and 3rd
 - Lighting at York and 3rd
 - Four lanes at 3rd Street (all the way to Locust)
- Suburban / Industrial Section
 - 4 lanes at Radio Road knowing impacts to business
 - Four lanes within the section
- Rural Section
 - Bypass Marblehead to the east over the top of the hill to keep out of floodplain
 - Repave Marblehead to I-172 first and foremost, regardless of other improvements



- Railroad tracks serving south Quincy Industrial District are in the floodplain. Sal Madonia explained that tracks are not IDOT responsibilities.
- Access issues at 8th Street and at Radio Road intersections if IL 57 is widened to 4 lanes (caves and steep grades)
- Four lanes within the section

Table 3

- Urban Section
 - Decouple 3rd/4th Streets
 - Would increase accessibility to businesses along these roads
 - Plenty of off-street parking available, so not concerns about losing on-street parking if traffic lanes added
 - Would have to modify some of the intersections to allow for truck traffic, including the signal at York for the new bridge
 - Free flow right turn at York and 3rd
 - Improve sidewalk access along Maine St to the river
 - Improve State to Ohio to fix drainage issue
- Suburban / Industrial Section
 - Make a 4-lane corridor the entire way (preferred option)
 - Acknowledged there were environmental constraints with the caves to the east
 -
- Rural Section
 - Make a 4-lane corridor the entire way (preferred option)
 - Acknowledged that this may require some access control or frontage roads for farm access
 - Marblehead bypass along the south
 - Would have to be elevated to avoid flooding issues
 - Pavement issues an urgent issue at the expansion joints
 - Configuration of entrance/exit ramps to I-172 could be improved to reduce sharp turns and to accommodate 4 lanes on I-172

Table 4

- Urban Section
 - Decouple 3rd and 4th streets to improve mobility
 - Reconfigure intersection where new bridge would come in at 3rd Street to account for two-way traffic and truck turning for improved mobility and safety
 - Reconnect 4th to square and downtown
 - Bring Bridge in at grade
 - Consider roundabouts
 - Maintain sidewalks and bicycle lanes and improve access to river
- Suburban / Industrial Section
 - Make entire section 3 or 4 lane
 - Add bike and pedestrian access for continuity with Great River Road
 - 3-lane option would have center turn lane
 - Extended right turn lane at grain facility
- Rural Section
 - Make 3-lanes with middle turn lane
 - Add passing lanes



- Smooth elevations to remove no-passing zones
- Repave portion south of Marblehead that has not yet been done
- Consider a connection from Kohl (near 12th) to the bluff to I-172
- Include bike accommodations
- Marblehead bypass
 - Proposed elevated bypass to the south following old rail line
 - Proposed connection along either 12th or Ghost Hollow Road to north of Marblehead to connect directly to I-172
- Overall suggestion to separate each section into a separate project for separate funding rather than trying to complete all at once as one funded project.

Comments made during the report out included:

- There should be bike access to provide better connection along the Great River Road
- Large amounts of truck traffic from Quincy Soybean during harvest season
- Potential alternative to create a 3-lane road with dedicated turn lanes at busy intersections
- Decoupling should be extended north of Broadway to provide better regional connectivity

Gary Baker opened the floor for questions from the CAG members. The first question asked how you predict the volume of future traffic. IDOT responded that there are models that are used to do this. A comment was made that building a major port in the area will justify expanding the road to 3 or 4 lanes. A comment was made that IL 57 south of Marblehead is the worst road in the state and needs to be repaved now. A comment was made that since the state infrastructure bill was passed and with future funds from a federal bill, there should be enough money to complete this project.

Gary Baker thanked everyone for their participation. He informed them that the team will be working with what was done today to develop a set of alternatives and will begin the screening process. He mentioned the next CAG meeting will be held this winter.

Community Advisory Committee Members

Steve Bange	Quincy Senior Engineer
Chuck Bevelheimer	Quincy Director of Planning and Programming
Timothy Costigan	Phibro Animal Health Corp.
R.M. Ehrhart	Kohl Warehouse, Quincy Economic Development
James Frankenhoff	Adam County Engineer
Bruce Guthrie	Downtown District Director
Linda Lung	Quincy resident
Kathryn McDaniel	Two Rivers Regional Council of Public Officials
John Miller	Payson resident
Kyle Moore	Great River Economic Development
Tom Oakley	Tri State Development Summit
Matt Schmidt	Salvation Army
Mike Troup	Quincy Mayor



Illinois Department of Transportation

Frank Caraballo	District 6 Team Engineer
Cloyd Jack	District 6 Team Leader
Jon Kelley	District 6 Project Engineer
Sal Madonia	District 6 Program Development Engineer
Joe Schatteman	Region Four Communications Liaison
Jay Wavering	District 6 Studies and Plans Engineer
Lori Williams	District 6 Geometrics Engineer

Consultant Team

Gary Baker	Wood
Janet Henderson	Images, Inc.
Petar Knezevic	Wood
Angela Love	Wood
Stephanie Miller	Wood

Guests

Dave Bellis	Adams County Board
Holly Cain	See Quincy
Steve DeMoss	
Rick Lung	Quincy resident
Andrew Miller	Payson resident
Mark Schneider	Two Rivers Regional Council
Drew Zimmerman	Quincy Herald-Whig



You're Invited

IL 57 PEL Community Advisory Group Meeting #2

The Illinois Department of Transportation has scheduled the second Community Advisory Group Meeting for the IL 57 Planning Environmental Linkages (PEL) study.



The meeting will be held in person on

Tuesday, October 26, 2021

3:00 PM

The Atrium on Third

201 S. 3rd Street

Quincy, IL 62301

The meeting will include a presentation on where we are, the final purpose and need, and a summary of what we learned at the public meeting. During the workshop portion of the meeting the group will be asked to identify alternatives for the corridor that meet the project purpose and need. Please be prepared to share your ideas with the group.

We encourage your participation and look forward to working with you on this important study.

Please RSVP your attendance to **Victoria Watts of Images, Inc. at (630) 510-3944 ex. 109**, or via e-mail at **Victoria.Watts@imagesinc.net** by Wednesday, October 20, 2021.



www.IL57Quincy.org

The meeting will be conducted according to the latest guidelines from the Illinois Department of Public Health. Attendees of the meeting will be required to wear a mask. Please visit the Illinois Department of Public Health website at www.dph.illinois.gov.









https://www.whig.com/news/local/ill-57-stakeholders-looking-at-more-lanes-decoupled-roads/article_420cd012-36c3-11ec-877d-ab9b9e3d5ada.html

Ill. 57 stakeholders looking at more lanes, decoupled roads

By DREW ZIMMERMAN Herald-Whig Staff Writer dzimmerman@whig.com Oct 26, 2021

QUINCY — Stakeholders in attendance for a Community Advisory Group meeting on Tuesday for the Ill. Route 57 Planning and Environment Linkages Study said they would like to see the decoupling of Third and Fourth Streets and additional lanes along the 13-mile stretch of road.

This was the second meeting of the Community Advisory Group, which will assist the Illinois Department of Transportation and determine the greatest needs of the Route 57 study. The group is scheduled to meet again in the winter and once more in the spring before the PEL study is finalized.

The meeting comes about two months after an open house hosted by IDOT to gather public feedback about Ill. 57 improvements.

Gary Baker, principal engineer for Wood Environment and Infrastructure Solutions Inc., said some public comments from the August hearing were for and against making Ill. 57 a four-lane roadway. Pedestrian access along the riverfront also was favored.

“Some other specific thoughts were to install lighting or speed cameras, to reduce speed limits and to improve conditions for pedestrians and bicyclists,” Baker said.

During the meeting, group members were split up to brainstorm the most needed improvements to Ill. 57.

Several board members said they would like to see additional lanes and the decoupling of Third and Fourth streets from York to Broadway to reduce congestion.

Although the study only focuses on Ill. 57 as far north as Broadway, one group of stakeholders recommended that some improvements should be expanded north to Locust Street.

Tom Oakley, chairman of the Tri-State Summit’s Transportation Task Force and retired Herald-Whig publisher, said expanding that far north always had been discussed in previous planning.

“A lot of this has to do with connectivity and connectivity can’t be complete if you stop the project at Broadway,” Oakley said.

Another public meeting to discuss Ill. 57 improvements is not scheduled until next summer.

For more information on the study, www.IL57Quincy.org.



IL 57 PEL Study

Community Advisory Group #3

Meeting Summary

The third meeting of the Community Advisory Group (CAG) for the IL 57 Planning and Environment Linkages (PEL) Study took place on Wednesday, March 23, 2022. The meeting was held at the Atrium on 3rd in Quincy from 3:00 – 5:00 pm. Invitations were sent to the 39 members through eblast (attached), US mail, and follow-up telephone calls. A total of 17 members participated in the meeting along with 1 guest, 7 IDOT staff, and 5 members of the consultant team. A list of all participants follows this summary. The meeting had two distinct components, a presentation on the project and a workshop for members to review proposed alternatives. Participants were also provided forms to submit their comments on the screening criteria. Six forms were submitted and included comments on the alternatives. All forms are attached following the summary.

Jay Wavering, IDOT District 6 Studies and Plans Engineer, kicked off the meeting by welcoming everyone and reminding the group that there was a lot to cover and to hold questions until the end. Janet Henderson, Images, Inc., gave an overview of the agenda for the meeting and provided information on the facility, Covid protocols, and emergency procedures. Next all participants gave self-introductions.

Gary Baker, Wood Environment & Infrastructure Solutions, Inc. (Wood), provided a summary of CAG meeting #2 held in October, reviewed the overall project timeline, and study limits.

Angela Love, Wood, informed the group that the purpose and need for the PEL study was approved by FHWA as it was presented at the public meeting. She explained the process for screening alternatives noting that we started with many options and as they were evaluated some were eliminated. The first requirement is to meet the purpose and need, this is followed by feasibility and fatal flaws, then conceptual design. Next, she talked about those alternatives that were eliminated during the first screening. She followed this by showing the alternatives that are moving forward in each section, Urban, Suburban/Industrial, and Rural, based on this screening.

Petar Knezevic, Wood, explained the study area has three distinct sections, Urban from Broadway to Payson Avenue, Suburban/Industrial from Payson Avenue to 24th Street, and Rural from 24th Street to the I-172 interchange. He started with the Urban section showing the current lane configurations. Then he explained the Alternatives U-1, U-2, and U-2A. Next, he moved to the Suburban/Industrial section and showed the existing lane configurations, followed by explanations of the Alternatives S-1, S-2, S-3, and S-4. Gary Baker covered the Rural section, showing the existing lane configurations and explaining the Alternatives R-1, R-2, R-2A/B, R-3, and R-4.

The breakout portion of the meeting followed the presentation. Participants were assigned tables when they arrived and worked at their tables to review and provide comments on the alternatives for each section. In addition to large scale maps of the corridor, each table was provided a matrix of the screening of alternatives for each section and a document detailing the potential alternatives, and markers and post-it notes to use to comment on the alternatives. Comment forms were provided for additional thoughts on the



screening criteria. A project team member participated at each table to help guide the process and take notes. Three additional team members rotated to each table to lead the discussion of a particular section. Approximately 45 minutes was spent on this exercise.

The following highlights the comments made at each table.

Table 1

- Urban Section
 - Concern about Broadway. Cut down on truck traffic near the park.
 - Roundabout seems like it has a large footprint.
 - Not aware of the impact to York Street with the need to decouple 3rd & 4th Street.
- Suburban / Industrial Section
 - Would impact JM Huber.
 - Access would remain the same.
 - Ability to pass but more impacts.
 - S-2 does not allow for a passing zone.
 - Never close access from Radio Road to Lock and Dam Road.
 - Need to coordinate with ADM during construction.
 - Propose 45 mph speed limit.
 - Not sure how to make 5 lane option work.
 - S-4 should include traffic signals at RJ Peters and 8th Street.
- Rural Section
 - Needs to look at speed limit (60 mph), deer strikes a concern.
 - Concern about truck traffic.
 - With the passing lanes, traffic of ADM would use it.
 - Will not impact expressway but big improvement if need to pass trucks.
 - With the 4-lane alternative, will need to limit current access.
 - Will need some adjustments at the I-172 interchange.
 - Moving completely away from current IL 57 would need to build elevation.

Overall, Table 1 preferred U-2, S-4, and R-2.

Table 2

- Urban Section
 - Decoupling would provide an overall improvement from existing conditions.
 - Alternative U-2:
 - Consider only doing a single bike lane along 4th street to allow for a wider sidewalk. This would encourage pedestrian use and allow for outdoor dining.
 - 4th Street could maybe now accommodate angled parking on west side of the park.
 - It is a problem to not allow trucks on 3rd to continue north past Broadway. Would need to decouple further north to Locust.
 - Proposed alternative just moves the traffic/truck problems on York St. north to Broadway. But it does allow the city to gain back 5 blocks of peaceful downtown streets.
 - Alternative U-2A:



- Not a good alternative as it doesn't solve anything. Trucks are already going to stay on 3rd Street, though would further disincentivize trucks from trying to get to 4th Street.
- Suburban / Industrial Section
 - Biggest problem in this area is the start/stop behind trucks.
 - Traffic cluster at Radio Road.
 - The trucks take the turn too fast as it currently visually looks larger/wider than it really is. Need something to force them to slow down.
 - Alternative S-2:
 - There are a small number of bikes/pedestrians currently at Radio Road.
 - Extra lane would help alleviate the start/stop problem with trucks.
 - Alternative S-3:
 - Having 2 lanes in each direction only encourages drivers to go faster and be more reckless in trying to drive around trucks.
 - Issue with access points and people trying to pull onto the road too fast to avoid getting stuck behind a truck.
 - Current traffic counts likely don't support the need for more lanes.
 - Lack of a turn lane doesn't solve the problems – better to skip this option and go to S-4.
 - Alternative S-4:
 - “Super Cadillac version”.
 - High cost and higher impact to structures.
- Rural Section
 - Doesn't seem like anything beyond Alternative R-2 would be needed.
 - All of this started with consideration of the bridge traffic.
 - Improvements on the rural section would be less impactful on the current issues than the urban and suburban options.
 - May have to be reassessed in the future for potential increase in traffic from new barge dock.
 - Alternative R-2:
 - Marblehead bypass is a huge improvement.
 - Alternative R-3:
 - Traffic numbers likely don't support the need for this
 - Additional concerns/issues regarding access control and frontage road issues
 - Alternative R-4:
 - Too expensive.
 - But if you are going to go big, do this instead of R-3.

Overall, Table 2 preferred U-2, S-2, and R-2.

Table 3

- Urban Section
 - What are the benefits of roundabouts?
 - Reduces crashes.
 - Crashes are less severe.
 - Slows traffic.
 - How much greater is the cost?



- Removing trucks from 4th Street is desirable.
- Important to decouple 3rd and 4th Streets.
- 3rd Street extension needs to be in the long game.
- Support round-abouts.
- Don't care for round-abouts.
- Suburban / Industrial Section
 - It will be safer for bicyclists with option S-3.
 - Concerned about the amount of impact to the east side of the route.
 - These improvements need to align with the bridge improvements (at structure SN 001-0014).
 - Support the center left turn lane in S-4:
 - Moves trucks out of the way.
 - Improves traffic flow.
 - Prefer S-4 unless too expensive, then support S-3.
 - Would help if implementation could be phased so some work could start soon if funding isn't available for all improvements.
- Rural Section
 - Like R-2 with center passing lane.
 - Think right turn lanes are helpful.
 - Turn lanes at 24th Street will improve traffic flow.
 - Like the "super 2" – have used them in Texas, and in other parts of the country.
 - Be sure to consider the entrance at Point Devine, there is increased activity with banquets there.
 - Feel R-3 is "over kill" and would require too much private property.
 - Need for frontage road takes too much space.
 - R-4 is not necessary.

Overall, Table 3 preferred U-2A, S-4, and R-2.

Following the breakouts, Angela Love explained the next level screening and reminded everyone to provide any comments they have on the screening criteria on the comment form.

Gary Baker opened the floor for questions from the CAG members. IDOT was asked if the route could be resurfaced now. IDOT explained that they were considering adding the section of IL 57 from south of Marblehead to I-172 to our FY 2023 – 2028 Multi-Year Highway Improvement Program. They also noted two additional improvements that were scheduled to occur during the summer of 2022 which included pavement patching and resurfacing the I-172 ramp intersections. Another question was asked about the current condition of Broadway and when it was going to be resurfaced. IDOT indicated they were aware of the pavement condition and that they were looking for ways to advance the project within the 6-year highway improvement program. There was also a question about availability of the presentation, and it was noted the presentation will be posted to the project website. A discussion took place on the overall process/ next steps for the PEL. A question was asked if a range of alternatives would be recommended. IDOT noted that this study won't necessarily have one preferred alternative from each of the three sections of the corridor. They study may lead to multiple individual projects that may or may not be a NEPA product.

Gary Baker thanked everyone for their participation. He informed them that the team will be working on the next level of the screening process. He mentioned the next CAG meeting will be held in late June,



followed by a public meeting. The study findings will be presented to FHWA in September and that will close out this phase of the project.

Community Advisory Committee Members

Bret Austin	Adams County Board
Chuck Bevelheimer	Quincy Director of Planning and Programming
Julie Brink	Quincy Planning Commission
Timothy Costigan	Phibro Animal Health Corp.
R.M. Ehrhart	Kohl Warehouse, Quincy Economic Development
Bruce Guthrie	Downtown District Director
Keith Higgins	ADM Quincy
Emily Lombardi	The District
Rick Lung	Quincy resident
John Miller	Payson resident
Kyle Moore	Great River Economic Development
Leslie Payne	Tri State Development Summit
Matt Schmidt	Salvation Army
Chuck Scholz	Quincy resident
Marty Stegeman	Transit provider
Shawn Valter	Adams County Farm Bureau
Roy Webb	School District 172

Illinois Department of Transportation

Frank Caraballo	District 6 Team Engineer
Cloyd Jack	District 6 Team Leader
Jon Kelley	District 6 Project Engineer
Sal Madonia	District 6 Program Development Engineer
Joe Schatteman	Region Four Communications Liaison
Jay Wavering	District 6 Studies and Plans Engineer
Lori Williams	District 6 Geometrics Engineer

Consultant Team

Gary Baker	Wood
Janet Henderson	Images, Inc.
Petar Knezevic	Wood
Angela Love	Wood
Stephanie Miller	Wood

Guests

Brian McGee	Quincy University
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You're Invited

IL 57 PEL Community Advisory Group Meeting #3

The Illinois Department of Transportation has scheduled the third Community Advisory Group Meeting for the IL 57 Planning Environment Linkages (PEL) study.



The meeting of the Community Advisory Group will be held in person on

Wednesday, March 23, 2022

3:00 PM

The Atrium on Third
201 S. 3rd Street
Quincy, IL 62301

This meeting will present a summary of what we learned at our last meeting and present the developed alternatives. Members will be asked to review the alternatives and provide comments. The screening process for moving forward will be discussed.

We encourage your participation and look forward to working with you on this important study.

Please RSVP your attendance to **Lisa Mentzer of Images, Inc. at (630) 510-3944 ex. 113**, or via e-mail at **Lisa.Mentzer@imagesinc.net** by Tuesday, March 15, 2022.



Illinois Department
of Transportation

www.IL57Quincy.org

The meeting will be conducted according to the latest guidelines from the Illinois Department of Public Health. Please visit the Illinois Department of Public Health website at www.dph.illinois.gov.



IL 57 PEL Study

Community Advisory Group #4

Meeting Summary

The fourth meeting of the Community Advisory Group (CAG) for the IL 57 Planning and Environment Linkages (PEL) Study took place on Wednesday, July 13, 2022. The meeting was held at the Atrium on 3rd in Quincy from 4:00 – 6:00 pm. Invitations were sent to the 39 members through eblast (attached), US mail, and follow-up telephone calls. A total of 13 members participated in the meeting along with 6 IDOT staff, and 5 members of the consultant team. A list of all participants follows this summary.

Jay Wavering, IDOT District 6 Studies and Plans Engineer, kicked off the meeting by welcoming everyone and informing the group that there was a lot to cover. Sal Madonia, IDOT District 6 Program Development Engineer, paid tribute to Tom Oakley, a CAG member and leader in Quincy who passed away recently. Janet Henderson, Images, Inc., gave an overview of the agenda for the meeting and provided information on the facility, health protocols, and emergency procedures. Next all participants gave self-introductions.

Gary Baker, Wood Environment & Infrastructure Solutions, Inc. (Wood), provided an overview of the study corridor, existing conditions, PEL process and study timeline. Next, he provided a summary of CAG meeting #3 held in March, including the comments provided on the Alternatives during the breakout session.

Angela Love, Wood, explained the process for screening alternatives. The first requirement is to meet the purpose and need, this is followed by feasibility and fatal flaws, then conceptual design. Next, she talked about the detailed screening of the Alternatives that has taken place. She noted that coming up in the presentation the results of the screening would be shared.

Petar Knezevic, Wood, explained the study area has three distinct sections, Urban from Broadway to Payson Avenue, Suburban/Industrial from Payson Avenue to 24th Street, and Rural from 24th Street to the I-172 interchange. He started with the Urban section explaining the Alternatives U-1, U-2, and U-2A. Stephanie Miller, Wood, explained the results of the detailed screening and noted that U-1 and U-2 are recommended to carry forward while U-2A was screened out of further evaluation.

A discussion followed the screening results. It was noted that decoupling in U-2 has a big impact on businesses and will improve economic interest with the downtown not having a highway running through it. The point was made that it is not just about the money but having quieter streets makes a better environment for residents.

The elimination of the option with the round-about was welcomed. The amount of parking spaces that would be eliminated was discussed and having the number of spaces for the public meeting will be important. It was further noted that any resident with property impacts should be sent a letter of invitation to the public meeting.

Petar Knezevic described the Suburban/Industrial Alternatives S-1, S-2, S-3, and S-4. Stephanie Miller explained the results of the detailed screening and noted that S-1 and S-2 are recommended to carry forward while S-3 and S-4 were screened out of further evaluation.



Comments on the suburban section focus on turn lanes. They have been identified for many years as necessary to reduce the current number of crashes, particularly at the Gardner Denver entrance. It was further noted that visual cues for the intersections (in particular the Radio Road intersection) were needed to help with cross traffic. It was noted that the 3 lanes should address these issues and have less impact on businesses. Widening options have greater impacts and substantially higher costs.

Gary Baker covered the Rural section explaining the Alternatives R-1, R-1A, R-2, R-3A, and R-4. Stephanie Miller explained the results of the detailed screening and noted that R-1, R-1A, and R-2 are recommended to carry forward while R-3A and R-4 were screened out of further evaluation.

There was significant discussion on the rural section and Alternatives starting with a concern of not enough passing zones included in R-1A or R-2. It was noted this is due to sight distances and that the center lane could be used for passing, alternating from side to side so each direction has a turn for a passing lane.

There was discussion on what happens to the existing bridge near Marblehead. It was explained that it would be decommissioned and with the by-pass it would be removed. The suggestion was made to carefully consider the intersection geometry in this area.

Some CAG members expressed disappointment that the 4-lane option was not recommended to be carried forward. It was explained that IDOT is using a new data driven tool for selection of projects that add capacity. All projects are run through this program to generate a score and then evaluated against all other projects in the state. It was suggested that a community can't grow without the improvements to which IDOT explained they cannot build for future growth and need to evaluate the existing conditions. IL 57 is currently operating at a level of service A with a traffic count of 4,000 vehicles a day including future anticipated growth of 0.5% annually and the current growth rate is only 0.25%. The traffic would need to be at a count of 10,000 vehicles a day to warrant additional lanes. The Federal Highway Administration policy does not allow to build for expectations of future growth. A project must show existing needs are not being met and will not be met for the next 10 years. Members expressed that growth will not come without the infrastructure to support it. It was suggested that maybe at this time the road should just be repaved, and traffic will increase, then it can show a higher traffic volume, and do a larger expansion at that time. A few members stated the condition of the road is in bad shape and unsafe to ride a motorcycle on. They noted that IL 57 is the lifeline for Quincy and that many motorists are bypassing Quincy and using a route through Hannibal to avoid the poor road condition.

There was concern that the new tool would send all the money for improvements to Chicago. It was explained that there is no justification to go from 2 to 4 lanes on a road that is operating at level of service A and that all projects, including those in Chicago will be analyzed through the same tool.

There was overall frustration regarding the condition of roads throughout the region. IDOT explained that nearly every state route in Quincy will have construction done in the next 2 -7 years with Rebuild Illinois funds being used throughout the state. Another member noted that there has been a lot of work in town and that the Gardner Expressway is nice.

A question was asked about Marblehead and what could be done about trucks travelling at 90 mph at 4 am, there was also concern on how they would cross the creek without a bridge. It was explained there would be a connection to the bypass and the existing road would remain in place for access to the residences along the road and trucks will go around on the new route.



Another question concerned flooding and it was mentioned that the new road would be built to an elevation that eliminates flooding across the road.

One member wanted confirmation that the houses in Marblehead would not be taken for the new road, and it was confirmed that there would not be displacements under the proposed alternatives.

A member asked if the funds planned for replacement of the Mill Creek bridge could be used to fund the other improvements instead and it was explained that further study is needed for these Alternatives and funding to move forward has not yet been identified.

It was asked if R-2 is possible due to the current traffic volume, and it was noted that it is not only about level of service but also input from the CAG and the public.

Gary Baker reviewed the Alternatives to be carried forward in each section and opened the floor for any additional questions or comments.

A question was asked regarding loss of all parking on 3rd and 4th streets to which IDOT replied parking will only be eliminated on 3rd Street.

The next question was regarding a bike path between Lock & Dam Road and Radio Road with no shoulder. It was explained that this is a more urban like setting and curb and gutter instead of a ditch would be in place at this location and south of Radio Road would have a shoulder.

The members asked when the Alternatives will be selected, and it was noted that a preferred alternative will be selected in Phase One, the next step in the process.

A question was asked about the CAG continuing in the next phase. IDOT stated that it would depend on what alternatives were selected. There is concern on the decouple of 3rd and 4th Streets due to reconnecting could be a problem and have trucks backing up on Broadway. It was also noted that public involvement and a Community Advisory Group may be active in the next phase of the project.

It was suggested that the land for expansion in the rural area be purchased now and IDOT noted that they can not say they need the land at this time since they don't know what they are building. It was further suggested that Missouri buys extra land and has enough right-of-way purchased to expand to 7 lanes. IDOT explained there is a legal process for acquiring property that must be followed.

Gary Baker thanked everyone for their participation. He mentioned the next public meeting will be held on September 1st, and the study findings will be presented to FHWA later in September. The final PEL report will be complete in December and that will close out this phase of the project.

Jay Wavering thanked everyone for their attendance and participation.

Community Advisory Committee Members

Bret Austin	Adams County Board
Chuck Bevelheimer	Quincy Director of Planning and Programming
Terry Brinkman	Homeowner
Timothy Costigan	Phibro Animal Health Corp.
R.M. Ehrhart	Kohl Warehouse, Quincy Economic Development



James Frankenhoff	Adams County Highway Department
Bruce Guthrie	Chamber of Commerce
John Miller	Payson resident
Kyle Moore	Great River Economic Development
Josh Patterson for Keith Higgins	ADM Quincy
Matt Schmidt	Salvation Army
Chuck Scholz	Quincy resident
Shawn Valter	Adams County Farm Bureau

Illinois Department of Transportation

Cloyd Jack	District 6 Team Leader
Jon Kelley	District 6 Project Engineer
Sal Madonia	District 6 Program Development Engineer
Jeff Myer	Region 4 Engineer
Jay Wavering	District 6 Studies and Plans Engineer
Lori Williams	District 6 Geometrics Engineer

Consultant Team

Gary Baker	Wood
Janet Henderson	Images, Inc.
Petar Knezevic	Wood
Angela Love	Wood
Stephanie Miller	Wood



You're Invited

IL 57 PEL Community Advisory Group Meeting #4

The Illinois Department of Transportation has scheduled the fourth Community Advisory Group Meeting for the IL 57 Planning Environment Linkages (PEL) study.



The meeting of the Community Advisory Group will be held in person on

Wednesday, July 13, 2022
4:00 PM
The Atrium on Third
201 S. 3rd Street
Quincy, IL 62301

This meeting will present the detailed screening of the alternatives and the alternatives to carry forward. Information to be presented at the Public Meeting in September will be discussed.

We encourage your participation and look forward to working with you on this important study.

Please RSVP your attendance to **Lisa Mentzer of Images, Inc. at (630) 510-3944 ex. 104**, or via e-mail at **Lisa.Mentzer@imagesinc.net** by Friday, July 8, 2022.



Illinois Department
of Transportation

www.IL57Quincy.org

The meeting will be conducted according to the latest guidelines from the Illinois Department of Public Health. Please visit the Illinois Department of Public Health website at www.dph.illinois.gov.



IL 57 Quincy Public Meeting #1 Meeting Summary

The first Public Meeting for IL 57 Quincy PEL took place on Thursday, August 12, 2021. (See *Attachment A* for photographs of the event.) The meeting was scheduled to be held at the Atrium on 3rd from 4:00 pm – 6:00 pm. Doors were open to participants at 3:40 due to a long line forming in the hall. The event was advertised in the Herald newspaper (*Attachment B*) on July 28th and August 6th and via eblast (*Attachment C*) on July 30th and August 10th to the stakeholder list. A press release (*Attachment D*) was distributed on July 30th.

The event included a presentation on a continuous loop as well as displays and a comment station. Items presented included information on the study area, what a PEL study is, the IDOT project phases, existing conditions of the corridor, draft Purpose and Need, potential environmental impacts, project schedule and ways to participate. All meeting materials are available on the project website at www.IL57Quincy.org. IDOT and consultant staff were present to answer questions.

The public meeting was well attended despite strong storms during the time of the event. A total of **87 individuals** and **4 media** outlets signed in (*Attachment E*) including Quincy Herald-Whig, WGEM News, KHQA, and Muddy River News. **13 individuals** indicated interest in joining the CAG including Quincy Mayor, Quincy Alderman, Adams County Board member, Hank & Owens, City of Quincy staff, JM Huber, Quincy Rotary Club, Tri State Development Summit, and residents of Quincy and Payson. Some of those interested have previously been invited to participate.

Attendees included representatives from J.M. Huber, Jones Poultry, Quincy Park District, Express Way Mobile Home Park, UBC Carpenters Local 270, Sem Minerals, Pointe D’Vine, Farm Bureau, Luina 231, Adams County Health Department, The District, Hank & Owens, Quincy Medical Group, QBTC Mid America Port District, Quincy Regional Airport, Quincy Bike Club, and area residents.

Notable persons in attendance:

Mike Troup	Quincy Mayor
Mike Rein	Quincy Alderman
John Mast	Quincy Alderman
Parker Freiburg	Quincy Alderman
Jeff Bergman	Quincy Alderman
Jill Tracy	State Senator
Bret Austin	Adams County Board
Leroy Brinkman	Township Trustee
Robert Perry	Fall Creek Township



A **total of 52 comments** were received, 32 written comments were submitted at the meeting and an additional 20 comments were received during the meeting comment period (*Attachment F*). Comments included:

- Improvements necessary for economic development
- Opposed to a 4-lane roadway
- ROW concerns, loss of business property
- 4 lanes needed to manage current traffic volumes
- Decouple 3rd and 4th Streets
- Rebuild Maine St from 3rd St to the river
- Notification of Levee protection
- Cost is too high
- Road just needs to be repaved
- Consider moving the road to the west near Marblehead to elevate it to limit flooding
- Improve safety
- Install lighting and speed cameras
- Reduce speed limit
- Improve conditions for pedestrians and cyclists
- Consider center turn lane and dedicated turning lanes

The event was staffed by representatives from IDOT and the consultant team including:

IDOT

Frank Caraballo
Jon Kelley
Cloyd Jack
Sal Madonia
Jeff Myers
Blake Pasley
Joe Schatteman
Jay Wavering
Lori Williams

Consultants

Gary Baker, Wood
Janet Henderson, Images
Angela Love, Wood
Stephanie Miller, Wood



Attachment A Photographs



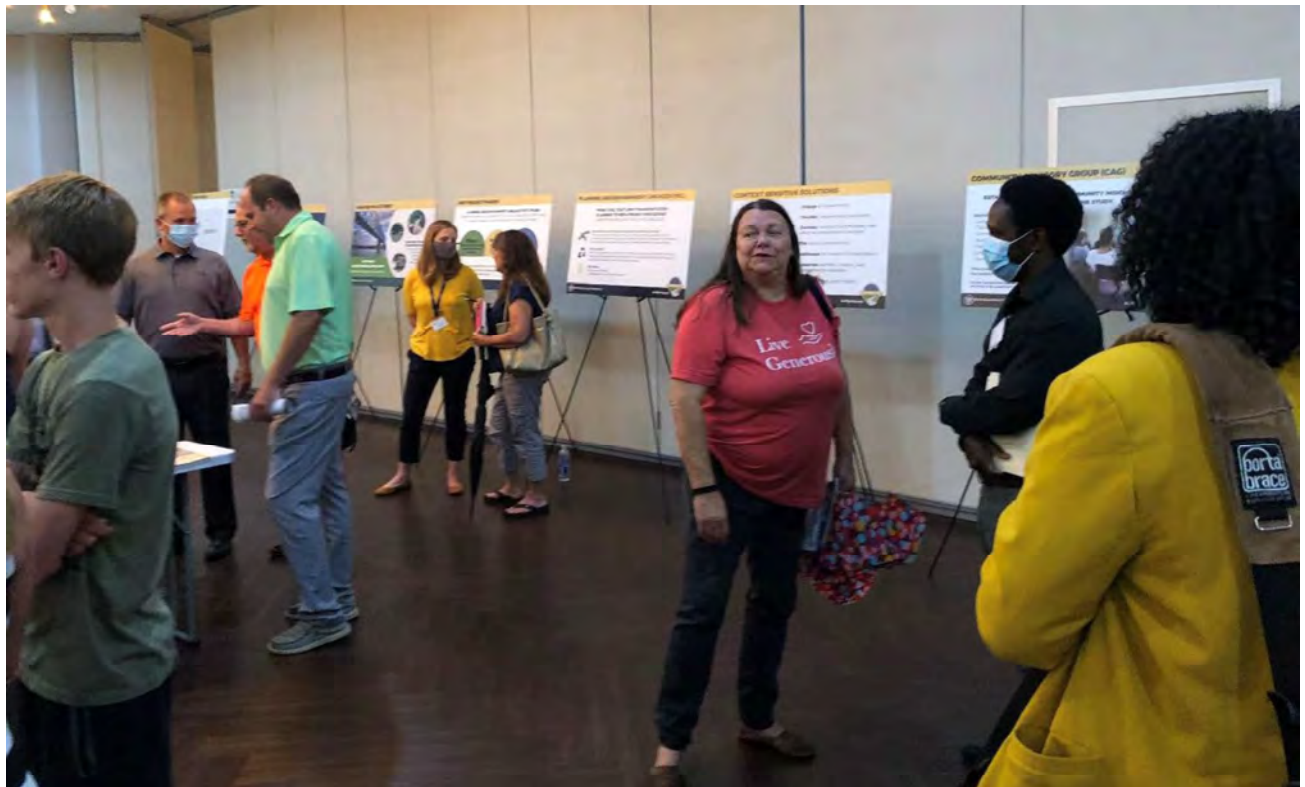




















Attachment B Newspaper Ad



The Illinois Department of Transportation will be hosting an open house public meeting for individuals to learn about the **IL 57 Planning and Environment Linkages (PEL) Study**. The limits of this project are from Broadway Street to I-172 in Quincy.

**Thursday, August 12, 2021
4-6 p.m.**

The Atrium • 201 S. 3rd Street • Quincy, IL 62301

The purpose of the meeting is:

- To introduce the Study.
- To present the draft Purpose and Need.
- To obtain public input on the draft Purpose and Need.

Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. Project team members will be present to discuss the project and answer questions. Written comments can be accepted at the meeting, mailed after the meeting, or submitted via the project website at www.IL57Quincy.org.

The meeting will be conducted according to the current guidelines from the Illinois Department of Public Health. Attendees of the meeting will not be required to wear a mask if fully vaccinated, however those individuals who are not fully vaccinated should plan to wear a mask. For more information pertaining to the use of masks during the meeting, please visit the Illinois Department of Public Health website at www.dph.illinois.gov.

For those individuals who would like to review the project exhibits ahead of time or would prefer not to attend in person, meeting materials will be posted on the project website no later than August 10, 2021.

This meeting is accessible to individuals with disabilities. Anyone needing specific assistance should contact **Kyra Wade of Images Inc. at (630) 510-3944, ext. 113. People planning to attend who need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844 or 711; TTY users (Español) (800) 501-0864 or 711; and for Telebraille dial (877) 526-6670 at least five days prior to the meeting.*

**All correspondence regarding this project should be sent to:
Illinois Department of Transportation, District 6
126 East Ash Street • Springfield, IL 62704 • Attn: Jon Kelley, P.E.**
or submitted through the project website.



For more information, visit www.IL57Quincy.org.



Attachment C Eblast



You're Invited

IL 57 Open House Public Meeting

The Illinois Department of Transportation will be hosting an open house public meeting for the public to learn about the **IL 57 Planning and Environment Linkages (PEL) Study**.

The purpose of the meeting is to present the project and gather feedback on the Purpose and Need. Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. This meeting will be held in an open house format so stop by anytime between **4:00 PM and 6:00 PM**, there will not be a formal presentation. Project team members will be present to discuss the project one on one with you and answer your questions. Written comments will be accepted at the meeting and can also be submitted through the project website at www.IL57Quincy.org.



Public Meeting

Thursday, August 12, 2021
4:00 PM - 6:00 PM

The Atrium
201 S. 3rd Street
Quincy, IL 62301

The meeting will be conducted according to the latest guidelines from the Illinois Department of Public Health. Attendees of the meeting will not be required to wear a mask if fully vaccinated, however those individuals who are not fully vaccinated should plan to wear a mask. For more information pertaining to the use of masks during the meeting, please visit the Illinois Department of Public Health website at www.dph.illinois.gov.

For those individuals who would like to review the project exhibits ahead of time or would prefer not to attend in person, meeting materials will be posted on the project website no later than August 10, 2021.

Comments can be submitted through the project website at any time.

All comments received by August 22, 2021 will be a part of the Public Meeting record.



www.IL57Quincy.org

This meeting is accessible to individuals with disabilities. Anyone needing specific assistance should contact **Kyra Wade of Images Inc. at (630) 510-3944, ext. 113**. People planning to attend who need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844 or 711; TTY users (Español) (800) 501-0864 or 711; and for Telebraille dial (877) 526-6670 at least five days prior to the meeting.



Attachment D Press Release



State of Illinois
JB Pritzker, Governor



Illinois Department of Transportation
Omer Osman, Secretary

FOR IMMEDIATE RELEASE:

July 30, 2021

CONTACT:

Paul Wappel 217.685.0082
Guy Tridgell 312.343.1731

Public invited to attend open house meeting on Illinois 57

QUINCY – The Illinois Department of Transportation will be hosting an open house informational meeting for the public to learn and provide their input about the Planning and Environment Linkages Study for Illinois 57 from Broadway Street to I-172 in Quincy.

The event will be held:

Thursday, August 12
4-6 p.m.
The Atrium Hotel on Third
201 S. 3rd St.
Quincy, IL 62301

The public is invited to stop by at any time during the meeting to review the draft Purpose and Need statement, view exhibits, and watch an informational video, which will run continuously throughout the event. IDOT staff and project team members will be available to discuss the study and answer questions. The meeting will be conducted on an informal basis; no formal presentation is planned.

“This is the first step towards evaluating the needs for motorists and pedestrians along the Illinois 57 corridor and to identify what improvements would be feasible,” said Jeff Myers, IDOT Region Four Engineer. “I encourage anyone interested in learning more about the work IDOT is doing to improve this corridor to attend this meeting.”

Comments on this study can be submitted at the meeting, mailed in after the meeting or submitted through the project website at www.IL57Quincy.org. If you are unable to attend the meeting, all materials will be posted to the project website.

Over the next six years, IDOT is planning to improve more than 3,300 miles of highway and 8.4 million square feet of bridge deck as part of the Rebuild Illinois capital program, which is investing \$33.2 billion into all modes of transportation. Year One included approximately \$2.7 billion of improvements statewide on 1,706 miles of highway, 128 bridges and 228 additional safety improvements.

For IDOT District 6 updates, follow us on Twitter at [@IDOTDistrict6](https://twitter.com/IDOTDistrict6) or view area construction details on IDOT's [traveler information map](#) on GettingAroundIllinois.com.



Attachment E Sign-in Sheets



Public Meeting



Location: The Atrium

Date: 08/12/21

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
MICHAEL (STEVE) MCCOY	J.M. HUBER	[REDACTED]	[REDACTED]
MARY C BROWN	N/A	[REDACTED]	[REDACTED]
Robert N. Brown	N/A	[REDACTED]	[REDACTED]
* Robert G. Ferry	FALL CREEK TWP.	[REDACTED]	[REDACTED]
Terry Brinkman	N/A	[REDACTED]	[REDACTED]
MIKE KLINGNER	Klingner Assoc. PC	[REDACTED]	[REDACTED]
Diane Venverton	Jones Poulton	[REDACTED]	[REDACTED]
ERIC BARNES	Klingner	[REDACTED]	[REDACTED]
Reck Edward	N/A	[REDACTED]	[REDACTED]
Denise Rich Scheer	N/A	[REDACTED]	[REDACTED]
R M EHRHART		[REDACTED]	[REDACTED]
JEFF STEINKAMP	QUINCY PARK DISTRICT	[REDACTED]	[REDACTED]
Nathan Koetters	Quincy Park District	[REDACTED]	[REDACTED]



Public Meeting



Location: The Atrium Date: 08/12/21 Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
Bob Hultz	Expressway Mobile Home Park		
MICHAEL MARTIN	UBC CARPENTERS LOCAL 270		
LACINDA SPICKHART MESA			
Susan Humphrey			
KETH MIZWICKI	SEM MINERALS, L.P.		
APRIL MILLER JAY MILLER	912 N FOOTB AVE		
Rome Faevids	Quincy Park District		
Garin Vennerthoh	JONES Poultry		
JULIE VANUETLOFF	JONES Poultry		
Gary Speckhard	Pointe D'Vinc Up		
John BRADY	FARM BURDEN		
Steve DEMOIS			
Robert "Pete" Pohlman	Retired Consultant		



Public Meeting



Location: The Atrium Date: 08/12/21 Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
Cindy Dailing	information		
Robert Moulton			
Kenneth Habitz	self-employed		
Maure Egger			
Paul Humphrey	SECF		
Scott Baker	SEM Minerals LP		
* Mike Rens	City of Q		
Frankenburg	Q		
Rich Wong	Q		
* Jill Tracy	State Senate		
* Jim Mor	City of Quincy		
Caleb Smith	Luina 231		
Spencer Ray Smith	Luina 231, Rep, Pres Vice		



Public Meeting



Location: The Atrium Date: 08/12/21 Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
Mickael F. McCLAIN	Retired		
TERRY AUSTON	ADAMS COUNTY		
Dwight Edwards			
Tieraney Craig			
Tony Bede	Adams Co Health Dept		
KENT SMIDEK	ADAMS COUNTY BOARD		
Joshua Craig			
Jack Holtzclaw			
Dick Fester			
Krista Rankin	J M Huber		
Ed Walsh			
Linda Moore	City of Quincy		
J. Bruce Buttrick	The District		



Public Meeting



Location: The Atrium Date: 08/12/21 Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
* PARKER FREIBURG	City of Quincy		
Adam Robertson	HUBER		
Pam Swartz	retired		
Thomas A Sakles			
STAN HANSEN	CMT		
Sara Weisenburg Family	None over		
* Mike Troop	City of Quincy		
* JEFF BERGMAN	City of Quincy		
Doree Barron	City of Quincy		
MICHAEL SMART	Self Rep Adams		
Chip Owens	HARLT OWENS		
Steve Bangs	City Quincy		
WILLIAM ARF	CITY OF QCY		



Public Meeting



Location: The Atrium Date: 08/12/21 Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
Patrick Rogers	Quincy Med Group		
STEVEN SWARTZ			
JEFF MAYS	City of Quincy		
CURT SCHENK	KLINGNER & ASSC. RBTC		
MIKE McLAUGHLIN	MIDAMERICA FOOT DISTRICT		
Chuck Berelheimer	city of Quincy		
SANDY SHORE	QUINCY REGIONAL AIRPORT		
GREG JAVIS	QUINCY BICYCLE CLUB		
DEBORAH SNEAULT	QUINCY BICYCLE CLUB		
CURT KLAVERTZ	KLINGNER'S ASSOC		
Phil & Joy Shultz			
Marcia Johnson	Quincy		



Public Meeting



Location: The Atrium Date: 08/12/21 Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
JACK FRIEBURG	RETIRED		
Sandra Walker	Retired		
John Baangye	Retired PHS		
Maggie Strong	Strong Consulting		
* Gabriel Hanatin	City of Quincy		
* BRET AUSTIN	ADAMS CO.		
Leroy B Brinkman	Twp Trustee		
MARK ESNEAULT	QUINCY BICYCLE CLUB		



Public Meeting - MEDIA



Location: The Atrium Date: 08/12/21 Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
Devin Zimmerman	Quincy Herald-Whisper	[Redacted]	[Redacted]
Charity Bell	WGEM News		
Rene Farnick			
Mack Perse	KHQA		
Bob Gay L	Medley Bank		



Attachment F Comment Forms



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: Parher Freiburg, 3rd Ward Alderman

Affiliation: City of Quincy, IL

Address:

City:

Zip: 62305

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Notice letter from IDOT & reminder email

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: I believe that the re-development / improvement of IL-57 is desperately needed for our community. There are many large industrial businesses that use this route as a means of primary transportation to and from I-72, which has caused the rapid deterioration of the road. It would be great to see ~~this~~ IL-57 upgraded to a 4 lane roadway that bypasses Marblehead to create a safer highway for commuters and businesses alike.



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: BRET AUSTIN

Affiliation: ADAMS CO BOARD VICE-CHAIRMAN

Address:

City:

Zip: 62301

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? E-MAIL NEWSLETTER

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: THE IMPORTANCE OF THE DECOUPLING OF 3RD & 4TH STS CANNOT BE OVERSTATED. IT WOULD REMOVE MAJOR IMPEDIMENTS TO DEVELOPMENT OF THE HISTORIC DISTRICT ALONG 4TH, PROVIDE SAFETY INCREASE ALONG WASHINGTON PARK WALKING AREAS AND PROVIDE AN OPPORTUNITY TO INCREASE BIKE AND WALKING AREAS



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: Chip Owens

Affiliation: Bank & Owens

Address: [Redacted]

City: [Redacted] Zip: 62301

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Chamber & News

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: Prefer removal of one ways & installation of 4 lane Highway to I-72 for industrial & commercial development along river. This should allow for more utilization of river port & expansion of such infrastructure.



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: Jeff Mays

Affiliation: City of Quincy

Address: [Redacted]

City:

Zip: 62305

Phone No.:

E-Mail Address:

Check here if you

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Colleagues

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: Quincy's economic growth potential is clearly ^{present} growing in the Southeast section. We've seen a great deal of industrial/logistics growth & investment in that sector. Transportation is absolutely crucial and an upgrade to four lanes of IL 57 is ~~not~~ needed to keep pace



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: Rick + Linda Lung

Affiliation:

Address:

City:

Zip: 62305

Phone No.:

E-Mail Address:

Check here if you

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? WCEM

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: We live on 57 and have 30 ft from the front of our house to the road. We have a lot of traffic that runs by the house.

At our house speed limit begins at 50 mph it is way to high it should be 45 all the way to Marku head. We do not want a 4 lane past our house. We live in a brick home not a trailer & have bushes goin a bit into the house & have future plans for additional improvements.

Please do not put a 4 lane in front of our home! Need some lights along 57. & cameras to catch speeders as ~~the~~ people go fast & speed up past our house. Need cameras at other sites our home too.



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: Terry Brinkman

Affiliation: homeowner

Address:

City:

Zip: 62305

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Newspaper

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: I am a resident in Marblehead. My house is on the north side of town, first house closest to the bridge - river side. We don't fight the water much since we are on a hill. But there is so much traffic, and very few people go the 30 mph speed limit. Semis have sped thru doing at least 70. I have lost several pets. If the highway is expanded I would not be opposed to relocating.

Please contact me when there is another meeting
Thank you!



Comment Form

IL 57

Planning and Environment Linkages Study
Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: Cindy Dailing

Affiliation: personal

Address: [Redacted]

City: [Redacted] Zip: 62305

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? newspaper

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: I live in marblehead, Illinois the last house going south on the west side. Please let me know when you will start working on our section of the road. I do know Please email, call or text

Thank you



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

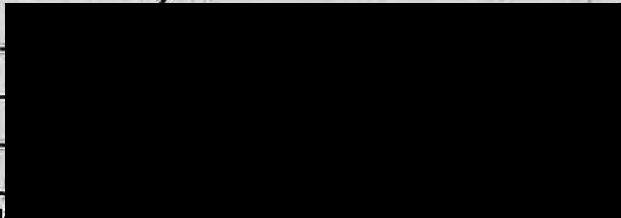
Name:

Mike Troup

Affiliation:

Mayor - City of Quincy

Address:



City:

IL

Zip:

62301

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? mailing

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: Building a 3 to 4 lane route 57 south of Maine Street in Quincy to the I-172 would help economic development in the South Quincy Industrial area. Current businesses would benefit from safer roads. Traffic traveling south from Iowa + MN would be able to cross in Quincy travel south on 57 to the 172 and if going East on 172 would save at least 20min travel time avoiding Hannibal.

We need to include changes to 3rd and 4th street in Quincy as part of 57 improved and to allow for space for new bridge across the Mississippi.

Route 57 would need to have traffic around Marblehead and raised ground to avoid flooding.



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: GERALD J. HAANTZ

Affiliation: J M HUBER / Local Resident

Address:

City:

Phone No.:

E-Mail Address:

Check here if you

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Thru work

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: I am the plant manager @ JM Huber Performance Minerals and I would like to be a member of CAG to represent the impact to our business.

I am a local resident that lives on Hwy 57. I would like to be a member of CAG to represent the impact to my home and access to Hwy 57.



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name:

JACK FREIBURG

Affiliation:

QUINCY ROTARY & HISTORICAL SOCIETY

Address:

City:

305

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through August 28, 2021, will be included as part of the Public Meeting Record.

How did you hear about the meeting? GOT AN EMAIL FROM IDOT

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: RETIRED INDEPENDENT INSURANCE
SPECIALIZING IN CONSTRUCTION INSURANCE
AND BONDING. ACTIVE COMMUNITY LEADER
IN BOTH QUINCY HISTORICAL SOCIETY
AND QUINCY ROTARY. STRONGLY SUPPORT
THIS PROJECT AS A DEVELOPMENT TOOL
FOR THE SOUTH QUINCY INDUSTRIAL DISTRICT.
SAFETY WILL INCREASE TOO.



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: APRIL MILLER

Affiliation:

Address:

City:

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? NEWS MEDIA

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments:

FIRST 57 NEEDS RAISED TO THE I72 CORRIDOR

IF FUNDS ARE NOT AVAILABLE FOR THAT

HOW CAN YOU FUND THIS PROJECT. TRUCK TRAFFIC

HAS INCREASED SUBSTANTIALLY - THIS AMOUNTS

TO ABOUT 13 MILES. THIS ROADWAY HAS

DETERIORATED.

IN LOOKING AT N H LANE - TWO THINGS TO

CONSIDER IS THAT THERE IS NO DEVI FROM

MARBLEHEAD TO HARKNESS CREEK APPROXIMATELY 4 MILES

IF THE ROAD CAN BE MOVED TO THE WEST THERE IS

A SAND RIDGE THAT IS A HIGHER ELEVATION WHERE YOU MAY

MOVE IT TOWARDS THE WEST - THERE WILL BE

IF YOU CAN MOVE IT MORE WEST AWAY FROM THE BLUFFS WOULD BE BETTER



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)	Retired	
Name:	John C Miller	
Affiliation:		
Address:	[Redacted]	
City:	[Redacted]	Zip: 62360
Phone No.:	[Redacted]	
E-Mail Address:		
<input type="checkbox"/> Check here if you do not want to be added to the mailing list.		

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Local News - News Paper

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments:

First Hwy 57 from Marblehead to I-72
needs to be resurfaced before any new
construction

Second there is now levee protection from
mill creek in Marblehead south to Harkness creek
at Bluff Hall.

Third
how can we afford new construction when we can't
take care of the roads we have now



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: Thomas A Oakley

Affiliation: 2 R1 State Development Summit

Address:

City:

Zip: 62301

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? I've been working on this ^{for 20} plus years

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: I feel this is critical project for economic development in the entire TriState region & specifically the South Quincy Industrial District which is a potentially a 600 acre area which is protected w/a 500 year levee one of only 2 on the upper mississippi. The area contains major industry with great future potential. We hope to build a new major port adjacent to this levee district and it is presently served by rail. This portion of the mississippi between locks 20 & 26 are now a new Port statistical area with the potential for federal port funding for the first time. Illinois 57 is a dangerous, narrow 2 lane highway ^{in terrible condition} which is the main connection to Interstate 72 for all industrial & commuter traffic to this region in the Quincy area. the center of the Tri

States Area



Comment Form

IL 57

Planning and Environment Linkages Study
Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name:

Rick Scheer

Affiliation:

Address:

City:

Phone No.:

E-Mail Address:

Check here if you

62305

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting?

TV

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments:

We are concerned about a 4-lane on Hwy 57 - besides taking away from property value - on some places the Hwy will be right on top on our houses -

The only thing 57 needs is resurfaced and possibly a 1 foot shoulder on each side. If it would be maintained each year that would be better & lower cost.

It is dumb to put 4 lane for about 4 1/2 or 5 miles to bypass. Keep it a two lane



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: STEVE McQUEEN - CAG MEMBER

Affiliation: IMHUBER CORP.

Address:

City:

Zip: 62305

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? CAG MEMBER

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: CONCERNS:

- * OFFICE BUILDING PROXIMITY TO THE EXISTING ROAD.
- * SILOS PROXIMITY TO EXISTING ROAD.
- * ELEVATED CONVEYOR OVER EXISTING ROAD
- * MINE ENTRANCE → TRAFFIC / PROXIMITY TO THE ROAD.
- * CRUSHER → PROXIMITY TO THE ROAD

I UNDERSTAND THE ECONOMIC IMPACT THAT THIS PROJECT WILL BRING, BUT NEED TO BETTER UNDERSTAND THE ROUTE & REQUIREMENTS AS OUR PLANT IS ONE OF THE FACILITIES CLOSEST TO THE EXISTING HWY.



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name:

Linda K Moore

Affiliation:

City of Quincy

Address:

City:

Zip:

62301

Phone No.:

E-Mail Address:

Check here if you do not

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? email blast

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: please make IL57 a 4 lane road all the way to the I-172 interchange. The traffic and big trucks, indicates the need. Also, we need to decouple 3rd + 4th street to make both 2 way traffic. Finally, as part of this project rebuilding Maine St from 3rd to the river is essential with the anticipation of the new bridge.



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: R. M. EHRHART

Affiliation: _____

Address: _____

City: _____ Zip: _____

Phone No.: _____

E-Mail Address: _____

Check here if you _____

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? _____

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: IMPROVING Hwy 57 IS A GREAT IDEA
YOU COULD TAKE AND EXTEND GARDNER EXPRESSWAY TO
TURTLE LAKE/SOUTH 24TH. THEN PROCEED SOUTH TO THE
I72 INTERCHANGE BUILD LIKE HIGHWAY 104 QUINCY TO
THE AIRPORT. KEEP EXISTING LANES TAKE PART
OFF OF THE BLUES TO CREATE A MEDIAN AND ROOM
FOR 2 MORE LANES. BUY MARBELHEAD AND
DEMOLISH IT OR BUILD AN ELEVATED (ABOVE FLOOD)
AROUND MARBELHEAD. DO IT SOONER RATHER
THAN LATER. GET IT SHOVED READY.



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: Maggie Strong

Affiliation: Strong Consulting

Address: [REDACTED]

City: [REDACTED] State: IL Zip: 62301

Phone No.: [REDACTED]

E-Mail Address: [REDACTED]

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? I'm on the CAG.

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: As a community member and consultant involved in both the Quincy Regional Transportation Study and Plan and the Quincy Riverfront Plan, I strongly support the development of IL 57 and Marblehead By-pass. This project would kick-start additional growth and development of the South Quincy Development District and Mid America Port Authority.



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name:	Robert Hultz		
Affiliation:	Owner Hultz Expressway Mobile Home Park		
Address:	[Redacted]		
City:		Zip:	62305
Phone No.:	[Redacted]		
E-Mail Address:	[Redacted]		
<input type="checkbox"/> Check here if you do not want to be added to the mailing list.			

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Newspaper

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: _____
 IF Hwy 57 is widened to 4 lane at
 Hwy 57 + So 12th St., that ~~could~~ would
 greatly and negatively impact Hultz
 Expressway Mobile Home Park (EMHP) by
 taking land on the east side of Hwy 57
 immediately south of So 12th St.



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: Robert Moulton

Affiliation: Home owner

Address: [Redacted]

City: [Redacted]

State: IL

Zip: 62305

Phone No: [Redacted]

E-Mail Address: [Redacted]

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? neighbors

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: want info on bridge and road placement.

Are they relocating the road and bridge? Is road going to be made a 4 lane? Are they going to put a levee in?

Thank you

Robert Moulton



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: MARY C BROWN

Affiliation: Citizen

Address: [Redacted]

City: [Redacted] Zip: 62301

Phone No.: [Redacted]

E-Mail Address: [Redacted]

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? LOCAL NEWS - RADIO

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: I realize the need for IL 57 being widened due to safety issues. Just adding wider edges has made a difference, but overall the highway does not feel safe. I often use 172 to head to Hannibal due to narrow part of road. A large drainage ditch on the side of road looks dangerous when cars are passing there - a wider road would help a lot

I will be watching for additional meetings



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print) <u>MICHAEL D. KLINGNER</u>	
Name:	
Affiliation:	<u>KLINGNER & ASSOCIATES, P.C.</u>
Address:	[REDACTED]
City:	Zip: <u>62301</u>
Phone No.:	
E-Mail Address:	
<input type="checkbox"/> Check here if you do not want to be added to the mailing list.	

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Email

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: Marblehead has always been a problem & should be by-passed.

- Flooding South of Marblehead - roadway should be elevated south of Marblehead.
- Mid-America Intermodal Authority Port District is in South Quincy Industrial Area & significant truck traffic is anticipated.
- Need an improved entrance to Downtown, an 4-lanes would help both industry / economic growth and downtown / riverfront tourism & commercial growth.
- New York Street Bridge will drive more traffic on IL 57



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: Sandra Walker

Affiliation: _____

Address: _____

City: _____ State: IL Zip: 62305

Phone No.: _____

E-Mail Address: _____

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? T.V.

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: Highway 57 from Broadway to Interstate 57 Doubled + Tripled in Traffic over last 5 to 10 years.

I Live in Marblehead and Trucks shake the house, and getting across the Highway is hard to do.



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: GREG DAVIS

Affiliation: QUINCY BICYCLE CLUB ; QUINCY PLAN COMMISSION

Address:

City:

Zip: 62501

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? EMAIL FROM QUINCY PLANNING COMMISSION

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: ONE OF MY MAIN CONCERNS IS THAT ANY "IMPROVEMENTS" CONSIDER PEDESTRIAN + CYCLIST SAFETY AND ACCESS. THE HWY 57 CORRIDOR IS OF PARTICULAR INTEREST AS IT IS NOT NOW CONDUCE TO SAFE CYCLING FROM QCY SOUTH. MANY GROUPS LIKE CYCLING FROM QCY TO HANUBAL AND VICE-VERSA. THE CURRENT DOUBLE STRIPS ARE A MAJOR OBSTACLE.



Comment Form

IL 57

Planning and Environment Linkages Study
Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name:

Affiliation:

Address:

City:

State:

Zip:

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? _____

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: *I Think 57 should Be 9 lane*

I AM AGAINST taking AWAY ONE WAY Streets

on 3 + 4



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



<i>(Optional, Please Print)</i>		
Name:		
Affiliation:		
Address:		
City:	State:	Zip:
Phone No.:		
E-Mail Address:		
<input type="checkbox"/> Check here if you do not want to be added to the mailing list.		

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? _____

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: I BELIEVE THE PROPOSED CHANGES & IMPROVEMENTS TO IL-57 COULD HAVE MANY POSITIVE IMPACTS ON QUINCY & THE REGION. I KNOW I AM GUILTY OF ACCIDENTALLY SPEEDING THROUGH RESIDENTIAL AREAS DUE TO THE SHARP DECREASE IN SPEED LIMITS. IF THIS PROJECT WERE TO GO FORWARD I REQUEST THAT SUBSEQUENTIAL EFFECTS BE ADDRESSED AS WELL. FIRST, ~~IT~~ WOULD ONLY MAKE SENSE TO CONVERT 3RD & 4TH ST TO TWO-WAYS. SECOND I THINK IT IS VITAL TO OUR ECONOMY & THE DOWNTOWN SMALL BUSINESSES THAT MAINE ST BE RECONNECTED TO THE RIVERFRONT ONCE THE BRIDGE IS REINSTATED BEHIND THE IL 57 IMPROVEMENTS



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: _____

Affiliation: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone No.: _____

E-Mail Address: _____

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? From Email

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: Thanks for the opportunity
1) consider 4 lane option - Qcy downtown
to I-172. By Pass northbound
very important.
2) downtown Qcy - ~~to~~ Broadway to
~~4th St~~ Jersey St decouple
on ramps. Bring back two way
traffic to ~~3rd~~ 3rd & 4th Streets
3) support city's regional transportation
PLAN



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name: MARK ESNEAULT

Affiliation: QUINCY BICYCLE CLUB

Address: [REDACTED] ST

City: [REDACTED] 01

Phone No.: [REDACTED]

E-Mail Address: [REDACTED]

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? TV

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: ON BEHALF OF BICYCLISTS, WE WISH TO
ASSURE RUMBLE STRIPS (IF ANY) ARE PLACED
BETWEEN THE ROAD AND SHOULDER, NOT IN
THE MIDDLE OF THE SHOULDER.
TO DO SO WOULD FORCE CYCLISTS INTO A
TRAFFIC LANE, WITH NO OPTION TO USE
THE SHOULDER.



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name:		
Affiliation:		
Address:		
City:	State:	Zip:
Phone No.:		
E-Mail Address:		
<input type="checkbox"/> Check here if you do not want to be added to the mailing list:		

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? City of Quincy

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: Upgrading IL-57 would be of great benefit to travelers in the area. Included in this project should be improvements to Maine St. once the bridge is moved. Regardless, 4-lanes and new pavement will ensure faster & safer trips for anyone using the roadway

Landowner, Homeowner & Businessman

I would like to express my concern regarding the proposed expansion of Illinois Highway 57, currently a Two Lane Highway to a proposed Four Lane Highway.

I reside [REDACTED] I also am a family farmer who farms owned and rented farmland adjacent to Illinois Highway 57. I am also part owner in a family Special Event Venue that is located adjacent to Illinois Highway 57. The business name is Pointe D'Vine LLC. Pointe D'Vine hosts weddings, receptions, and other special events every week. 150-400 Arriving guests will use Highway 57 to access Pointe D'Vine property. Access to my family farm is 100 ft from my driveway, across Highway 57 to my father's home, and equipment buildings for our farm machinery and grain bins that store our crops. There are four families that live at the address of Pointe D'Vine that also need access to Highway 57 to fulfill their family responsibilities (School teachers, Construction Workers, Pointe D'Vine employees).

As you can see any changes to Highway 57 could cause extreme hardship to my family members as well as the many guests of Pointe D'Vine!

Sincerely,

Gary & Rita Speckhart, Pointe D'Vine Owners
Gary & Richard Speckhart Farm
Brenton & Somer Hannel
Aaron & Jessica Speckhart
Alese Speckhart

Date: Thursday, August 12, 2021

Pointe D'Vine LLC

276 Highway 57
Quincy, IL 62305
(217) 656-3056

Planning & Environmental Linkages Study

FAP 502 (IL 57) Job No.:S-96-001-20

Thursday, August 12th, 2021

OVERVIEW

The Illinois Department of Transportation (IDOT) will be hosting an open house public informational meeting for the Planning and Environmental Linkages (PEL) Study to improve IL-57 from Broadway Street to I-172 in Quincy.

As a local business established along the highway 57, Pointe D'Vine, vineyard and venue, the owners and staff would like to express our concerns for right of way, if any, and ensure the safety of our patrons and honored guests.

GOALS

1. The purpose of this meeting is to introduce the study to the community,
2. Present a draft Purpose & Need statement,
3. Review the existing conditions along the corridor,
4. Present the anticipated project schedule,
5. Gather public input.

DESIGN-BUILD FEEDBACK SPECIFICATIONS

This feedback allows Pointe D'Vine to quickly identify concerns and ways to improve the DESIGN-BUILD process. For example, pavement markings will be helpful for solid edge lines along the side of the road, where the pavement is located.

MILESTONES

Since 2011, Pointe D'Vine has offered an exclusive outdoor setting for an unforgettable wedding or special event. In 2014, the ancestral barn built in the 1880s was updated with elegant lighting and modern amenities - heating and cooling - for everyone's enjoyment during select weather

permissible months. In 2019, the construction of a new modern, reception room for more year-round events was completed.

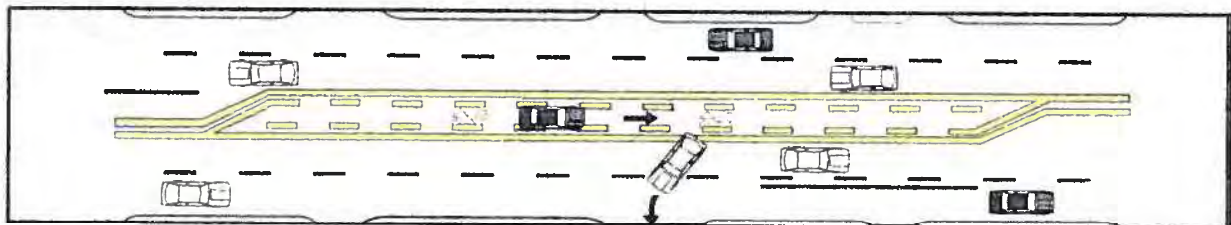
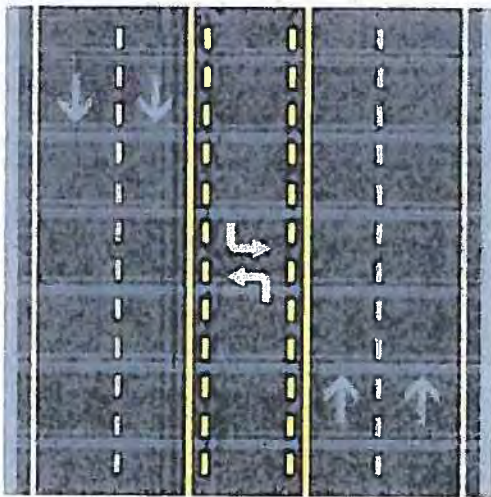
Future plans include, the continued expansion of the property's vineyard enterprise and offer a tasting room for its wines with an intimate, walk-up bar, finite seating indoors, and expansive dining outdoors on deck space.

Action Requested: Information, discussion, and action to recommend acceptance of the following strategic transportation safety plans.

Center Turning Lane

Marking patterns like the ones shown in the picture below may be found on many multi-lane highways. The solid yellow centerline means you cannot use the center lane for passing. The broken yellow centerlines show that vehicles traveling in either direction may use the center lane only to make left turns.

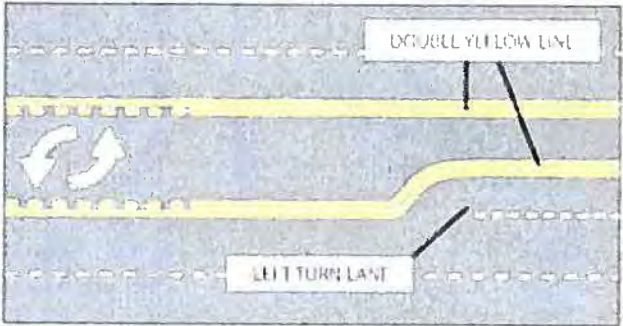
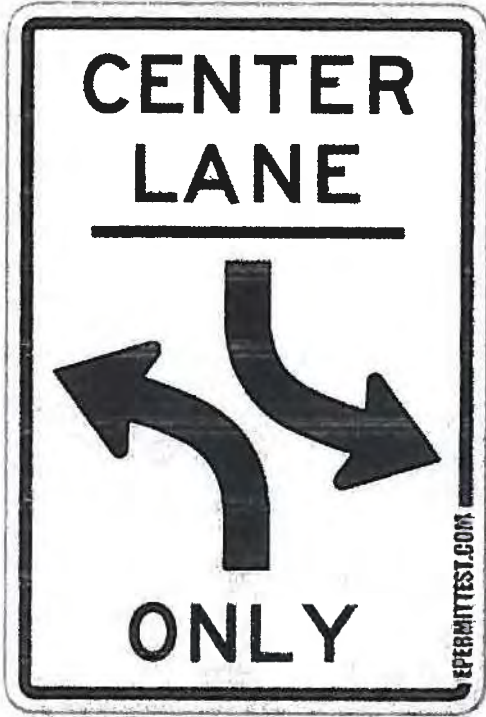
Action Requested: Consider physical or painted channelized left lane turn designs.



Lane Use Control Signs

A two-way left turn lane can be marked by the center lane left turn only traffic sign.

Action Requested: Special pavement markings are much more recognizable.



Dedicated Turn Lanes

Dedicated turn lanes are used at busy intersections to prevent vehicles from making a turn left or right from slowing down through traffic. Dedicated turn lanes provide extra space for the turning traffic that essentially takes the turning vehicles out of the general traffic flow.

As an added benefit, dedicated turn lanes increase traffic safety at intersections where they are used, statistics showed a reduction in crash rates by as much as 40 percent on some intersections where dedicated turn lanes were employed.

Action Requested: A dedicated right turn lane which allows you to turn right without slowing down or impeding traffic behind you. Note that you cannot travel straight through the intersection from this lane as you will conflict with traffic moving through the adjacent lane.



PLEASE NOTE, Future Action:

Pointe D'Vine will likely expand hours of operation from 4 days a week to 5 or more days (several months of the year, April-Nov), and therefore apply for the Tourist Oriented Directional Signing (TODS) Program from IDOT. Signage desired at the ideal mile marker on I-172 before Marblehead Exit each direction, eastbound and westbound. The business is located about one mile east from the exit.

Comments on IL RTE 57 proposed improvements

WHY SHOULD AN INVESTMENT BE MADE

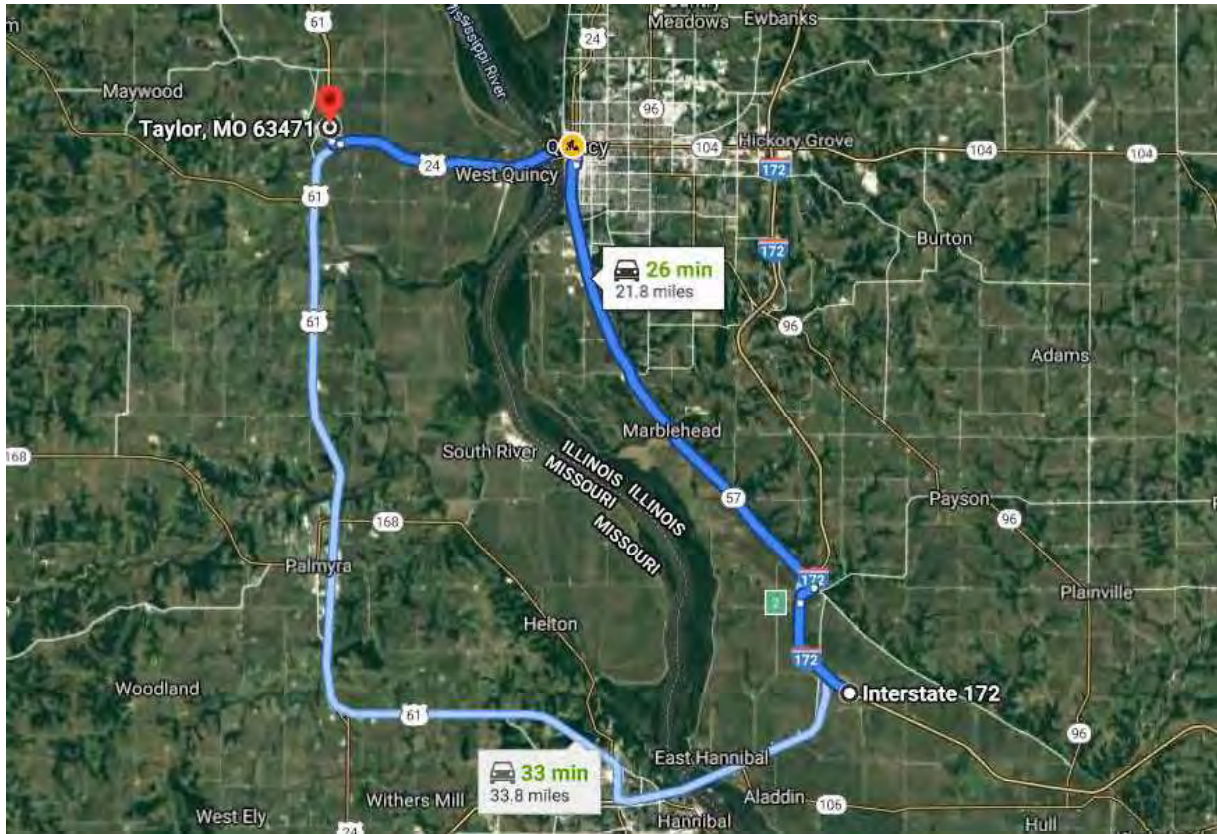
1. Support access to existing investment made in the South Quincy Industrial Area

Several commercial enterprises have invested in construction of facilities related to transportation and the production of animal feeds, the processing of soybean and corn oils, and the production of calcium carbonate products shipped for incorporation in the production of other products.



4. The route can actually be seen as a link in the interstate transportation network.

Route 57 provides a link between the Avenue of the Saints north of Quincy to Interstate 72 south of the City that saves approximately 12 miles, or a 35% savings in mileage. The potential advantages for the distance savings could be enhanced to the extent that the improvements incorporate some degree of access control as does the Avenue of the Saints.

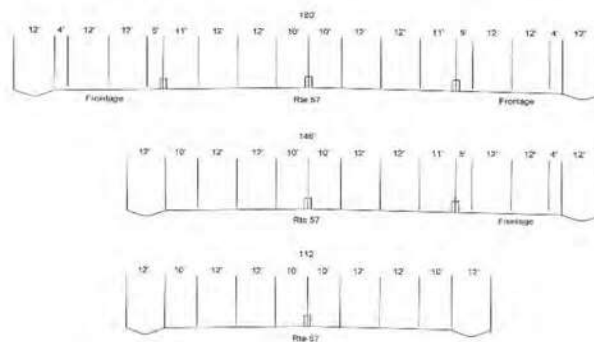


5. Safety considerations

The present Rte 57, as noted at the public meeting, has a significant proportion of the present route subject to “no passing” zones. That together with at least 16 home entrances between I-172 and Bluff Hall and another 7 or so similar entrances between Bluff Hall and Marblehead provide conflict situations. North of Marblehead several additional conflicts, including mobile home park entrances exist. The proposed improvements present an opportunity to reduce these conflicts.

OBSERVATIONS

1. Much of the route follows the base of the bluffs. The bluffs provide an opportunity to introduce access control in that the steepness at most locations limits access to the top of the bluffs.
2. Expansion of the highway on the riverside of the existing facility would appear to require significant fill. A plan which limits the fill required would appear to likely limit costs.
3. The Adams County GIS indicates most of the right of way is at approximately 100 feet. A plan which limits right of way requirements would appear to help limit the cost. While improvements to IL 104 from Hickory Grove to the Airport have set a standard that area residents approve, the area desire to get this project done and done cost effectively might suggest that the Department consider a cross section similar to the Kansas Turnpike, but using “pig tails” to access points rather than interchanges. Areas without frontage roads could probably be constructed on a right of way of 112 feet, or just 12 feet more than the existing right of way. Areas with one frontage road could probably be constructed on a right of way of 146 feet. The study should evaluate the cost/benefit comparisons of acquiring some areas of developed property against the costs of relocations into the flood plain.



CITY OF QUINCY OBJECTIVES NEAR THE CENTRAL BUSINESS DISTRICT

1. Community leaders and planning studies have expressed concerns with the level of truck traffic passing Washington Park on 4th Street.
2. Interest has been expressed in making pedestrian access more friendly between the central business district and the riverfront.
3. A solution suggested has been to undo the one-way Third and Fourth Street couple carrying Route 57 to Broadway. The one-way streets were suggested in the 1960 comprehensive plan to address traffic congestion. That congestion has diminished with the development of commercial opportunities on the east side of the City.
 - To the extent that there is success in revitalizing the District, the need for the ability to carry larger traffic volumes may reoccur.
 - Because of limited right of way, the local suggestion would be for Route 57 to be located on a two-way Third Street with a northbound lane, a southbound lane, and a turn lane. This would seem to be likely to result in longer traffic queues which would impede the ability for easy pedestrian access between the District and the riverfront, a conflict with planning objectives.
 - Traffic data presented at the time of public input for the proposed new Mississippi bridge suggested that retaining the one-way couple but reversing the flow on the two bridges (inbound over the Bayview Bridge) would significantly reduce truck traffic past Washington Park. An additional benefit of the reversal would be to provide direct access to the Blessing Hospital ER from Palmyra and other Marion County communities and from Canton and other Lewis County communities. The reversal would also appear to simplify traffic conflicts on Broadway at Third and Fourth. A concept is presented below.



MICHAEL A. TROUP
MAYOR



CITY HALL
EST. 1840

August 16, 2021

Jeffrey Myers, P.E., Region 4 Engineer
Illinois Department of Transportation, District 6
126 East Ash
Springfield, Illinois 62704-4792

Dear Jeffrey:

Last week IDOT hosted a public hearing in Quincy to provide input on improvements to the Illinois 57 highway that takes Quincy traffic from Broadway directly South through Marblehead to I-72. By all accounts, it was very well attended and an extraordinarily positive event for our community.

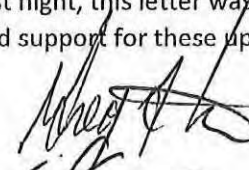
Because of our constructive partnership with you in recent years, we have seen significant intersection, pavement, and bridge improvements to IL 57 already. The point of this hearing was to set the stage for what is yet to come on IL57, given the recent and anticipated growth in manufacturing and logistics investments in the South Quincy Industrial Area.


The IL57 improvements are the highest priority for our community, as shown in the Quincy Regional Transportation Plan adopted last year, and reaffirmed last week at the public hearing. The key IL-57 upgrades include building two additional lanes to the current alignment all the way to I-72, and the bridge replacement/re-routing at Marblehead. Linked to these improvements are significant improvements to 3rd and 4th Street.

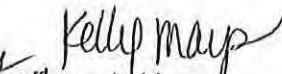
At our City Council meeting last night, this letter was circulated for signature by each alderman in attendance to reaffirm our solid support for these upgrades.


Sincerely,



Michael Troup, Mayor

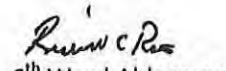

1st Ward Aldermen


2nd Ward Aldermen


3rd Ward Aldermen


4th Ward Aldermen


5th Ward Aldermen


6th Ward Aldermen


7th Ward Aldermen



RESOLUTION OF SUPPORT FOR THE MODERNIZATION OF ILLINOIS ROUTE 57

WHEREAS, the Great River Economic Development Foundation participated in the development of Quincy Next Strategic Plan adopted by the City of Quincy in March 2018; and

WHEREAS, the Strategic Plan recognizes the importance of connecting to major transportation corridors and converting 3rd Street to a major north-south arterial linking U.S. 24 and the C-KC Expressway on the north to Illinois Route 57 on the south side of Quincy; and

WHEREAS, Illinois Route 57 is a dangerous, narrow, two-lane highway with numerous industrial driveways that carries significant local traffic, commuting traffic and regional truck traffic between Interstate 172, Interstate 72, the South Quincy Industrial District, Downtown Quincy, and the Mississippi River bridges; and

WHEREAS, the growth of Quincy and the west-central Illinois region depends upon providing adequate transportation infrastructure and safe, modern highway access to the South Quincy Industrial District along Illinois Route 57; and

WHEREAS, modernizing Illinois Route 57 from Illinois Route 104 to 1-172/72 to a four-lane highway is critical to the economic well-being of the City, County and region,

NOW THEREFORE, BE IT RESOLVED, that the Great River Economic Development Foundation Board of Directors supports the modernization of Illinois Route 57 and that the improvements be included in the State of Illinois Infrastructure Initiative and further encourages the State of Illinois to begin work on these necessary and important improvements as soon as possible.

Aye: 21

Nay: 0

Abstain: 1

Approved: 08/20/21



August 19, 2021

Illinois Department of Transportation
District 6, Attention: Jon Kelley
126 East Ash Street
Springfield, IL 62704

Dear Mr. Kelley:

As President of Quincy University, I am writing to indicate my enthusiastic support for the **IL 57 Broadway to I-172 Project** and the work undertaken by the CAG and in the current PEL Study. Briefly, the 13-mile span under consideration is obsolete, dangerous, and inadequate to its current and future purposes. In our opinion at Quincy University, the roadway under consideration should be modernized with a conversion to four lanes, along with other urgently needed improvements to protect life and safety.

Some background information might be helpful. Founded in 1860, Quincy University is a private, Catholic university serving about 1,100 students and offering bachelor's and master's degree programs. QU is one of Quincy's larger employers and a leading supplier of workers to Quincy with the baccalaureate degree or above. As the only baccalaureate institution in Adams County, the university plays a critical role in regional economic development, with degree programs offered in business, computer science, cybersecurity, and the sciences.

The IL 57 corridor is a critical route serving the South Quincy Industrial District, where there is considerable economic activity already and the potential for far more. The very marginal condition of this route, its poor safety record, and its insufficient provision for commercial traffic already provide robust justification for a major investment in roadway improvement. In addition, IL 57 also is an important commuter route and should carry more traffic to Quincy than it does to and from I-172. The poor condition of the route has led me to avoid the route in my own travel whenever possible, even though it should be the best option for me, my employees, and my students when traveling to Quincy from south of the city. I am aware of other QU employees and students whose choices mirror my own and avoid the current route.

The current condition and maximum traffic throughput limitations for this route, candidly, are costing existing private citizens and industry time (and money), as well as discouraging new economic investment in the region. The students and families brought to the region by QU also need and deserve better roadways and travel options. The State of Illinois should prioritize a four-lane upgrade and other modernization efforts for this route, with its important service to industry, the city, and the region.

Thank you for considering my input on this important project. Please contact me at president@quincy.edu if I can provide further information.

Sincerely,

Brian R. McGee, Ph.D.
President



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name:	Skip Bowles				
Affiliation:	Quincy Bicycle Club				
Address:	[Redacted]				
City:				Zip:	61455
Phone No.:					
E-Mail Address:					
<input type="checkbox"/> Check here if you do not want to be added to the mailing list.					

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Quincy Bike Club

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: Hwy 57 rumble strips. Please make them along the white line to right of shoulder only - NOT entirely into the shoulder. It is very unsafe for cyclists to have to ride to left of line in highway traffic.

thank you



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

August 12, 2021



(Optional, Please Print)

Name:	Ann McCleery		
Affiliation:	Quincy Bicycle Club		
Address:	[REDACTED]		
City:		Zip:	62301
Phone No.:	[REDACTED]		
E-Mail Address:	[REDACTED]		

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **August 28, 2021**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Bike Club Qcy IL

Check here if you would like to be considered for participation on the Community Advisory Group (CAG).

Comments: Hwy 57 is of special concern as a bicyclist. Please make sure rumble strips are only ~~to~~ along the white line not all the way into the shoulder as already occurred on a strip of newly paved hwy 57 near Qcy.

Thank you!



217-222-7980
300 Civic Center Plaza #237, Quincy, IL 62301

RESOLUTION OF SUPPORT FOR THE MODERNIZATION OF ILLINOIS ROUTE 57

WHEREAS, the Quincy Area Chamber of Commerce participated in the development of Quincy Next Strategic Plan adopted by the City of Quincy in March 2018; and

WHEREAS, the Strategic Plan recognizes the importance of connecting to major transportation corridors and converting 3rd Street to a major north-south arterial linking U.S. 24 and the C-KC Expressway on the north to Illinois Route 57 on the south side of Quincy; and

WHEREAS, Illinois Route 57 is a dangerous, narrow, two-lane highway with numerous industrial driveways that carries significant local traffic, commuting traffic and regional truck traffic between Interstate 172, Interstate 72, the South Quincy Industrial District, Downtown Quincy, and the Mississippi River bridges; and

WHEREAS, the growth of Quincy and the west-central Illinois region depends upon providing adequate transportation infrastructure and safe, modern highway access to the South Quincy Industrial Distract along Illinois Route 57; and

WHEREAS, modernizing Illinois Route 57 from Illinois Route 104 to I-172/72 to a four-lane highway is critical to the economic well-being of the City, Country and region,

NOW THEREFORE, BE IT RESOLVED, that the Quincy Area Chamber of Commerce Board of Directors supports the modernization of Illinois Route 57 and that the improvements be included in the State of Illinois Infrastructure Initiative and further encourages the State of Illinois to begin work on these necessary and important improvements as soon as possible.

August 12, 2021

From: Chuck Scholz [REDACTED]
Sent: Thursday, August 12, 2021 3:25 PM
To: Madonia, Sal @District 6 <Sal.Madonia3@illinois.gov>
Subject: [External] Highway 57

Mr. Madonna,

I am writing to express, in the strongest possible way, my support for the 4 lane improvement of Il 57 from Broadway to I - 172 .

This vital link to our South Quincy flood protection district will capitalize on hundreds of millions of private investment. It also brings us closer to the potential for an inter- model port on the Mississippi that could reach two thirds of the country in one day.

I urge that the plan incorporate the impact of the new River Bridge and the highway improvements with our historic district.

As a three term Quincy Mayor and member of the Tri- State Summit steering committee, I wish to emphasize that this improvement represents the best opportunity for the state to fund a project that will have enormous economic impact for the region.

Thanks for your consideration,

Chuck Scholz

NEW CONTACT INFORMATION

Charles W. Scholz
Scholz and Scholz LLP

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

August 13, 2021

Contact Us

FIRST NAME

Logan

LAST NAME

Klauser

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

The stretch of highway between Quincy and the interstate going to hannibal is terrible. Especially after Marblehead. It has caused several of my vehicles to need new tires and need alignments time and time again. It is very long over due to put in a new road, especially a 4 lane with all the traffic that goes through there. I know several people including myself who choose to take longer routes to work because of the condition of the road.

August 13, 2021

Contact Us

FIRST NAME

Jen

LAST NAME

Roberts

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

There are roads over in West Missouri that are 3 lined they have a passing lane that goes back in forth between both flows of traffic. That seems like a good idea considering 57 is narrow in some spots and should save money.

August 18, 2021

Contact Us

FIRST NAME

Bryan

LAST NAME

Stokes

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

My name is Bryan Stokes. I am the president of Quincy Recycle and Quincy Farm Products in Quincy, IL. I am writing in support of additional funding to expand Highway 57 to a four lane highway to the Interstate and to align the highway to 3rd street, thus reducing truck traffic on the square. Our companies spend in excess of \$25 Million per year on freight. It is our single largest non-commodity expense line. 75% of our loads out of Quincy, IL utilize Highway 57. It has been very difficult to find carriers in the US for the last seven months. Safe roads will help us fill the loads and encourage carriers to come to Quincy. Currently, Highway 57 causes delays for drivers and, frankly, it is not a safe road. Please consider additional funding to expand the highway. Thank you. Bryan Stokes
www.quincyfarmproducts.com www.quincyrecycle.com

August 19, 2021

Contact Us

FIRST NAME

John

LAST NAME

Stevenson

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

The project to expand Hwy 57 to a four lane highway is critical to Quincy's economic development. Transportation is the lifeblood of industry. The interstate has been vital to Quincy's development. The Hwy 57 project would complete the vision of the interstate by linking it to Quincy's industrial area.

August 19,2021

Contact Us

FIRST NAME

Harold

LAST NAME

Oakley

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

Ladies/Gentlemen: I am writing in support of the assessment efforts to improve Hwy 57 as it connects I-172/72 and downtown Quincy. Through my daily professional work with many of the Quincy areas manufacturing companies, transportation companies, banks, health care providers and other key participants in our economy, I have learned how critical strong infrastructure is to their businesses and ability to serve our community and connect with the rest of the country and world. The current narrow two-lane portion of Hwy 57 between I-172/72 and downtown Quincy is the most significant impediment to safe, reliable travel to and from Quincy. The manufacturing companies in the South Quincy levee district are especially impacted by this problem. I laud the examination of how this stretch can be enhanced to promote safe, efficient transportation for the Tri-State area. Thank you. Sincerely, Harold B. Oakley Chairman, Schmiedeskamp Robertson Neu & Mitchell LLP (and former Chairman of GREDF)

August 20, 2021

Contact Us

FIRST NAME

C. David

LAST NAME

Nuessen

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

I am pleased to have the opportunity to comment on the captioned project. Please know this is a heavily travelled roadway which has of course deteriorated as use has increased. There are many factory and commercial use properties located along the road and many existing jobs are affected. It would be a significant improvement as far as convenience for the many employees in the district and I am assured there will be many more opportunities to increase the job base leading to even more traffic if and when the highway can be improved to more modern standards for a highway catering to the increased amount of traffic and consequent use. Another consideration is the amount of recreational use along this road. The fact is that it is down right dangerous for travel by bicyclists and other recreational type use. This is an increasingly important highway to our community and my hope is that it can be brought up to standards enabling our City to grow and prosper during these trying times. Thank you for your consideration, C. David Nuessen - Mayor 1977-1985

August 20, 2021

Contact Us

FIRST NAME

Michael

LAST NAME

Klingner

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

Moving the entrance into from Maine Street to York Street when the new bridge is completed will have a significant, and negative impact to the City of Quincy, as traffic is pretty well divided at Broadway--about a third wants to go east, a third North and a third South, so 2/3rds of those entering Quincy do not have an efficient route. Improving Il 57 to four lanes heading south from York and at least a three lane going North, as per the Quincy Strategic Plan, does help mitigate this issue. Four lanes will better distribute traffic for those heading South and Southeast, especially with an improved State Street, Jefferson, 8th, 12th and 24th connection. Four lanes will better serve our industrial South Quincy, and with the new 1200 locks, now being appropriated by Congress under NESP, as well as planned Mid America Intermodal Authority Port District (Quincy area is already one of the top 5 inlet river ports in the United States, and the second largest on the Upper Mississippi). It is Critical to connect Downtown Quincy with the proposed York Street bridge, the Industrial area, the Mid America Port to I-172 via 4 lanes.

Aug 25, 8:51 PM

Contact Us

FIRST NAME

Heath

LAST NAME

Heitman

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

I travel this road Monday- through Saturday by car and by bicycle. What provisions are going to made for cyclists? When Hwy 57 was repaved from Quincy to Marblehead who ever designed or mandated the placement of the rumble strips did a poor job. While the roadway is smooth and much nicer to ride on than from Marblehead to I72 the rumble strips make the shoulder unridable. I hope the future planning of a Hwy57 improvement sees the roadway widened for a much safer place for everyone to use the road.

Form Submission



IL 57 Quincy Public Meeting #2 Meeting Summary

The final Public Meeting for IL 57 Quincy PEL took place on Thursday, September 1, 2022. (See *Attachment A* for photographs of the event.) The meeting was held at the Atrium on 3rd from 4:00 pm – 6:00 pm. The event was advertised in the Herald newspaper (*Attachment B*) on August 18th and 26th and via eblast (*Attachment C*) on August 18th and 30th to the stakeholder list. A press release (*Attachment D*) was distributed on August 30th.

The public meeting was well attended. A total of **183 individuals** and **4 media** outlets signed in (*Attachment E*) including Quincy Herald-Whig, WGEM News, KHQA, and Muddy River News. After signing in, participants were directed to a room with a ten-minute presentation on a continuous loop that provided an overview of the project, all Alternatives, and the Alternative screening process. After watching the video, participants returned to the main room where they could review a series of displays that provided overall project information. This room also included projecting flyover simulations for each alternative in two locations on a continuous loop. Next, there were three stations with rollout maps and displays specific to each corridor section, Urban, Suburban/Industrial, and Rural. Several tables were set up to allow participants the opportunity to sit and complete a comment form. All meeting materials were available on the project website at www.IL57Quincy.org immediately following the event. IDOT and consultant staff were present to answer questions.

Attendees included representatives from J.M. Huber, Jones Poultry, Quincy Park District, Express Way Mobile Home Park, UBC Carpenters Local 270, Sem Minerals, Pointe D’Vine, Farm Bureau, Luina 231, Adams County Health Department, The District, Hank & Owens, Quincy Medical Group, QBTC Mid America Port District, Quincy Regional Airport, Quincy Bike Club, and area residents.

Notable persons in attendance:

Mike Troup	Quincy Mayor
Eric Entrup	Quincy Alderman
Parker Freiburg	Quincy Alderman
John Mast	Quincy Alderman
C. David Nuessen	Former Quincy Mayor
Chuck Scholz	Former Quincy Mayor
Helen Mayfield	Office of State Senator Jill Tracy
Raquel Sparrow	Office of State Representative Randy Frese
R. Kent Snider	Adams County Board Chairman
Bret Austin	Adams County Board
Dave Bellis	Adams County Board
David McCleary	Adams County Board
Mark Sorensen	Adams County Board



Bryden Cory
Jim Frankenhoff

Adams County Treasurer
Adams County Engineer

A **total of 93 comments** were received, 59 written comments were submitted at the meeting and an additional 34 comments were received through the project website during the meeting comment period (*Attachment F*). Comments included:

- Just repave the route
- Add curbs, space for bicycles on shoulder, bike lanes
- Add pedestrian skywalks from the Oakley Lindsey Center to all downtown hotels
- Improve signage to I-72, trucks are exiting at I-172 and IL 57 by mistake
- Avoid the cemetery property with improvements
- Include the Marblehead bypass
- Need improvements to accommodate the port
- Traffic counts are too low, need to be redone
- Add right turn lanes at 900th St.
- Add left turn lanes at 100th St.
- Improve roadway to remove from floodplain
- Support for Alternative U-1, U-2, U-2A, S-1, S-2, S-3, R-1, R-1A, R-2, R-4
- If Marblehead bridge is replaced, use old concrete to line the creek bank
- Widening improvements would make irrigation system inoperable
- Do not change 3rd and 4th Streets, safety concerns with decouple
- By-pass needs to address turning angle at 550th St.
- Buy out west side of Marblehead for improvements
- Broadway is more important to be improved than IL 57
- Oppose R-1A, R-2
- Oppose roundabouts
- Support roundabouts
- Need to ensure the connection to the new bridge is seamless
- Traffic signals needed at State, trucks from MO use it to bypass Broadway
- Redirect trucks out of downtown
- Loss of parking
- Concerns over impact of decouple to traffic in and out of the Kroc Center
- Need improvements to barge docks and truck traffic to the barge
- Need to consider future growth of businesses and agricultural access
- Decouple will cause bottlenecks and accidents at Broadway
- Do not decouple beyond Broadway
- Decouple to Locust
- Signalize intersections to improve safety for pedestrians
- Center passing lanes only make sense in hilly/mountain areas, not on flat roads in Quincy
- Need a gateway at 3rd and York for new bridge access
- Spend the money for the 4 lanes and do it right the first time
- Don't rely on traffic counts build for economic development



- Obtain materials needed to widen from the borrow pits in the floodplain instead of upland sites
- Need left turn lanes north of E 1000th St.
- Place rumble strips next to the white line to allow cyclists to use the shoulder
- Improvements are necessary for safety

The event was staffed by representatives from IDOT and the consultant team including:

IDOT

Frank Caraballo
Jon Kelley
Cloyd Jack
Sal Madonia
Jeff Myers
Joe Schatteman
Jay Wavering
Lori Williams

Consultants

Gary Baker, Wood
Rob Hanfland, Civil Design, Inc.
Janet Henderson, Images, Inc.
Petar Knezevic, Wood
Angela Love, Wood
Lisa Mentzer, Images, Inc.
Stephanie Miller, Wood
Andy Thompson, Wood



Attachment A Photographs













Attachment B Newspaper Ad



The Illinois Department of Transportation will be hosting a public meeting open house for the public to learn about the **IL 57 Planning and Environment Linkages (PEL) Study**. The limits of this project are from Broadway Street to I-172 in Quincy.

Thursday, September 1, 2022

4-6 p.m.

The Atrium | 201 S. 3rd Street | Quincy, IL 62301

The purpose of the meeting is to:

- Present the Alternatives evaluated
- Present the Alternatives to carry forward
- Obtain public input on the Alternatives

Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. Project team members will be present to discuss the project and answer questions. Written comments can be accepted at the meeting, mailed after the meeting, or submitted via the project website at www.IL57Quincy.org.

All correspondence regarding this project can be submitted through the project website or mailed to:

Illinois Department of Transportation, District 6
Attn: Jon Kelley, P.E.
126 East Ash Street, Springfield, IL 62704

Comments received by September 16, 2022 will become part of the meeting record.

For more information, visit www.IL57Quincy.org.

**This meeting is accessible to individuals with disabilities. Anyone needing specific assistance should contact Lisa Mentzer of Images Inc. at (630) 510-3944, ext. 104. People planning to attend who need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844 or 711; TTY users (Español) (800) 501-0864 or 711; and for Telebraille dial (877) 526-6670 at least five days prior to the meeting.*

The meeting will be conducted according to the current guidelines from the Illinois Department of Public Health. Please visit the Illinois Department of Public Health website at www.dph.illinois.gov.



Attachment C Eblast



You're Invited

IL 57 Open House Public Meeting

The Illinois Department of Transportation will be hosting a public meeting open house for the public to learn about the **IL 57 Planning and Environment Linkages (PEL) Study**.

The purpose of this meeting is to present all the Alternatives explored and the Alternatives to Carry Forward. Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. This meeting will be held in an open house format so stop by anytime between **4:00 PM and 6:00 PM**, there will not be a formal presentation. Project team members will be present to discuss the project one on one with you and answer your questions. Written comments will be accepted at the meeting and can also be submitted through the project website at www.IL57Quincy.org.



Public Meeting

Thursday, September 1, 2022

4:00 PM – 6:00 PM

The Atrium

201 S. 3rd Street | Quincy, IL 62301

Comments can be submitted through the project website at any time. **All comments received by September 16, 2022** will be a part of the Public Meeting record.



www.IL57Quincy.org

This meeting is accessible to individuals with disabilities. Anyone needing specific assistance should contact **Lisa Mentzer of Images Inc.** at (630) 510-3944, ext. 104. People planning to attend who need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844 or 711; TTY users (Español) (800) 501-0864 or 711; and for Telebraille dial (877) 526-6670 at least five days prior to the meeting.

The meeting will be conducted according to the latest guidelines from the Illinois Department of Public Health. Please visit the Illinois Department of Public Health website at www.dph.illinois.gov.



Attachment D Press Release



State of Illinois
JB Pritzker, Governor



Illinois Department of Transportation
Omer Osman, Secretary

FOR IMMEDIATE RELEASE:
August 30, 2022

CONTACT:
Paul Wappel 217.685.0082
Joe Schatteman 217.970.0082

Public invited to attend open house meeting on Illinois 57

QUINCY – The Illinois Department of Transportation is inviting the public to an open-house style public meeting to provide input on the alternatives for the Planning and Environment Linkages study for Illinois 57 from Broadway Street in Quincy to Interstate 172 south of Marblehead.

The event will be held:

**Thursday, Sept. 1
4-6 p.m.
The Atrium
201 S. Third St., Quincy**

The public is invited to stop by during the meeting to review the alternatives, view exhibits and watch an informational video, which will run continuously throughout the event. IDOT staff and consultants will be available to discuss the project and answer questions.

“The department appreciates the partnership with the business owners, government leaders and road users in the Quincy area on this study to develop solutions for the future,” said Jeff Myers, IDOT Region 4 Engineer. “Their dedication to this study and the corridor is greatly appreciated.”

Comments on this study can be submitted at the meeting, mailed in after the meeting or submitted through the project website at www.IL57Quincy.org. If you are unable to attend the meeting, all materials will be posted to the project website on Friday, Sept. 2. Comments received by Sept. 16 will become part of the meeting record.

Over the next six years, IDOT is planning to improve more than 2,500 miles of highway and nearly 10 million square feet of bridge deck as part of the Rebuild Illinois capital program, which is investing \$33.2 billion into all modes of transportation. Accomplishments through Year Three of Rebuild Illinois included approximately \$8.6 billion of improvements statewide on 4,422 miles of highway, 412 bridges, and 621 additional safety improvements.

For IDOT District 6 updates, follow us on Twitter at [@IDOTDistrict6](https://twitter.com/IDOTDistrict6) or view area construction details on IDOT’s [traveler information map](http://travelerinformationmap.com) on GettingAroundIllinois.com.



Attachment E Sign-in Sheets



Public Meeting



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
Linda Moore	City of Quincy		
Mike Troup	City of Quincy		
Eddie & Patty Maples	City of Quincy		
Landra 4005	Rural Ray		
John & Linda Keitner			
Jamie Haantz	JM HUBER Home owner		
Nathan Koettler	Park District		
Bob Hultz	Hultz EXPRESS MHP		
Roger Leenertz	Citizen		
Jack Hotschlo	Citizen		
Jim MENTESTI	GREENLIT PETS		
Debbie Wernowski			



Public Meeting



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail	
Chris Landwehr	Oakley Lindsay Center	[REDACTED]		
Luke Lish	McNay Truck Line			
Cynthia Brown	Chelsea Video			
MARK SOREWSEW	COUNTY BOARD			
SANDI CRIM	Home owner			
Pam Swartz	Home Owner			
Jessica Cromie/Son Cromie	Home owner			
R Kent Sinder	ADAMS COUNTY BOARD ^{STAIRS}			
Somer Hannel	Home owner			
Shawn + Jackie McDonald	Home/Business owner			
Phil + Karen Goehl	Home			
Roger Schoutense	Home Owner			



Public Meeting



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
Tom Dells	Dells Farms	[REDACTED]	[REDACTED]
Amy Peters	Quincy Childrens Museum		
RANSY HOUGLAND	CRAIG IND.		
ILISA CUCUK	TIRAMISU RESTAURANT		
Bruce Guthrie	Quincy Area Chamber		
Paul Edwards	Land Owner		
John C Miller			
Ken Hultz	Hultz-Perkins		
Chad Keppner	Diamond Construction		
Josh Craig	Craig Industries		
Dustin Speckhart	resident		
DAN TROWER	resident		



CO

Public Meeting



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
STEVE McQUEEN	Jm HUBER CORP.	[REDACTED]	[REDACTED]
Austin Ramsey	ADM		
Mike McCLAIN	Retired		
Ken Gannett	MECO Engineering		
Krista Rankin	Jm Huber		
Douglas Peterson	Calfawn Corners		
Beth Speckhut	Pointe D'Vine		
Carrie Potter	City of Quincy		
Jerry Holzgrafe	Retired		
Ted Siebers	QIU Development		
Madison Badgley	GREF		
Doug Zoller	Retired		



Public Meeting



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
Steve Bange	City of Quincy		
Ted Rees	Citizen		
Ed Walsh			
John Mast	City of Quincy		
Audrey Rees	City of Quincy		
MICHAEL MARTIN	CARPENTERS LOCAL 270		
Ryan Hinkamper	Adams County		
Joseph Goerlich	SEM Minerals LP		
KEITH L. MIZWICIA	SEM MINERALS, L.P.		
Kevin McClean	City of Quincy		
Jason Traeder	TNT		
TAMARA FREIBURG			



Public Meeting



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
Barb Appensen			
Mark Wernowsky			
TONY CRANE	OAKLEY - LINNENBY CENTER		
Joyce ^{ex-Kent} Alfred			
Tim Winfield	McNAY Truck Line		
Harold & Juanita Andrews			
MIKE KLUGGER	KLUGGER ASSOC. - P.C.		
Derek Price	DP Const. / Prof.		
STEVEN SWARTZ	Home owner		
Cindy Dailing	Home		
Terry Brinkman	Homeowner		
Chuck Scholz	Citizen		



Public Meeting



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
Kathy Inese / Scott Inese			
Ron Reels			
Gary Speckhard	Pointe D'Vine LLC		
Ray [Signature]			
Rick E. HART			
Lynn S. [Signature]			
MARK E. FREIBURG	FREIBURG INS DIAMOND CONT		
REAUGH BROEMMEL	WOODLAND CEMETERY ASSN		
Lyndie Wodding			
CITRIS KNAPP			
Dick Foster			
Gabrielle Rober	Winters LLP, District Historical Society, YP		



Public Meeting



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail		
MAGGIE STRONG	STRONG CONSULTING				
David McCleary	County Board				
Stephanie Doods	Resident				
Aaron + Jennifer Mast	Resident				
TERRY TRAEIDER	TNT YAMAHA				
Crystal Young	Sustainable Cust.				
Cindy Beckmann	Resident				
Jenny Walker					
JIM FRANKENHOFF	Adams Co Hwy				
MIKE McLAUGHLIN	Mid America Port District				
Shanna Church	Resident			_____	_____
marcia Johnson	Resident			_____	_____



Public Meeting



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
DAVE HUMMER	RETIRED	[REDACTED]	[REDACTED]
TAVIS HASELL			
CHAD RODGERZ	Salvator Army		
JESSICA SPECKHART	Pointe D Vine		
Brent Speckhart	Land owner		
JEFF FRIEDHOFF	LAND OWNER		
JERRY KEITH GREEN			
BLAN Ippensen			
Bryden Cory	Adams Co Treasurer		
Beverly Simions	Retired		
Susan Scholz	Golden Bridges		
JAMES BROWN	57 property owner		



Public Meeting



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
RICH SIMMONS	RETIRED		
Helen Mayfield	State Senator Tracy		
Laura Oakman	City of Quincy		
Jim WOLF	RESIDENT		
Steve Demoss			
Mark Derhate			
Stan Lentz	Land owner		
JEFF STEINKAMP	PARK DISTRICT		
DAN SPILKEN	RETIRED		
Andy & Shari Howell	bus owner		
ERIC BARNES	KLINGNER		
John Gebhardt	Friends of hog Cabins		



Public Meeting



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
Brad Beckman	Resident	[REDACTED]	[REDACTED]
Buddy + Jackie Weisenburger	Resident		
Shelli Ray	Resident		
Timothy + Kathryn Walker Sr	resident		
Kyle Van Cleave	Midwest Controlled storage		
Dave Bellis	Adams Ct Bd		
Debbie Lentz	Landowner		
Chuck Beulheim	city of Quincy		
Parker Freiburg	City of Quincy		
D. DAVID NUESSEN	FORMER MAYOR		
Kathleen Xamis	Resident		
Brad Monahan	Resident <small>Payson First Respond</small>		



Public Meeting



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
MIKE HERSCHLER	TAX PAYER		
Mary Herschler	"		
BRET AUSTIN	ADAMS CO		
Robert Young	Sustainable custom solutions Adams		
Julie Strongust	TAX PAYER		
Terry Strongust	"		
Raquel Sparrow	State Rep. Randy Frise		
Lucas Piazza			
Dean Walbring			
Delores Herren			
Ron Herren			
LOUISE A CROCKETT			



Public Meeting



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
Robert Moulton			
Mike Lavery			
Jeff Rakers			
William F. Anderson	Michelmann Foundation		
Paul R Edwards			
CURT & MELISSA Buss	Quincy Auto Salvage		
Jessica & Elizabeth Warner			
Sereny & Angela Buss	Quincy Auto		
Gary Ostermuller			
Phil & Joy Smith			
Joe Harris	TI-Trus & Inc		
David Griffin	Atrium Hotel		



Public Meeting



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
ROBERT J. CROCKETT	SELF		
Roch Schulte	Self		
Heath Hertman	Self		
TIM COSTIGAN	PAAC		
Jane Ulm	Griffin Signs In Time		
Dave & Patty Bauer	Self		
JACK FREIBURG	HISTORICAL SOCIETY		
WILLIAM ARP	SELF		
David Arns	ASA HOW SELF SERVICES		
Cullan Duke	Klingner		
Jeffrey Carter	City of Quincy		
Eric Entrup	City of Quincy		



Public Meeting - MEDIA



Location: The Atrium

Date: 09/01/22

Time: 4:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
MARK MEYER	PHILLIPS MEDIA		
Rebecca Duffy	WGEM NEWS		
Maem Pierce	KHQA News		
Randy Phillips	Muddy River News		



Attachment F Comment Forms



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)	
Name:	Harold Andrews
Affiliation:	Home owner in Marblehead
Address:	[REDACTED]
City:	[REDACTED]
Phone No.:	[REDACTED]
E-Mail Address:	[REDACTED]
<input type="checkbox"/> Check here if you do not want to be added to the mailing list.	

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? MAIL - Postcard

Comments: We live on the south-east side of creek in Marblehead. A narrow lane along creek, to our house. We lost our road once because creek rose from heavy rain. We had to replace our road with our own funds. If and when old bridge is taken out, would it be possible to use Concrete from old bridge to align creek bank? To keep it from washing out again. My drive is a private drive. We will need concrete desperately for fill. Save cost of hauling away when it could be used on road bank, edge of creek. Please reply
Thank You



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

April 18, 2023

RE: IL 57 Planning and Environment Linkages Study (PEL)

Harold Andrews
[REDACTED]

Dear Mr. Andrews:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

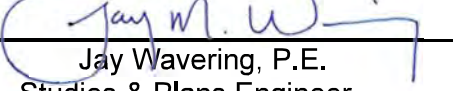
Typically, IDOT does not provide specific locations where a Contractor shall dispose of removed items. In most cases, IDOT recommends the Property Owner contact the Contractor directly to coordinate the potential disposal of removal items. It would then be at the Contractor's discretion whether to haul removed materials to the requested location or not.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

BY: 
Jay Wavering, P.E.
Studies & Plans Engineer

JMW:JBK:CAJ:mm



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name:	REAUGH BROEMMEL		
Affiliation:	Woodland Cemetery Assn Board of Directors		
Address:	[REDACTED]		
City:	[REDACTED]	Zip:	[REDACTED]
Phone No.:	[REDACTED]		
E-Mail Address:	[REDACTED]		

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? _____

Comments: DO NOT ENCROACH ON WOODLAND CEMETERY
"CLIFF" - just south of intersection with
Jefferson St. Paved improvements have
made erosion of the cliff worse. MANY
GRAVES HAVE HAD TO BE RELOCATED



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

April 18, 2023

RE: IL 57 Planning and Environment Linkages Study (PEL)

Reaugh Broemmel
[REDACTED]
[REDACTED]

Dear Mr. Broemmel:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

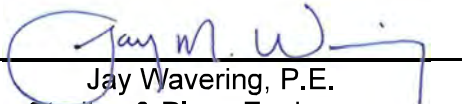
You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

BY:


Jay Wavering, P.E.
Studies & Plans Engineer

JMW:JBK:CAJ:mm



Illinois Department of Transportation

Comment Form

IL 57



Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022

(Optional, Please Print)

Name: TANNER FREISBURG

Affiliation: _____

Address: _____

City: _____ State: IL Zip: _____

Phone No.: _____

E-Mail Address: _____

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? muddyrivernews.com

Comments: I'D REALLY LIKE TO SEE THE R-2
OPTION UTILIZED. I TRAVEL FROM
QUINCY TO HANNIBAL WEEKLY. WITH
TRUCKS TRAVELING THIS ROUTE IT IS
DANGEROUS TO PASS & TRAFFIC IS
SLOW.



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

April 18, 2023

RE: IL 57 Planning and Environment Linkages Study (PEL)

Tanner Freiburg
[REDACTED]
[REDACTED]

Dear Mr. Freiburg:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

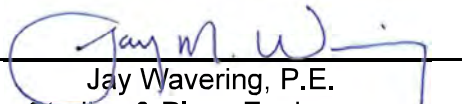
You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

BY:


Jay Wavering, P.E.
Studies & Plans Engineer

JMW:JBK:CAJ:mm



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

April 18, 2023

RE: IL 57 Planning and Environment Linkages Study (PEL)

Jeff Friedhoff
[REDACTED]
[REDACTED]

Dear Mr. Friedhoff:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

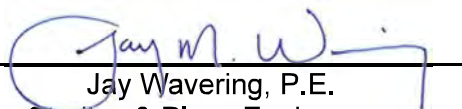
You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

BY:


Jay Wavering, P.E.
Studies & Plans Engineer

JMW:JBK:CAJ:mm



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



<i>(Optional, Please Print)</i>		
Name:	C. DAVID UNESSEN	
Affiliation:	FORMER MAYOR 1977-1985	
Address:	[REDACTED]	
City:	State: IL	Zip:
Phone No.:	[REDACTED]	
E-Mail Address:	[REDACTED]	
<input type="checkbox"/> Check here if you do not want to be added to the mailing list.		

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? CITY NOTICES

Comments: AS A FORMER MAYOR, I KNOW THE IMPORTANCE OF 4-lane HIGHWAYS IN THE AREA. IT IS VERY IMPORTANT TO THE DEVELOPMENT OF OUR COMMERCIAL AND INDUSTRIAL DEVELOPMENT TO HAVE EMPLOYEES AND CUSTOMERS EASY AND SAFE ACCESS, ESPECIALLY ALONG THE HIGHWAY 57 CORRIDOR.



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

April 18, 2023

RE: IL 57 Planning and Environment Linkages Study (PEL)

David Nuessen
[REDACTED]
[REDACTED]

Dear Mr. Nuessen:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

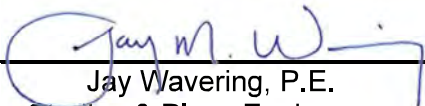
You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

BY:


Jay Wavering, P.E.
Studies & Plans Engineer

JMW:JBK:CAJ:mm



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: STEVEN ESWARTZ

Affiliation: Home owner

Address: [REDACTED]

City: [REDACTED] State: IL Zip: [REDACTED]

Phone No.: /

E-Mail Address: _____

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

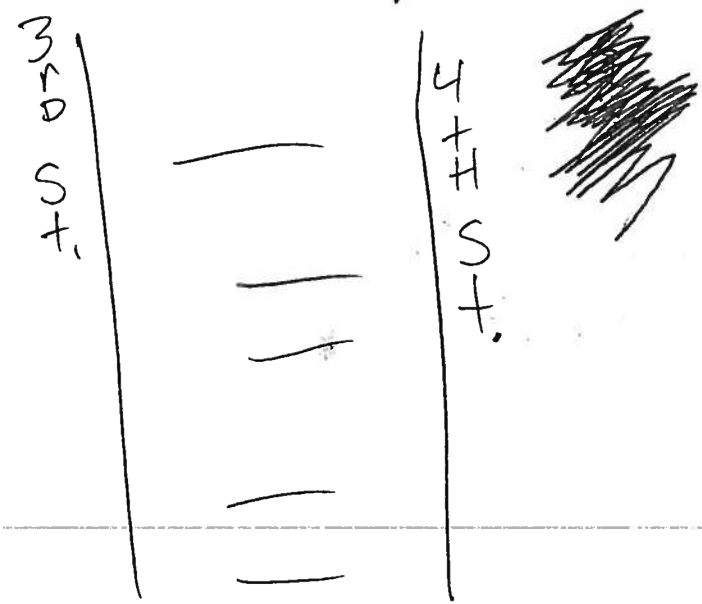
How did you hear about the meeting? NEW BROADCAST

Comments: LEAVE 3+4 STREET ALONG ALL THE WAY TO GARDNER DEDUPR LEAVE IT 4 LANE THEN MAKE FROM THERE TO I 72 4 LANE WITH BYPASS OF MARBLEHOLD AND REMOVE OLD BRIDGE AND PUT AN INTERCHANGE THERE

Replace All SIDEWALKS
 + CURBS ON ONEWAYS
 + STRIP Deep. MABYE
 ROADWAYS in Between

Like for example.

- IF we
 are going
 to fix
 them fix
 em 100%



Because there 60 YEARS OLD
 + they ARE DAMAGED + WASTY.



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

April 18, 2023

RE: IL 57 Planning and Environment Linkages Study (PEL)

Steven E. Swartz
[REDACTED]
[REDACTED]

Dear Mr. Swartz:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

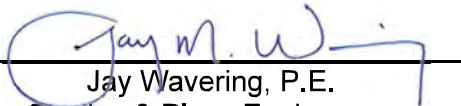
You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

BY:


Jay Wavering, P.E.
Studies & Plans Engineer

JMW:JBK:CAJ:mm



Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: WILLIAM ARP

Affiliation: HISTORICAL SOCIETY

Address: [REDACTED]

City: [REDACTED] State: IL Zip: [REDACTED]

Phone No.: [REDACTED]

E-Mail Address: [REDACTED]

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? POST CARD, NEWS MEDIA

Comments: PAVE HWY 57 WITH A BIKE PATH. NO FOUR LANES.

USE 24TH ST. AND GO DIRECTLY EAST TO THE I-172. IT IS MUCH SHORTER AND YOU CAN GO NORTH OR SOUTH INSTEAD OF JUST SOUTH. NO FLOOD PLAIN. FEWER BRIDGES. BIKE PATH CAN FOLLOW GREAT RIVER ROAD FROM PITTSFIELD TO HANNIBAL. ITS NO HILLS ROAD AND CAN GO TO HANNIBAL ALSO. THE ROAD IS ALREADY THERE - FALL CREEK TO HANNIBAL. THE MISSOURI SIDE IS WORKING ON A BIKE PATH IN THE LOUISIANA AREA NOW. THANKS



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

April 18, 2023

RE: IL 57 Planning and Environment Linkages Study (PEL)

William Arp
[REDACTED]
[REDACTED]

Dear Mr. Arp:

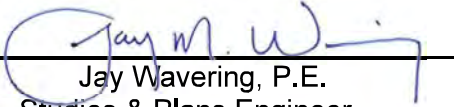
Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

BY: 
Jay Wavering, P.E.
Studies & Plans Engineer

JMW:JBK:CAJ:mm



Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: Cindy Dailing

Affiliation: Home

Address:

City:

Phone No.:

E-Mail Address:

Zip:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? e mail

Comments: I like being kept informed and anxious to get Hwy 57 south of marblehead fixed. I live in Marblehead and the traffic is horrible. Was hoping they would buy out the west side of marblehead, and also the way it is designed how would tractors or semi come down the hill in the middle-middle of marblehead and make a turn going south. There would have to be a turn around or something. I know this sounds confusing but if you ever want to ask me call or email anytime



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

April 18, 2023

RE: IL 57 Planning and Environment Linkages Study (PEL)

Cindy Dailing
[REDACTED]
[REDACTED]

Dear Ms. Dailing:

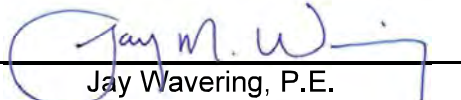
Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

BY: 
Jay Wavering, P.E.
Studies & Plans Engineer

JMW:JBK:CAJ:mm



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: MIKE HERSCHLER

Affiliation: TAXPAYER

Address: [REDACTED]

City: [REDACTED] Zip: [REDACTED]

Phone No.: [REDACTED]

E-Mail Address: [REDACTED]

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? MEDIA

Comments: NO 3 LANE ROADS, 4 TRAFFIC LANES ONLY
NECESSARY TO HAVE 4 LANES FOR DEVELOPMENT!
BROADWAY SOUTH TO I-172 4 TRAFFIC LANES ONLY



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

April 18, 2023

RE: IL 57 Planning and Environment Linkages Study (PEL)

Mike Herschler
[REDACTED]
[REDACTED]

Dear Mr. Herschler:

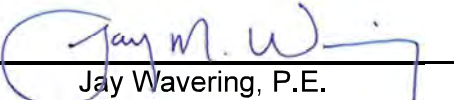
Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

BY: 
Jay Wavering, P.E.
Studies & Plans Engineer

JMW:JBK:CAJ:mm



Comment Form

IL 57

63

Planning and Environment Linkages Study Open House Public Meeting



September 1, 2022

(Optional, Please Print)

Name: Roger Leenots

Affiliation: _____

Address: _____

City: _____ Zip: _____

Phone No.: _____

E-Mail Address: _____

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Facebook

Comments: I want a safe shoulder for bicyclists to ride between Quincy and Hannibal.

I feel that center passing lanes are unsafe on flat sections of roads. They make perfect sense in hilly/mountainous areas.



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

April 18, 2023

RE: IL 57 Planning and Environment Linkages Study (PEL)

Roger Leenests
[REDACTED]
[REDACTED]

Dear Mr. Leenests:

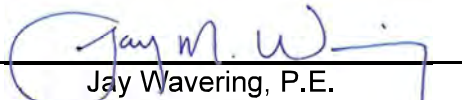
Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

BY: 
Jay Wavering, P.E.
Studies & Plans Engineer

JMW:JBK:CAJ:mm



Comment Form

IL 57



Planning and Environment Linkages Study Open House Public Meeting September 1, 2022

(Optional, Please Print)

Name:	Linda Moore		
Affiliation:	QU + City of Quincy		
Address:	[Redacted]		
City:	[Redacted]	Zip:	[Redacted]
Phone No.:	[Redacted]		
E-Mail Address:	[Redacted]		

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Facebook

Comments: Having driven this often from downtown to Missouri, lots of upgrades are needed. I would like to see U2-decouple 3rd + 4th streets, S-2 4 & 3 lane sections to accommodate both trucks & passenger cars, and R-2 alternating passing lanes with a Marblehead bypass.

Thank you!



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

April 18, 2023

RE: IL 57 Planning and Environment Linkages Study (PEL)

Linda Moore
[REDACTED]
[REDACTED]

Dear Ms. Moore:

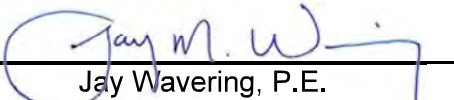
Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

BY: 
Jay Wavering, P.E.
Studies & Plans Engineer

JMW:JBK:CAJ:mm



Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: Theodore Rees

Affiliation: Citizen

Address: [Redacted]

City: [Redacted]

Zip: [Redacted]

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

add me to list

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? *WGEM News*

Comments: *Thanks for the presentation and all the work that made it happen. I think U-2, and S-2 constitutes the Best Roadway for safety and facilitates traffic the best. I also believe that the Marblehead Bypass is absolutely needed. (R2-Super 2)*
I also trust that U2 will coordinate with the new bridge coming @ York.
I like the "Roundabout" @ 4th

*Thanks again
Ted*



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

April 18, 2023

RE: IL 57 Planning and Environment Linkages Study (PEL)

Theodore Rees
[REDACTED]
[REDACTED]

Dear Mr. Rees:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

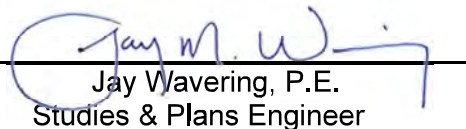
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Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

BY:


Jay Wavering, P.E.
Studies & Plans Engineer

JMW:JBK:CAJ:mm



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name:	J. M. WOLF		
Affiliation:	Res. DEPT		
Address:	[REDACTED]		
City:	IL	Zip:	[REDACTED]
Phone No.:	[REDACTED]		
E-Mail Address:	[REDACTED]		
<input type="checkbox"/> Check here if you do not want to be added to the mailing list.			

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? EMAIL

Comments: U-2 is my preferred
S-2 PED BRIDGE @ R.J. Peters (EAST-WEST)
4-LANE IS A MUST (ON AT LEAST PASSING LANE)
from for the "R" portion



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

April 18, 2023

RE: IL 57 Planning and Environment Linkages Study (PEL)

Jim Wolf
[REDACTED]
[REDACTED]

Dear Mr. Wolf:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

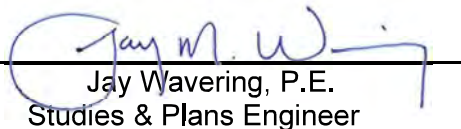
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Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

BY:


Jay Wavering, P.E.
Studies & Plans Engineer

JMW:JBK:CAJ:mm

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Alford)
Date: Monday, April 17, 2023 4:34:30 PM
Attachments: [Alford- IL 57 Comment.pdf](#)

Dear Mr. Alford:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.



Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: WILLIAM ARP

Affiliation: HISTORICAL SOCIETY

Address:

City:

Zip:

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? POST CARD, NEWS MEDIA

Comments: PAVE HWY 57 WITH A SIDE PATH. NO FOUR LANES.

USE 24TH ST. AND GO DIRECTLY EAST TO THE I-172. IT IS MUCH SHORTER AND YOU CAN GO NORTH OR SOUTH. INSTEAD OF JUST SOUTH. NO FLOOD PLAIN. FEWER BRIDGES. SIDE PATH CAN FOLLOW GREAT RIVER ROAD FROM PITTSFIELD TO HANNAH. ITS NO HILLS ROAD AND CAN GO TO HANNAH ALSO. THE ROAD IS ALREADY THERE - FALL CREEK TO HANNAH. THE MISSOURI SIDE IS WORKING ON A SIDE PATH IN THE LOUISIANA AREA NOW. THANKS

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:29 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Arp)
Attachments: Arp- IL 57 Comment.pdf

Dear Mr. Arp:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: BRET AUSTIN

Affiliation: ADAMS CO. BOARD - IL 57 COMMITTEE MEMBER

Address:

City:

Zip:

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

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How did you hear about the meeting? I'M ON THE STEERING COMMITTEE

Comments: RECOMMEND FOLLOWING OPTIONS:

U2 - DECOUPLE 3RD & 4TH STREETS

S2 - 4 & 3-LANE SECTION

R2 - SUPER 2

THESE WOULD BE FUNDAMENTAL CHANGES FOR OUR AREA. THIS WOULD PROVIDE LARGE GROWTH POTENTIAL FOR OUR INDUSTRIAL SECTIONS ON SOUTH SIDE OF QUINCY

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:30 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Austin)
Attachments: Austin- IL 57 Comment.pdf

Dear Mr. Austin:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: <u>Madison Badgley</u>		
Affiliation: <u>GREDF</u>		
Address:		
City:	State:	Zip:
Phone No.:		
E-Mail Address:		
<input type="checkbox"/> Check here if you do not want to be added to the mailing list.		

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How did you hear about the meeting? News

Comments: All for it. I would like to see U2, S2 + R2.
This is great for the community



Comment Form

IL 57



Planning and Environment Linkages Study Open House Public Meeting September 1, 2022

(Optional, Please Print)

Name: Steve Bange

Affiliation: City of Quincy

Address: [Redacted]

City: IL

Zip: [Redacted]

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? email

Comments:

- In full support of options U-2, S-2, and R-2.

- Further study of the intersection of 3rd and York with the new bridge is needed. It should be more of a gateway into the city.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:29 PM
To: Steve Bange
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Bange)
Attachments: Bange- IL 57 Comment.pdf

Dear Mr. Bange:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Dale

LAST NAME

Basteau

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

In order to make it safer for cyclists traveling on Il Highway 57 south of Quincy to IH 172, please put in the construction planning that all rubble strips along the highway will be placed next to the white line. This will give cyclists the full shoulder to ride on safely. The previous rubble strips placed just south of Quincy are in the middle of the shoulder not leaving enough room for cyclist to use. They have to ride on the highway for lack of room on the shoulder.

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Basteam)
Date: Monday, April 17, 2023 4:31:55 PM
Attachments: [Basteam #127 IL57 web 090222.pdf](#)

Dear Mr. Basteam:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: Chuck Beerheimer

Affiliation: City of Quincy

Address: [Redacted]

City: [Redacted] Zip: [Redacted]

Phone No.: [Redacted]

E-Mail Address: [Redacted]

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Notice from IDOT

Comments: Quincy

① de couple thru 3 4th streets from Broadway to York St

② Scrub from York St to Radio - 3 to 4 lanes

③ Radio From Radio Rd to Interstate Marble Hill Bypass and add passing lanes.

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Bevelheimer)
Date: Monday, April 17, 2023 4:36:03 PM
Attachments: [Bevelheimer - IL 57 Comment.pdf](#)

Dear Mr. Bevelheimer:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study
Open House Public Meeting
September 1, 2022



(Optional, Please Print)

Name: Terry Brinkman

Affiliation: Homeowner

Address: [Redacted]

City: [Redacted] Zip: [Redacted]

Phone No.: [Redacted]

E-Mail Address: [Redacted]

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? email / mailing

Comments: I think that the traffic count on the rural part of hwy 57 should be rechecked. I have lived in my home for 27 years and the traffic has increased dramatically. Anything that would help keep the traffic away from my grandkids and pets would be appreciated. I am not opposed to relocating.
Thank you!

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Brinkman)
Date: Monday, April 17, 2023 4:30:05 PM
Attachments: [Brinkman- IL 57 Comment.pdf](#)

Dear Mr. Brinkman:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study
Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: Curtis Buss

Affiliation: Quincy Auto Salvage

Address: [REDACTED]

City: [REDACTED]

IL

Zip: [REDACTED]

Phone No.: [REDACTED]

E-Mail Address: [REDACTED]

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Muddy River News

Comments: As a property owner along Hwy 57, I am concerned about not changing 57 to a four lane, truck traffic is a major concern & entering & exit our drive @ Quincy Auto Salvage can be very hazardous, speed limits are frequently ignored, I also live in Marblehead [REDACTED] the proposed by-pass gives no consideration to traffic turning onto, or off of 550th. As it is proposed traffic has to turn off of the access road onto 550th at almost a U-turn. This will be impossible for any commercial truck to, make -

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Buss)
Date: Monday, April 17, 2023 4:31:56 PM
Attachments: [Buss- IL 57 Comment.pdf](#)

Dear Mr. Buss:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Merrie

LAST NAME

Colgrove

EMAIL*

[REDACTED]

LEAVE US A COMMENT

I could not attend today's public forum regarding the I-57 proposed changes, but wanted to communicate that I am STRONGLY against changing 3rd and 4th street north to Locust to 2-way traffic. I travel those roads multiple times daily - there is a LOT of traffic using those roads from the north to enter Quincy on 3rd and to leave town on 4th and there are a lot of semis that use those routes. We very much need the one-way, 2 lanes on each of these roads from to keep traffic moving efficiently and give cars ways to navigate around rather than get stuck behind semis and other very slow-moving vehicles, which is what happens on 2-lane roads in town where you do not have another lane to switch to. Making those roads 2-way would cause horrible travel issues. I know people that live on those roads and business owners and none of them want to see this change happen and feel it would cause both roads to become less safe. Please don't do this! Thank you

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Colgrove)
Date: Monday, April 17, 2023 4:31:27 PM
Attachments: [Colgrove #116 IL57 web 090122.pdf](#)

Dear Ms. Colgrove:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
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Cloyd.Jack@Illinois.gov

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Comment Form

IL 57



Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022

(Optional, Please Print)

Name: Bryden Cory

Affiliation: Adams County Treasurer

Address:

City:

Zip:

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Social Media

Comments: Would like to see 3rd & 4th streets
decoupled w/ central passing lane
and Mosblehead bypass!!!

Redirecting large trucks away from downtown
will allow for further redevelopment of downtown
and riverfront.

little worried about narrowness of roadway
@ Radio Road by Huber & ADM. => bridge/overpass?

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Cory)
Date: Monday, April 17, 2023 4:32:03 PM
Attachments: [Cory- IL 57 Comment.pdf](#)

Dear Mr. Cory:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57



Planning and Environment Linkages Study Open House Public Meeting September 1, 2022

(Optional, Please Print)

Name:	TIM COSTIGAN		
Affiliation:	PHIBRO		
Address:	[REDACTED]		
City:	[REDACTED]	Zip:	[REDACTED]
Phone No.:	[REDACTED]		
E-Mail Address:	[REDACTED]		
<input type="checkbox"/> Check here if you d	[REDACTED]		

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? ON CAB, ROAD SIGNS, GREF

Comments: LOSS OF OVER 100 PARKING PLACES NEEDS TO BE ADDRESSED. WHERE WILL NEW PARKING BECOME AVAILABLE?

BROADWAY BETWEEN 3RD+ 4TH WILL BECOME A BOTTLE NECK AND A SOURCE OF ACCIDENTS. HOW CAN YOU EASE THE TRAFFIC THERE. ^{TAKING THE PLAN NORTH TO LOCUST?}

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Costigan)
Date: Monday, April 17, 2023 4:26:49 PM
Attachments: [Costigan- IL 57 Comment.pdf](#)

Dear Mr. Costigan:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

As part of this PEL study, the project team will consider impacts to businesses and both public and private parking. Specific parking impacts and parking impact mitigation measures will be evaluated further in future project phases. The project team recognizes that extending the decoupling of 3rd and 4th street north to possibly Locust St will need to be studied further.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting September 1, 2022



(Optional, Please Print)

Name: ANTHONY CRANE

Affiliation: OAKLEY-UNDSAY CIVIC CENTER

Address: [REDACTED]

City: [REDACTED] Zip: [REDACTED]

Phone No.: [REDACTED]

E-Mail Address: [REDACTED]

Check here if you are a business or organization

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? LOCAL MEDIA

Comments: STRONGLY SUPPORT SIGNALIZED INTERSECTIONS TO SAFELY ALLOW PEDESTRIANS TO CROSS, 3RD ST, 4TH ST., KENTUCKY STREET, YORK STREET (ESPECIALLY 3RD AND YORK STREETS) WHEN ATTENDING EVENTS IN THE QUINCY CIVIC CENTER FROM EXISTING HOTELS OR PROPOSED NEW HOTELS AT 3RD & YORK STREETS AND 3RD & ^{MAINE} ~~YORK~~ STREETS. HOTELS THAT ARE LONG PAVING WAYS FOR HOTEL GUESTS WILL WALK ALONG PUBLIC R.O.W.'s TO ACCESS THE QUINCY CIVIC CENTER (OAKLEY-UNDSAY CENTER). THE CURRENT HOTELS AFFECTED ARE MICROTTEL INN & SUITES, THE ATRIUM HOTEL, AND THE QUALITY INN AND SUITES. ALSO REQUESTED IS ~~REQUESTED~~ AN UPPER LEVEL PEDESTRIAN BRIDGE FROM THE CIVIC CENTER TO A FUTURE HOTEL SITE ACROSS 3RD STREET (IL 57).

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Crane)
Date: Monday, April 17, 2023 4:30:09 PM
Attachments: [Crane- IL 57 Comment.pdf](#)

Dear Mr. Crane:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: Bob Crockett

Affiliation: SELF

Address:

City:

State:

Zip:

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? NEWS

Comments: SHOULD RECONSIDER R-4. THE ALTERNATIVE
CENTER LANE IN R-2 WILL BE A SOURCE OF ACCIDENTS
WERE DO THIS RIGHT THE FIRST TIME!

FORGET THE USE OF THE ROUND ABOUT AT YOR'S
ANYWHERE ELSE. THESE ARE A GREAT SOURCE OF ACCIDENTS
AND ARE BEING REMOVED ON THE EAST COAST WHERE THEY
WERE POPULAR IN THE 70'S.



Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: Jessica Cromie

Affiliation: Home Owner

Address

City

Phone No.

E-Mail Address

Check here if you

Zip:

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Sign on highway

Comments: *Add Right turn lanes to East 900th*
Resurface existing highway. Add Left turn Lane to E. 900th

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Cromie)
Date: Monday, April 17, 2023 4:30:16 PM
Attachments: [Cromie- IL 57 Comment.pdf](#)

Dear Ms. Cromie:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



<i>(Optional, Please Print)</i>	
Name:	Cindy Dailing
Affiliation:	Home
Address:	[REDACTED]
City:	[REDACTED]
Phone No.:	[REDACTED]
E-Mail Address:	[REDACTED]
Zip:	[REDACTED]
<input type="checkbox"/> Check here if you	

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? e mail

Comments: I like being kept informed and anxious to get Hwy 57 south of marblehead fixed. I live in Marblehead and the traffic is horrible. Was hoping they would buy out the west side of marblehead, and also the way it is designed how would tractors or semi come down the hill in the middle-middle of marblehead and make a turn going south. there would have to be a turn around or something. I know this sounds confusing but if you ever want to ask me call or email anytime

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Dailing)
Date: Monday, April 17, 2023 4:35:14 PM
Attachments: [Dailing- IL 57 Comment.pdf](#)

Dear Ms. Dailing:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely

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Team Engineer
IDOT District 6 Studies and Plans
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Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Victoria

LAST NAME

DeMent

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

I strongly support all of the Urban, Suburban, and Rural upgrades to our roadway system. Quincy and the surrounding areas need this and it's time to move forward with improving the Gem City and actually creating a gem!

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (DeMent)
Date: Monday, April 17, 2023 4:31:49 PM
Attachments: [DeMent #125 IL57 web 090122.pdf](#)

Dear Ms. DeMent:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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Team Engineer
IDOT District 6 Studies and Plans
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Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Angela

LAST NAME

Ehrgott

EMAIL*

[REDACTED]

PHONE

[REDACTED]

LEAVE US A COMMENT

In reviewing the material at the September 1 meeting on Illinois 57, the first thing that caught my eye was a potential congestion with incoming bridge traffic at the intersection of third and York. That would appear to be a right turn lane; much worse than the right turn exit lane that currently exists at third and Main. With heavy truck traffic turning right, it would seem that a good use of funds would be to make the turn gradual, aligning southbound bridge traffic with a Illinois 57 South.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Tuesday, May 30, 2023 11:25 AM
To: [REDACTED]
Cc: Baker, Gary; Thompson, Andrew
Subject: IL 57 Public Meeting Comment (Ehrgott)
Attachments: Ehrgott #134 IL57 web 090922.pdf

Dear Ms. Ehrgott:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: RICK EHRHART

Affiliation: KOHL

Address:

City:

Phone No.:

E-Mail Address:

Zip:

Check here if you

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? _____

Comments: WE NEED A 4 LANE HIGHWAY. WE NEED TO
LOOK TO THE FUTURE. U-2 IS OK BUT U-2A WOULD
BE BETTER WITH A ROUNDABOUT. S3 FOR THE
SUBURBAN SECTION AND FINALLY R4 FOR THE
RURAL SECTION. I KNOW ITS EXPENSIVE BUT YOU
ONLY NEED TO BUILD IT ONCE. IT WOULD BE A
HUGE IMPROVEMENT FOR QUINCY AND THE REGION.
THE AIRPORT HIGHWAY WAS BUILT, THE I72
BY PASS WAS BUILT. ALL WERE GOOD MAJOR
IMPROVEMENTS. IF WE CAN GET A NEW
BRIDGE AT YORK STREET AND A 4-LANE
HIGHWAY 57 WE SHOULD BE IN GOOD SHAPE
FOR QUITE SOME TIME. (COOL VIDEOS!)

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Ehrhart)
Date: Monday, April 17, 2023 4:35:03 PM
Attachments: [Ehrhart- IL 57 Comment.pdf](#)

Dear Mr. Ehrhart:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



<i>(Optional, Please Print)</i>	
Name:	Eric Entrup
Affiliation:	Alderman
Address:	[REDACTED]
City:	[REDACTED]
Phone No.:	[REDACTED]
E-Mail Address:	[REDACTED]
<input type="checkbox"/> Check here if you	

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Radio

Comments: Residents have not liked the idea of decouple 3rd & 4th north of Broadway, lead to much more truck traffic for people on 3rd. Please do not change one way's past Broadway !!

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Entrup)
Date: Monday, April 17, 2023 4:29:24 PM
Attachments: [Entrup- IL 57 Comment.pdf](#)

Dear Mr. Entrup:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

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Contact Us

FIRST NAME

Shannon

LAST NAME

Feigenspan

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

After speaking to many farmers and truckers in the area.. a more gradual turn coming off of the bridge into the city would be more ideal. A short radius turn would be dangerous for truck drivers and others

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Feigenspan)
Date: Monday, April 17, 2023 4:31:59 PM
Attachments: [Feigenspan #136 IL57 web 091222.pdf](#)

Dear Ms. Feigenspan:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Contact Us

FIRST NAME

Gordon

LAST NAME

Forbes

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

The drawing shows extra room for a needed right turn on 3rd street. In fact, it could me further south into the old hotel that needs to be torn down for safety and future development.

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Forbes)
Date: Monday, April 17, 2023 4:36:23 PM
Attachments: [Forbes #141 IL57 web 091322.pdf](#)

Dear Mr. Forbes:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Contact Us

FIRST NAME

John

LAST NAME

Frankenhoff

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Hello, I've reviewed the material available on this website. I prefer plans U-1, S-2, and R-1A. Thank you,

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Frankenhoff)
Date: Monday, April 17, 2023 4:36:47 PM
Attachments: [Frankenhoff #117 IL57 web 090122.pdf](#)

Dear Mr. Frankenhoff:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting September 1, 2022



(Optional, Please Print)

Name: MARK E. FREIBURG

Affiliation: FREIBURG INS

Address:

City:

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? THE NEWS

Comments: I WOULD PREFER THE R-2
OPTION - IT PROVIDES AREAS TO
PASS AND COST WOULD BE MORE
REASONABLE
HOPEFULLY IT WOULD BE COMPLETED
IN A QUICKER TIME FRAME

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Freiburg)
Date: Monday, April 17, 2023 4:29:20 PM
Attachments: [Frieburg M- IL 57 Comment.pdf](#)

Dear Mr. Freiburg:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Team Engineer
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Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Todd

LAST NAME

Friye

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

A gradual right turn from York street into the South bound lane of 3rd street (IL 57) should be included in this project for truck traffic coming across the bridge from Missouri. Thank you.

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Friye)
Date: Monday, April 17, 2023 4:31:46 PM
Attachments: [Friye #142 IL57 web 091322.pdf](#)

Dear Mr. Friye:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: John Gebhardt

Affiliation: Tourist Attractions in Quincy

Address:

City:

Phone No.:

E-Mail Address:

Check here if you

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How did you hear about the meeting? Radio & TV

Comments: IL 57 from Interstate to Quincy needs to be improved. This is a gateway to Quincy and it is currently terrible. Need to have passing lanes on both sides (North & South) at strategic places. Need to bypass Marblehead as it is a bottleneck on the way to Quincy.

When you get to Quincy turn 3 & 4th streets into 2 way traffic streets vs. the one way we have now. Need to make access to new bridges as painless as possible.

Need a stoplight at State as Truckers are going to want to go down State to bypass Broadway when coming from MO.

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Gebhardt)
Date: Monday, April 17, 2023 4:34:39 PM
Attachments: [Gebhardt- IL 57 Comment.pdf](#)

Dear Mr. Gebhardt:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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IDOT District 6 Studies and Plans
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Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Christopher

LAST NAME

Griggs

EMAIL*

[REDACTED]

PHONE

[REDACTED]

LEAVE US A COMMENT

After reviewing Information and seeing increased truck traffic with Kohl, ADM, Prince, Fitzpatrick Bros, Huber, and Trinity, I Feel like there needs to be a larger right turn lane, Similar to what we currently have at 3rd and Main for Semi Traffic.

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#); [Thompson, Andrew](#)
Subject: IL 57 Public Meeting Comment (Griggs)
Date: Tuesday, May 30, 2023 11:26:41 AM
Attachments: [Griggs #143 IL57 web 091322.pdf](#)

Dear Mr. Griggs:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: MIKE HERSCHLER

Affiliation: TAXPAYER

Address: [REDACTED]

City: [REDACTED] Zip: [REDACTED]

Phone No.: [REDACTED]

E-Mail Address: [REDACTED]

Check here if you

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? MEDIA

Comments: NO 3 LANE ROADS, 4 TRAFFIC LANES ONLY
NECESSARY TO HAVE 4 LANES FOR DEVELOPMENT!
BROADWAY SOUTH TO I-172 4 TRAFFIC LANES ONLY

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Herschler)
Date: Monday, April 17, 2023 4:34:46 PM
Attachments: [Herschler- IL 57 Comment.pdf](#)

Dear Mr. Herschler:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Hinkamper)
Date: Monday, April 17, 2023 4:34:29 PM
Attachments: [Hinkamper- IL 57 Comment.pdf](#)

Dear Mr. Hinkamper:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: Jerry HOWZGRAFE

Affiliation: RETIRED

Address: [REDACTED]

City: [REDACTED] Zip: [REDACTED]

Phone No.: [REDACTED]

E-Mail Address: [REDACTED]

Check here if you do not wish to receive future communications

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? News

Comments: LIKE IDEA 2 way traffic on 3rd
S 4th Street

SUPPORT U-2 alternative

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:33 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Holzgrafe)
Attachments: Holzgrafe- IL 57 Comment.pdf

Dear Mr. Holzgrafe:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Sincerely,

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Team Engineer
IDOT District 6 Studies and Plans
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Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Brian

LAST NAME

Ippensen

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

Thank you for the work completed and presented to date. After attending the public forum on September 1, I would like to offer the following comments for the final report. I have lived and utilized highway 57 for many years, including working the family farm along the route and at the grain facility located at Lock & Dam Road. It is from these experiences I share my comments on your proposal. S-2 is the most logical to accommodate the vehicle and large truck traffic in this industrial area for a safe flow of traffic. Turn lanes allow large trucks, including farm operated grain trucks to move out of normal traffic flow. S-1 seems insufficient given the amount of industrial and agricultural needs in this area. R-1 is the most logical and economical solution. This area is generally flat and highway 57 follows the land contour. Along this portion of the roadway, there is limited industrial need. During the spring and fall of the year, slower moving, and generally wider, agricultural equipment and trucks will traverse the roadway which can slow other traffic. Resurfacing the existing roadway will be a vast improvement as the current condition causes traffic to move slower. It is imperative to widen the shoulders to accommodate wide vehicles, such as farm implements. This will allow slower moving vehicles to move over and use the shoulder, allowing other faster moving vehicles pass with care without using the entirety of the other oncoming lane. Adding turn lanes at 24th street and E. 900th Avenue would be welcome and safe additions to the entire roadway. I would also add a turn lanes at N. 500th Avenue, just north of Marblehead, at N. 550th Avenue where it meets highway 57 in Marblehead, and at E. 1000th Avenue (near Richard Speckhart home). R-1A I do not support the "Marblehead Bypass" for the \$20,500,000 price suggested. There are about 20 homes in Marblehead in a stretch of less than 1 mile directly affected by the roadway improvement. While inconvenient to slow down to the posted speed limit of 30 MPH, it is only about 50 seconds longer than travelling at 55 MPH around Marblehead on the suggested bypass, R-2 "Super 2" I do not support the alternating passing lanes in both directions for the \$51,500,000 price suggested. While there are occasions that traffic is "busy" along highway 57, it is not congested. The highway currently allows sufficient opportunities to pass safely, nor requires larger tractor trailers to traverse hills at slower speeds than other traffic. A similar roadway located south of Camdenton, MO offers the alternating lane solution allowing slower moving travel campers, boaters and tractor trailers to move over as they traverse hills and faster traffic to pass. My experience on this highway in Missouri is that it is effective for traffic to pass safely, however, the same traffic generally exceeds the posted speed limit causing greater issues. U-1 or U-2 I offer no comment on either alternative, other than I wasn't convinced at the forum that the U-2 improves traffic flow over the existing traffic flow in U-1. thank you again for the opportunity Brian Ippensen

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:36 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Ippensen)
Attachments: Ippensen #130 IL57 web 090222.pdf

Dear Mr. Ippensen:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: MARCIA JOHNSON

Affiliation:

Address: [REDACTED]

City: [REDACTED]

Phone No.:

E-Mail Address:

Check here if you

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? TV

Comments: Spend what needed for the
4 lane + Bypass around Marblehead

U2 A

S2

R24

DO it right the FIRST time

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:28 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Johnson)
Attachments: Johnson- IL 57 Comment.pdf

Dear Ms. Johnson:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting September 1, 2022



(Optional, Please Print)

Name: MIKE KLINGHER

Affiliation: KLINGHER & ASSOCIATES P.C.

Address:

City:

: IL

Zip:

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Media

Comments: Important with the proposed York Street Bridge
critical to get 3rd street 3-lanes to Broadway U-2
-like U-2A if funds allow. Avoid more cut near
Woodland Cemetery just south of Jefferson, due to bank
erosion. The Cemetery has less 30+ feet due to recent
slope slide.
- By Pass around Marblehead critical as well as
raise in roadway elevation south of Marblehead due to
floodup. R-2 super

Will the large investment on Port Facility base @
Quincy Dock & at South Quincy Industrial Area - these
highway improvements are extremely important for
safety & economic gain.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:27 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Klingner)
Attachments: Klingner- IL 57 Comment.pdf

Dear Mr. Klingner:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: CHRIS LANOWENR

Affiliation: OAKLEY LINDSAY CENTER

Address: [REDACTED]

City: [REDACTED] State: IL Zip: [REDACTED]

Phone No: [REDACTED]

E-Mail Address: [REDACTED]

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? PUBLIC

Comments: THE OAKLEY LINDSAY CENTER IS WORRIED ABOUT PEDESTRIAN TRAFFIC FROM CENTER TO HOTELS. WANDERING ABOUT INSTALLED SKYWALKS ACROSS HWY 57.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:25 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Landwehr)
Attachments: Landwehr- IL 57 Comment.pdf

Dear Mr. Landwehr:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

As part of this PEL study, the project team will consider impacts to businesses and pedestrian mobility. In addition to the proposed sidewalk, multi-use paths, and bike lanes presented in Alternatives U-1 & U-2, specific pedestrian facilities for crossing 3rd & 4th street will be further evaluated in future project phases

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Nick

LAST NAME

Lansing

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

I spent my youth fishing, swimming and hunting in the Quincy bay. It's demise was devistating but preventable. It's far past time to correct the mistakes made.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:36 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Lansing)
Attachments: Lansing #144 IL57 web 091422.pdf

Dear Mr. Lansing:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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Team Engineer
IDOT District 6 Studies and Plans
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Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

63



September 1, 2022

(Optional, Please Print)

Name: Roger Leenerts

Affiliation: _____

Address: _____

City: _____ Zip: _____

Phone No.: _____

E-Mail Address: _____

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Facebook

Comments: I want a safe shoulder for bicyclists to ride between Quincy and Hannibal.

I feel that center passing lanes are unsafe on flat sections of roads. They make perfect sense in hilly/mountainous areas.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:27 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Leenests)
Attachments: Leenests- IL 57 Comment.pdf

Dear Mr. Leenests:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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IDOT District 6 Studies and Plans
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Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting September 1, 2022



(Optional, Please Print)

Name: Stan Lentz

Affiliation: Landowner

Address: [Redacted]

City: [Redacted]

Zip: [Redacted]

Phone No.: [Redacted]

E-Mail Address: [Redacted]

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? _____

Comments: We have a center pivot irrigation system in place 1/4 mile ^{south} of N. 400th (Bluff Hall Rd). It runs right up to the existing 57 road. Widening 57 would make our irrigation inoperable.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:24 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Lentz)
Attachments: Lentz- IL 57 Comment.pdf

Dear Mr. Lentz:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

As part of this PEL study, the project team will consider impacts to adjacent land and agricultural operations, that would be caused by alternatives that are carried forward for further study. Impacts at specific locations would be further evaluated in future project phases.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Tanner

LAST NAME

Martin

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

Hello, I am currently the Safety Manager at a trucking company in Palmyra, MO and our trucks frequently drive through the area of 3rd and York. I wanted to personally comment on this intersection, and leave my thoughts to be considered in discussions amongst stakeholders and constituents. I have reviewed the proposed turn lane from eastbound York to southbound 3rd Street. I would like to suggest that the turn lane be more accommodating to truck traffic. The proposed image appears to be short and narrow. Thank you for your time and efforts in the complex project, and also for taking public comments. Best, Tanner Martin

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:36 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Martin)
Attachments: Martin #145 IL57 web 091522.pdf

Dear Mr. Martin:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)	Mike McElain	
Name:		
Affiliation:		
Address:	[REDACTED]	
City:		Zip: [REDACTED]
Phone No.:		
E-Mail Address:		
<input checked="" type="checkbox"/> Check here if you do not want to be added to the mailing list.		

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-72 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Just Following

Comments: MR. SECRETARY AND IDOT SENIOR STAFF
ALONG WITH DISTRICT 6 ENGINEER.

BUSINESSES IN THE FLOOD PLAIN WILL
INCREASE EMPLOYMENT AND THE 500 LEVY WILL
ATTRACT MORE BUSINESSES IF THERE IS A 4 LANE
TO I-72!

IDOT SINCE THE EARLY 1700S SET THEIR
GOAL ON ECONOMIC DEVELOPMENT. JOBS. TRAFFIC
COUNT ENDED IN ILLINOIS AFTER PROFESSOR
HYNES FROM THE U OF I WROTE HIS DOCUMENT ON
WHAT IDOT COULD DO! TRAFFIC COUNT IS
ANTIGATED AND SURELY IS NOT WHAT OUR GOVERNOR
BELIEVES. JOBS. JOBS. JOBS.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:26 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (McClain)
Attachments: McClain- IL 57 Comment.pdf

Dear Mr. McClain:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



<i>(Optional, Please Print)</i>	
Name:	David Mcleary
Affiliation:	county Board
Address:	[Redacted]
City:	[Redacted]
Phone No.:	[Redacted]
E-Mail Address:	[Redacted]
<input type="checkbox"/> Check here if you d	

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? County Board

Comments: My thoughts are=

Urban = U-2

Suburban/Industrial = S-2

Rural = R-1

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:33 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (McCleary)
Attachments: McCleary- IL 57 Comment.pdf

Dear Mr. McCleary:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Martin

LAST NAME

Meyer

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

Careful with the expansion joints this time. :)

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:25 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Meyer)
Attachments: Meyer #131 IL57 web 090522.pdf

Dear Mr. Meyer:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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10/28/2021, 10:14 AM

Contact Us

FIRST NAME

Ty

LAST NAME

Meyer

EMAIL*

[REDACTED]

PHONE

[REDACTED]

LEAVE US A COMMENT

I would like to be involved in this study. My family and I own property from I172 along 57 for over a mile on the west side of the roadway.

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#); [Thompson, Andrew](#)
Subject: IL 57 Public Meeting Comment (Meyer)
Date: Tuesday, May 30, 2023 11:25:15 AM
Attachments: [Meyer #55 IL57 web 102821.pdf](#)

Dear Mr. Meyer:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name:

Linda Moore

Affiliation:

QU + City of Quincy

Address:

City:

Phone No.:

E-Mail Address:

Check here if you do not

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting?

Facebook

Comments:

Having driven this often from downtown to Missouri, lots of upgrades are needed. I would like to see U-2 decouple 3rd + 4th streets, S-2 4 & 3 lane sections to accommodate both trucks & passenger cars, and R-2 alternating passing lanes with a Marshallhead bypass.

Thank you!

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:27 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Moore)
Attachments: MooreL #121 IL57 web 090122.pdf

Dear Ms. Moore:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Linda

LAST NAME

Moore

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

Good afternoon, I would like to see improvements to IL-57 from Broadway Street to I-172. This corridor has had many safety concerns for years. First, I would like to see 3rd and 4th street converted from one way to two-way traffic on each street to improve mobility and safety. Second, I would like to see the section from York to Radio Road expanded to 3-4 lanes to improve safety and mobility as this is a heavy truck traffic area for passenger cars. Finally, I would like to see alternative passing lanes from Radio Road to I-172 with a bypass of Marblehead. These changes are long overdue and would improve the ride quality, safety and traffic flow in this essential corridor. Thank you.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:27 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Moore)
Attachments: Moore- IL 57 Comment.pdf

Dear Ms. Moore:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

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IDOT District 6 Studies and Plans
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Comment Form

IL 57



Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022

(Optional, Please Print)

Name: Robert Maulton

Affiliation: _____

Address: _____

City: _____ Zip: _____

Phone No.: _____

E-Mail Address: _____

Check here if you are a business representative

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Traffic Billboard

Comments: Need to find A way to get
Trucks + equipment off the hill 550th
Street at Marblehead. How Long from Start
to finish for Marblehead by pass + Bridge?

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:25 PM
To: [REDACTED]
Cc: Kelley, Jonathan B.; Baker, Gary
Subject: IL 57 Public Meeting Comment (Moulton)
Attachments: Moulton- IL 57 Comment.pdf

Dear Mr. Moulton:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

Geometric improvements to the intersection of IL 57 & 550th Ave would be evaluated further as part of Alternative R-1A (Upgrade with Marblehead bypass) and Alternative R-2 (Super 2). Specific construction timelines would be determined in future project phases.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

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Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Jason

LAST NAME

Parrott

EMAIL*

[REDACTED]

LEAVE US A COMMENT

Thank you for holding the public forum on the IL57 project. The city of Quincy and the region would benefit from a greatly improved stretch of road that includes the following * Decoupling of 3rd and 4th Streets from Locust to York * A wider stretch of road from York Street to Radio Road (3 or 4 lanes) * A three-lane stretch of road (with center turn lane) from Radio Road to IL172, including the Marblehead Bypass. The ability to more easily move goods and materials is critical to the future of Quincy. The status quo will not suffice for IL57... the improvements proposed (and described above) are the key to future success for the city and the region. Thank you

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:31 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Parrott)
Attachments: Parrott #128 IL57 web 090222.pdf

Dear Mr. Parrott:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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IDOT District 6 Studies and Plans
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Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



<i>(Optional, Please Print)</i>	
Name:	<i>Douglas Peterson</i>
Affiliation:	<i>Calftown Corners (Calftown Lake; State Street Theater)</i>
Address:	[Redacted]
City:	[Redacted]
Phone No.:	[Redacted]
E-Mail Address:	[Redacted]
<input type="checkbox"/> Check here if you	[Redacted]

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Facebook; Herald-Whig

Comments: I strongly encourage adopting Urban Alternative 2. With downtown development at a peak and with the pending construction of a children's museum on 3rd st, it is imperative to decrease speed and improve traffic flow through downtown. Merely upgrading the infrastructure will stifle the current ground swell of downtown development activity. Please move forward with U-2 and decouple 3rd + 4th Streets.

Regarding the suburban and rural sections of IL-57, I recommend adopting the S-2 and R-2 approaches. S-2 will encourage urban growth through making Quincy more pedestrian friendly. R-2 will improve growth by making Quincy more accessible without requiring detours through Marblehead. Thank you for your consideration!

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:32 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Peterson)
Attachments: Peterson - IL 57 Comment.pdf

Dear Mr. Peterson:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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IDOT District 6 Studies and Plans
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Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Shannon

LAST NAME

Pilkington

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

I would encourage IDOT to move forward with the Marblehead bypass, install alternating bypass lanes between Radio Road and I-172, and de-couple 3rd and 4th streets to make them both two-way streets.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:34 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Pilkington)
Attachments: Pilkington #120 IL57 web 090122.pdf

Dear Ms. Pilkington:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name:

Carrie Poffner

Affiliation:

Address:

City:

Zip:

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? *media*

Comments:

Alternative U-2 would ease congestion in downtown developing areas.

Alternative S-2 would improve industrial traffic for area businesses & assist in economic development.

Alternative R-2 would provide better access & traffic flow for rural areas

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:27 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Potter)
Attachments: Potter- IL 57 Comment.pdf

Dear Ms. Potter:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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Team Engineer
IDOT District 6 Studies and Plans
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Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Austin

LAST NAME

Ramsey

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

Good day. My name is Austin Ramsey, commercial manager, for the ADM soybean processing plant in Quincy, IL along highway 57. I attended the open house public meeting on September 1st in Quincy and had a couple comments that I thought were worth mentioning. I know other stakeholders within ADM have been somewhat engaged in this project but this was my first involvement. We greatly appreciate the proposed expansion of a right turn lane into our elevator along highway 57. At our busiest time of year we have over 400 semi's daily that make a right hand turn (southbound) from lock and dam road back onto highway 57 to re-enter our property at the entrance of our grain elevator. If we could have a dedicated lane for semis by extending that right turn lane all the way north to lock and damn road (roughly 1,000 ft in length) it would greatly reduce, maybe even eliminate the need for semis to turn back into southbound traffic. My second suggestion is the addition of a left turn lane (northbound) and a right turn lane (southbound) at the intersection of hwy 57 and Harrison st. The city of Quincy has recently invested ~\$4.5M into the city dock along the river on the north side of Harrison and the Mid-America Intermodal Authority Port District recently received \$13-\$14M in grant money to invest in riverfront property. While there's still uncertainty regarding where those funds will be utilized/spent I believe there's a chance it could be at the property directly north of the city dock which would increase traffic at the intersection of hwy 57 and Harrison st. Bottom line, there are sizeable investments being made to that area along the river and while the work is being done to rehab highway 57 the time is now to beef up that intersection. Please feel free to call me if you have any questions or need a more detailed outline of my comments/suggestions. Thank you

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:35 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Ramsey)
Attachments: Ramsey #140 IL57 web 091322.pdf

Dear Mr. Ramsey:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: Krista Rankin

Affiliation: J. M. Huber Corp

Address:

City:

Zip:

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? E-mail & News

Comments: My concerns are the following

a) No consideration of barge dock improvements being made

b) access during the day of barge traffic. there can be up to 80 trucks to off load a barge.

c) Disruption of business and the limited space along 57 in certain areas

d) Future growth of business along 57 and the impact of traffic

e) Limiting access of agricultural needs and access along the roadway

f) Limit and restrictive access by property owners along 57.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:32 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Rankin)
Attachments: Rankin- IL 57 Comment.pdf

Dear Ms. Rankin:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57



Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022

<i>(Optional, Please Print)</i>		
Name:	Sheri Ray	
Affiliation:		
Address:		
City:	State:	Zip:
Phone No.:		
E-Mail Address:		
<input type="checkbox"/> Check here if you do not want to be added to the mailing list.		

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How did you hear about the meeting? media

Comments: _____
⁸
Please support U2 to decouple 3rd & 4th St.
Also support S2 & R1

Contact Us

FIRST NAME

Audrey

LAST NAME

Rees

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

To Whom it may Concern, I just want to add a few humble comments on the importance of the proposed recommendations. I was born and raised in Quincy, IL and am very familiar with the traffic patterns and environmental constraints that occur. This is such a wonderful opportunity for Quincy and many surrounding area citizens who use this route. The Urban Section Alternative U-2 proposal to provide 2 way traffic usage on 3rd and 4th would be beneficial in many ways beginning with safety. Many outside people come to Quincy and find themselves turning onto the one way incorrectly far too often. We receive an abundance amount of visitors for Quincy University sports games, John Wood Community College sports games, and wedding/reception guests among so many other city events. Visitors and residents are extremely confused by these one way streets which are often used for travelling to popular points of interest. The Suburban Section Alternative S-2 option for an expansion to 3 and 4 lanes would improve the flow of the numerous amount of businesses that are in that area. Tractors, semi-trucks/trailers, and common vehicles would find extreme relief in being able to safely pass others while having more room. The Rural Section Alternative R-2 recommendation is crucial for the population that drives to or from Quincy for work. The busy morning and post work traffic flow is dangerous with the farmers and semi-truck drivers who constantly use this route. Providing these alterations to our current roads will not only enhance the way of life for every day travelers, it will ease the stress that falls upon those who are here for a quick visit. I know that safety is a top priority to IDOT, and the amount of safety that these plans provide is invaluable. Thank you for your time! Audrey Rees Quincy, IL



Comment Form

IL 57



Planning and Environment Linkages Study Open House Public Meeting September 1, 2022

(Optional, Please Print)

Name: Audrey Rees

Affiliation: Quincy (City of Quincy)

Address: [Redacted]

City: IL Zip: [Redacted]

Phone No.: [Redacted]

E-Mail Address: [Redacted]

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? -News - Coworker - Flyers

Comments: Providing the maximum alterations on each option will enhance the way of life for commuters and for citizens. Thank you for making our community a safe place with these new plans and updates.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:26 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Rees)
Attachments: Rees #123 IL57 web 090122.pdf; Rees- IL 57 Comment.pdf

Dear Ms. Rees:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: Theodore Rees

Affiliation: Citizen

Address:

City:

Zip:

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

add me to list

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? *WGEM News*

Comments: *Thanks for the presentation and all the work that made it happen. I think U-2, and S-2 constitutes the Best Roadway for safety and facilitates traffic the best. I also believe that the Marblehead Bypass is absolutely needed. (R2-Super 2)*
I also trust that U2 will coordinate with the new bridge coming @ York.
I like the "Roundabout" @ 4th

*Thanks again
Ted*

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:34 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Rees)
Attachments: Rees T- IL 57 Comment.pdf

Dear Mr. Rees:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Contact Us

FIRST NAME

Sheri

LAST NAME

Reller

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

I support: alternative U-2, alternative S-2, and alternative R-2

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:34 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Reller)
Attachments: Reller #122 IL57 web 090122.pdf

Dear Ms. Reller:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



<i>(Optional, Please Print)</i>	
Name:	Gabrielle Rober
Affiliation:	District Historical Society of Quincy & Adams
Address:	[REDACTED]
City:	[REDACTED]
Phone No.:	[REDACTED]
E-Mail Address:	[REDACTED]
<input type="checkbox"/> Check here if you	[REDACTED]

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? District

Comments: 1. Downtown decouple 3rd & 4th Streets
2. 3 & 4 lanes Added to IL 57 South to Radio Rd
3. Add alternating passing lane from Radio Rd.
to I-172 with Marble Head Bypass (Super 2).

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:32 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Rober)
Attachments: Rober- IL 57 Comment.pdf

Dear Ms. Rober:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: Chad Rodgers

Affiliation: Comments - Business Operator

Address: [Redacted]

City: [Redacted] Zip: [Redacted]

Phone No. [Redacted]

E-Mail Address [Redacted]

Check here if you

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How did you hear about the meeting? Word of mouth

Comments: Although I support the de-coupling of 3rd & 4th streets
we have real concerns about the impact of this change to our
lower parking lot. The concern lies around the existing
parking issue our Facility (Kroc Center) already experiences.
Further impact would be detrimental to our operation especially
when we have large events or construction work.
I do have concerns about ~~the~~ street parking spots lost.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:32 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Rodgers)
Attachments: Rodgers- IL 57 Comment.pdf

Dear Mr. Rodgers:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: Glenn Sanders

Affiliation: Mississippi Valley Hunters and Fishermen's Assn.

Address:

City:

Phone No.:

E-Mail Address:

Check here if you

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How did you hear about the meeting? Social Media

Comments: In the build section from 172 TO QUINCY - MATERIAL WILL BE NEEDED TO WIDEN OR upgrade. CONSIDER OBTAINING THE MATERIAL FROM BORROW PITS IN THE floodplain INSTEAD OF upland sites. This will Be a plus by creating wetlands OR LAKES INSTEAD OF negative impact By Bluff OR upland excavation NO IMPACTS ON NATIVE BURIAL SITES OR USE AREAS IN floodplain THAT will exist ON Bluff.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:26 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Sanders)
Attachments: Sanders- IL 57 Comment.pdf

Dear Mr. Sanders:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: Rech Schulte

Affiliation: Resident

Address:

City:

IL

Zip:

Phone No.:

E-Mail Address:

Check here if you

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How did you hear about the meeting? News Media

Comments:

I would like to see U-2, S-2 and R-2 implemented but at a minimum I would like to see a new Bypass around Marblehead, This is a very congested spot.
The additional lanes & upgrades that Alt 2 of each U, S and R provide will allow a smoother flow of traffic into the City's core with less accidents & Congestion

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:32 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Schulte)
Attachments: Schulte- IL 57 Comment.pdf

Dear Mr. Schulte:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Chad

LAST NAME

Scott

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

I would like to see IDOT move forward with the Marblehead bypass, install alternating bypass lanes between Radio Road and I-172, and make 3rd and 4th streets two-way streets.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:35 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Scott)
Attachments: Scott #126 IL57 web 090222.pdf

Dear Mr. Scott:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Contact Us

FIRST NAME

Zachary

LAST NAME

Siebers

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

I would prefer that a gradual turn be constructed for trucks and other vehicles turning right after they exit the bridge.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:35 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Siebers)
Attachments: Siebers T #139 IL57 web 091222.pdf

Dear Mr. Siebers:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Contact Us

FIRST NAME

Anthony

LAST NAME

Siebers

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

As a former resident of Quincy, coming across the bridge and up the hill always scared me. I am hearing that there is consideration for a right turn lane for the US 57 traffic. I believe that would be a good idea for both the trucks that have to maneuver through that intersection but also the vehicles that would be placed at risk if there were not a turn lane. Looking forward to seeing the new bridge completed.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:35 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Siebers)
Attachments: Siebers a #149 IL57 web 091622.pdf

Dear Mr. Siebers:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Contact Us

FIRST NAME

Mihael

LAST NAME

Siebers

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

In reviewing the proposed intersection at 3rd and York, it appears the right turn lane would require trucks to slow down causing congestion on the bridge. With the substantial amount of truck traffic turning right it would seem a wide right turn lane, almost like an exit ramp, would substantially reduce congestion and potential crashes at that intersection. Please consider making a right turn lane from the new bridge onto south bound IL 57 with a merge lane that is more gradual than the one that is currently at 3rd and Maine.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:35 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Siebers)
Attachments: Siebers M #146 IL57 web 091522.pdf

Dear Mr. Siebers:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Contact Us

FIRST NAME

Ted

LAST NAME

Siebers

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

The biggest improvement you could make to IL57 is make a better right turn lane for east bound bridge traffic at 3rd and York. With the volume of east bound truck traffic turning right onto IL 57 south it would be a huge improvement to have this be a sweeping curve. It would be better to have the east bound bridge line up with 57 and have other autos turn onto York than to force trucks to negotiate a short turn. Thanks for your consideration.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:31 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Siebers)
Attachments: Siebers Z #138 IL57 web 091222.pdf

Dear Mr. Siebers:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Contact Us

FIRST NAME

William

LAST NAME

Siebers

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

In reviewing the proposed intersection at 3rd and York, it appears the right turn lane would require trucks to slow down causing congestion on the bridge. With the substantial amount of truck traffic turning right it would seem a wide right turn lane, almost like an exit ramp, would substantially reduce congestion and potential crashes at that interesection.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:35 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Siebers)
Attachments: Siebers W #147 IL57 web 091522.pdf

Dear Mr. Siebers:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57



Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022

(Optional, Please Print)

Name:	RICHARD SIMMONS		
Affiliation:	FLOT RETIRED		
Address:	[REDACTED]		
City:	[REDACTED]	Zip:	[REDACTED]
Phone No.:	[REDACTED]		
E-Mail Address:	[REDACTED]		

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? TV

Comments: 1. IF AT THE LEAST MOVE BRIDGE AT MARBLEHEAD TO THE WEST AND A COMPLETE OVERLAY TO I 172.

2. MOVE BRIDGE TO THE WEST OF MARBLEHEAD AND 2 LANES WITH ADDED 3rd PASSING LANE WHERE NEEDED.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:32 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Simmons)
Attachments: Simmons- IL 57 Comment.pdf

Dear Mr. Simmons:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Angie

LAST NAME

Spangler

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

I believe that the right turn should be easier for truck traffic by having a more sweeping turn lane. The hotel that stands on that corner is no longer in use anyway.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:31 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Spangler)
Attachments: Spangler #135 IL57 web 091222.pdf

Dear Ms. Spangler:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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Team Engineer
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Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: Gary + Rita Speckhert

Affiliation: [Redacted]

Address: [Redacted]

City: [Redacted]

Zip: [Redacted]

Phone No.: [Redacted]

E-Mail Address: [Redacted]

Check here if you

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? POST CARD

Comments: We have a business - Pointe D'vine with weekend operating hours. where we will host 300-500 each weekend. we would like a left turn lane North of E1000st and just slightly South. I think the Marblehead By Pass is a good idea.

Gary + Rita Speckhert

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:26 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Speckhart)
Attachments: Speckhart- IL 57 Comment.pdf

Dear Mr. & Mrs. Speckhart:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name:	Jessica Speckhart				
Affiliation:	Pointe Du Vin LLC				
Address:	[REDACTED]				
City:				Zip:	[REDACTED]
Phone No.:					
E-Mail Address:					
<input type="checkbox"/> Check here if you					

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? newspaper / online article

Comments: Pl - I highly encourage the study team & IDOT to implement a turn lane in the center of the improved 2 lanes from the interstate to the E 1000th street for business & farming traffic. It is a major safety concern for the consumers visiting our venue and winery year-round. Special pavement markings would be recognizable to reduce any ^{potential} crash rates. Plus, if a dedicated right turn lane was added to our entrance the traffic could slow down w/o impeding traffic behind the driver. It's a venue that hosts special events every weekend for the past 11 years and increasing traffic w/ the opening of the winery/tasting room. one year in operation! Thank you.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:26 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Speckhart)
Attachments: Speckhart J- IL 57 Comment.pdf

Dear Ms. Speckhart:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

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Comment Form

IL 57



Planning and Environment Linkages Study Open House Public Meeting September 1, 2022

(Optional, Please Print)

Name: DAN SPILKEN

Affiliation:

Address:

City:

Phone No.:

E-Mail Address:

Zip:

Check here if you d

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? _____

Comments: MAKING 3RD & 4TH STREETS 2-WAY IS A BIG MISTAKE
NOW TRAFFIC IS MOVING SLOW. MAKE I CAN FORGET
A LOT OF ACCIDENTS HAPPENING

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:30 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Spilken)
Attachments: Spilken- IL 57 Comment.pdf

Dear Mr. Spilken:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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Comment Form

IL 57

Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: JULIE STROMQULST

Affiliation:

Address:

City:

State:

Zip:

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? _____

Comments: BROADWAY IS QUINCY'S SHOW CASE!
FIX BROADWAY FIRST AND THEN 57!



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: MAGGIE STRONG

Affiliation: STRONG CONSULTING

Address:

City:

Zip:

Phone No.:

E-Mail Address:

Check here if you

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How did you hear about the meeting? ONLINE

Comments:

U-2 - PLEASE decouple 3rd & 4th Streets

S-2 - 4 & 3-lane sections are preferred w/ Marbeekhead bypass

R-2 -

Add the roundabout back in.

3rd & 4th Street decoupling would be game-changing for the local economy. I am a strong proponent.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:30 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Strong)
Attachments: Strong- IL 57 Comment.pdf

Dear Ms. Strong:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

William

LAST NAME

Thompson

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

As a former over-the-road driver and a current building materials delivery driver, I have a unique insight to the proposed changes at 3rd & York. Yes, the right turn lane coming off of the new bridge will need to be more sweeping to allow big rigs to make the right turn safely without having to cross into other lanes of traffic. The NW corner of this intersection will need to be made the same way. Why? Assuming that 3rd Street is changed to 2-way traffic, when the new bridge temporarily becomes 2-way (the Memorial Bridge receiving maintenance), big rigs will need to enter the new bridge without crossing into the other lane. Assuming that all of 3rd Street is changed to 2-way traffic, then a change will be needed at the foot of the Memorial Bridge as well. When it is 2-way traffic, big rigs taking a right turn off of the bridge have to cross into the left lane in order to safely complete the right turn.

From: [Jack, Cloyd A.](#)
To: [REDACTED]
Cc: [Baker, Gary](#)
Subject: IL 57 Public Meeting Comment (Thompson)
Date: Monday, April 17, 2023 4:36:17 PM
Attachments: [Thompson #148 IL57 web 091622.pdf](#)

Dear Mr. Thompson:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name:	TERRY TRAEGER
Affiliation:	BUSINESS OWNER TNT YAMAHA
Address:	[REDACTED]
City:	[REDACTED]
Phone No.:	[REDACTED]
E-Mail Address:	[REDACTED]
<input checked="" type="checkbox"/> Check here if you	

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How did you hear about the meeting? ONLINE & NEWSPAPER

Comments: OBVIOUSLY THE BEST OPTION FOR QUINCY WOULD BE 4 LANES TO THE BYPASS I-172. IT WOULD CREATE A TREMENDOUS POTENTIAL FOR JOB GROWTH.

OF THE OPTIONS IN THE BROCHURE,

① DE-COUPLE 3RD + 4TH STREET

② 4 LANES TO RADIO ROAD

③ MARBLEHEAD BYPASS

④ PASSING LANES TO THE BYPASS FROM RADIO ROAD

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:29 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Traeder)
Attachments: Traeder- IL 57 Comment.pdf

Dear Mr. Traeder:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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Contact Us

FIRST NAME

Michael

LAST NAME

Troup

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

Thank you for hosting the Open House regarding IL 57 project. I believe that the following are important and critical to this road project: 1. Decouple 3rd and 4th streets Broadway south, 2. improve the 4 lane road south to at least Radio Road, further south to Kohl Wholesale Foods would be even better, 3. By pass around Marblehead and 4. third turn lane south from where 4 lane ends to I72. This route is critical to our South Industrial area which continues to grow. The City investment into the City own River Dock with Middle Mississippi port project are two recent investments being made in this area which will add additional truck traffic to IL 57. I appreciate your review, planning and support to this critical transportation project around Quincy.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 5:30 PM
To: [REDACTED]
Cc: Kelley, Jonathan B.; Baker, Gary
Subject: IL 57 Public Meeting Comment (Mayor Troup)
Attachments: Troup #124 IL57 web 090122.pdf

Dear Honorable Mayor Michael Troup:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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Contact Us

FIRST NAME

Heather

LAST NAME

Utterback

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

As a local farmer traveling to ADM every year this would sure make things a lot nicer.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:36 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Utterback)
Attachments: Utterback #137 IL57 web 091222.pdf

Dear Ms. Utterback:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Contact Us

FIRST NAME

Bernard

LAST NAME

Vahlkamp

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

I believe the upgrade of IL 57 to I-72 is essential to the growth of the region. We have an excellent levee system in South Quincy bottoms with an ADM facility. We need the roadways to support this business along with the potential for growth with railroads and port facility.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:30 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Vahlkamp)
Attachments: Vahlkamp #129 IL57 web 090222.pdf

Dear Mr. Vahlkamp:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Sincerely,

Cloyd Jack, P.E.
Team Engineer
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Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Gabriel

LAST NAME

VanderBol

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

I respectfully submit to IDOT that decoupling 3rd and 4th streets to make both two way streets is necessary for the safety of motorists. Moving forward with the Marblehead Bypass and installing alternating bypass lanes between Radio Road and I-172 WILL save lives and will be worth the time, money and effort. Thanks for considering my comments.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:36 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (VanderBol)
Attachments: VanderBol #119 IL57 web 090122.pdf

Dear Mr. VanderBol:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
IDOT District 6 Studies and Plans
217-524-0064
Cloyd.Jack@Illinois.gov

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Contact Us

FIRST NAME

Steve

LAST NAME

Wavering

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

To: Illinois Department of Transportation District 6 Attention: Jon Kelley 126 East Ash Street Springfield, IL 62704 IL-57 Public Meeting #2 Comments: Thank you for the Public Meeting and presentation data regarding the IL-57 corridor study in Quincy. IL-57 within and south of Quincy continues to play an important role in the transportation network serving the agricultural, commercial, industrial, residential and recreational attributes of the city. It also acts as a connector for traffic generated in Missouri. Regarding the proposed alternatives: For the Urban section, the U-1 alternative continues to present pedestrian conflicts and places heavy thru truck traffic that generates high levels of noise and vibration within the hospitality district of the City. The U-2 alternative is favorable. It handles anticipated traffic volumes and patterns while enhancing and defining other aspect of travel, including pedestrian and bicycle modes in a safe and efficient manner. It also complies with the City's downtown master plan. Further study could be made to evaluate the need for two lanes of eastbound traffic at Maine Street in lieu of a more enhance pedestrian, landscaped west leg of the 3rd and Maine intersection. Within the Suburban/Industrial section the S-1 alternative does provide adequate vehicular capacity but is does not provide for pedestrian and bicycle accommodations or turning movements at multiple industrial and commercial entrances. The S-2 alternative should be recommended. It provides adequate vehicular capacity and turning opportunities at most industrial, agricultural and commercial locations as well as providing pedestrian and bicycle enhancements. A left turn lane at Harrison Street should be further evaluated for turning traffic utilizing the Quincy Barge Dock Facility. For the Rural section, the R-1 alternative does not solve the poor passing opportunities of this section which continues to slow traffic and promote poor driving decisions, especially when coupled with the high percentage of trucks using the highway R-1 also does not address the winding, reduced speed of the Marblehead constraint. The R-2 Super 2 alternative is preferred. With a Marblehead west bypass, it enhances passing opportunities while limiting the expansion of the roadway to a full four lane section. It also provides for a flood protected throughway to the 500 year flood protected multi-modal industrial area of South Quincy. These improvement for this Route remains and important link to the viability and future of Quincy and the surrounding region. Thank you, Stephen Wavering [REDACTED]

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Tuesday, May 30, 2023 11:26 AM
To: [REDACTED]
Cc: Baker, Gary; Thompson, Andrew
Subject: IL 57 Public Meeting Comment (Wavering)
Attachments: Wavering #133 IL57 web 090722.pdf

Dear Mr. Wavering:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

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Comment Form

IL 57



Planning and Environment Linkages Study

Open House Public Meeting

September 1, 2022

(Optional, Please Print)

Name: Mark Wernowsky

Affiliation: Compeer Financial

Address:

City:

Zip:

Phone No.:

E-Mail Address:

Check here if you

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? Signage

Comments: Several trucks per day are missing the correct
turn at the Hannibal trumpet interchange and are
exiting I172 at DL 57 and re-entering I 172 to
get to the I-72 exit toward Hannibal. The
I-72 trumpet interchange needs better signage
indicating the correct routes

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:25 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Wernowsky)
Attachments: Wernowsky- IL 57 Comment.pdf

Dear Mr. Wernowsky:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

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IDOT District 6 Studies and Plans
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Cloyd.Jack@Illinois.gov

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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name:	J. M. WOLF				
Affiliation:	RES. DEPT				
Address:	[REDACTED]				
City:				Zip:	[REDACTED]
Phone No.:					
E-Mail Address:					
<input type="checkbox"/> Check here if you do					

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through September 16, 2022, will be included as part of the Public Meeting Record.

How did you hear about the meeting? EMAIL

Comments: U-2 is my preferred
S-2 PED BRIDGE @ R.J. Peters (EAST-WEST)
4-LANE IS A MUST (ON AT LEAST PASSING LANE)
from for the "R" portion

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:29 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Wolf)
Attachments: Wolf- IL 57 Comment.pdf

Dear Mr. Wolf:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

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Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

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Contact Us

FIRST NAME

Adam

LAST NAME

Yates

EMAIL*

[REDACTED]

[REDACTED]

[REDACTED]

LEAVE US A COMMENT

I would like to weigh in on the IL57 project. I would encourage IDOT to move forward with the Marblehead bypass, install bypass lanes between Radio Road and I-172, and de-couple 3rd and 4th streets to make them both two-way streets. This would enhance traffic safety for motorists traveling within, to, and from the City of Quincy. Thank you.

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Monday, April 17, 2023 4:31 PM
To: [REDACTED]
Cc: Baker, Gary
Subject: IL 57 Public Meeting Comment (Yates)
Attachments: Yates #118 IL57 web 090122.pdf

Dear Mr. Yates:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

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Contact Us

FIRST NAME

Jacob

LAST NAME

Zimmerman

EMAIL*



LEAVE US A COMMENT

Thank you for inviting the public to provide feedback! Unfortunately I wasn't able to attend public meeting #2, so I'll address my comments here: URBAN AREA - Next section of Bill Klingner Trail will extend from Parker Heights to Lincoln Park. Lincoln Park is essentially already connected to Clat Adams. With Quincy Riverfront Master plan including pedestrian access calling for pedestrian access from riverfront to downtown Quincy, this will increase traffic of walkers, runners, and cyclists in downtown Quincy. Dedicated bike lanes and sidewalks are needed in this area for safety. SUBURBAN AREA - This area has a lot of semi tractors turning into local businesses. Sometimes there are tractors parked on the road in the morning waiting for businesses to open, while other times traffic is backed up onto the road. 4 lanes would be best, but at minimum there should be a turn lane to allow traffic to flow around turning vehicles. This infrastructure would better allow future businesses to develop in this section - A multi use trail offset from the road should be included. This is a popular route for Quincy and Hannibal cyclists, as well as a designated Great River Road section by the State of Illinois. At minimum there should be a berm graded so that Friends of the Trails can fund the actual trail installation. Designing space & a berm at this stage would also help Friends of the Trails complete a next section of the Quincy Greenways Plan, extending the Bill Klinger Trail south. This would connect southern neighborhoods to the popular South Park & Indian Mounds locations. Friends of the Trails can raise funds for future extensions and connection to the Bill Klingner Trail. To not include a multi use trail would be ignoring the needs of a lot of Quincy area residents. RURAL AREA - Again, this area is designated as a Great River Road . While expanding to 4 lanes may not be financially possible, there should at minimum be very wide, paved shoulders. This section of road is used by personal vehicles (Quincy/Hannibal and Quincy/STL traffic), industrial vehicles, semi tractor trailers, and also farm equipment. Farm equipment, industrial vehicles, and personal vehicles hauling trailers often have reduced speed, which slows traffic and increases potential for accidents. Having a wide paved shoulder would allow these vehicles to straddle the should at the reduced speed, creating more visibility and makes passing safer. Shoulders can also serve as bike lanes for Quincy and Hannibal residents. Rumble strips can be used, but should not be placed in the middle of the should lanes as currently installed. This forces cyclists to use the vehicle lane instead of shoulder/bike lane. As a resident of southern Quincy, I often use 57 in my personal vehicle and bicycle. Looking forward to the improvements that this team comes up with. Thank you and keep up the good work!

From: Jack, Cloyd A. <Cloyd.Jack@Illinois.gov>
Sent: Tuesday, May 30, 2023 11:25 AM
To: [REDACTED]
Cc: Baker, Gary; Thompson, Andrew
Subject: IL 57 Public Meeting Comment (Zimmerman)
Attachments: Zimmerman #132 IL57 web 090722.pdf

Dear Mr. Zimmerman:

Thank you for submitting a written comment on the IL 57 PEL Study. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the Project Study Group develops various alternatives to address the identified needs along the IL 57 corridor.

You are encouraged to visit the IL 57 PEL Study website for the latest project information, schedule, and announcements: <https://idot.illinois.gov/projects/IL-57-Quincy-Marblehead.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Cloyd Jack, P.E.
Team Engineer
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Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name:		
Affiliation:		
Address:		
City:	State:	Zip:
Phone No.:		
E-Mail Address:		
<input type="checkbox"/> Check here if you do not want to be added to the mailing list.		

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? NEWS media

Comments: Leave 3rd & 4th alone and surbaban alone
U-1 and SI Keep

Marblehead bypass RIA



Comment Form

IL 57

Planning and Environment Linkages Study
Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name:

Affiliation:

Address:

City:

State:

Zip:

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? T.V.

Comments: Would like to see 4 lane highway
clear up to I-172. Need bypass
around Marblehead.



Comment Form

IL 57

Planning and Environment Linkages Study Open House Public Meeting

September 1, 2022



(Optional, Please Print)

Name: Quincy Resident

Affiliation:

Address:

City: Quincy State: IL Zip: 62301

Phone No.:

E-Mail Address:

Check here if you do not want to be added to the mailing list.

The Illinois Department of Transportation would like your comments on the Planning and Environment Linkages (PEL) Study of IL 57 from Broadway Street to I-172 in Quincy. Please place your comment form in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp, and mail. Visit www.IL57Quincy.org for project specific information. Comments received through **September 16, 2022**, will be included as part of the Public Meeting Record.

How did you hear about the meeting? _____

Comments: Urban Alternative U-2 is imperative for the future growth of the City and warranted to improve pedestrian and biking access to downtown.

I don't believe that traffic warrants upgrades for suburban and rural sections, although they do improve safety. These would be welcome improvements, but not at the expense of U-2 urban option