

## IL57 BROADWAY to I-172

### ILLINOIS DEPARTMENT OF TRANSPORTATION Launches Planning and Environment Linkages (PEL) Study

The Illinois Department of Transportation (IDOT) recently launched a Planning and Environment Linkages (PEL) Study for IL 57 in Adams County. The study includes a 13-mile corridor between Broadway Street in the north and I-172 at the southern end. This study will evaluate the current conditions of the corridor and develop alternatives that will improve safety, traffic mobility, pedestrian and multi-modal accommodations, and drainage.



## WHAT is a Planning and Environment Linkages (PEL) Study?



A PEL is a tool developed by the Federal Highway Administration (FHWA) to link planning with the National Environmental Policy Act (NEPA) process. IDOT adopted this policy in June 2020 and has implemented it for several projects. The intent is to promote collaboration and integration of all stakeholders in the decision-making process. The study includes consideration of the environment, community, and economic goals.

The PEL process is beneficial as it lays the groundwork for the NEPA process and expedites the time it takes to complete Phase 1 Preliminary Engineering. Additionally, the relations developed with all project partners during this process will provide continuity moving forward with all future Phases of work.

The PEL will result in an approved project Purpose and Need Statement and alternatives to be carried forward to Phase I.



## UNDERSTANDING PROJECT PHASES

Planning and Environment Linkages (PEL) Phase determines the need and produces a NEPA ready Purpose and Need Statement and the alternatives to be advanced to Phase I. Not all projects will utilize the PEL process, some will begin at Phase I.

**Phase I** completes Engineering and Preliminary Design which evaluates the project corridor, determines environmental impacts, develops and analyzes alternatives, and selects a preferred alternative.

**Phase II** completes final design and if required, land acquisition.

**Phase III** is the construction phase and completes the project.

**Funding** for future phases has not been identified.

**Phase I**  
Preliminary Engineering  
and Environmental  
Reviews

**Phase II**  
Design/Land  
Acquisition

**Phase III**  
Construction

## NATIONAL ENVIRONMENTAL POLICY ACT – NEPA

Projects utilizing federal funding must comply with NEPA. This requires an evaluation of how a project may affect the natural, built, and livable environment. Many elements will be evaluated and if the project will cause any adverse effects, mitigation must be determined. The public will have the opportunity to comment on any proposed improvements and the impacts they may have.

### Environmental Elements to be Evaluated include:

#### Natural Resources

- Wildlife and Vegetation
- Sensitive Species
- Cultural and Historic Resources
- Solid and Hazardous Waste
- Agricultural Resources
- Floodplains
- Wetlands and Streams (Waters of the US)
- Parks and Natural Areas

#### Social/Economic Resources

- Demographic Characteristics
- Environmental Justice Considerations
- Community Facilities
- Land Use
- Noise
- Visual Resources



# DRAFT PURPOSE AND NEED

A project **Purpose and Need** statement is required for projects going through the federal process. The statement describes the goals the project will meet and lists the identified transportation issues.

## THE DRAFT PURPOSE AND NEED FOR THIS PROJECT IS:

### THE PURPOSE FOR THE STUDY:

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

### THE NEED TO BE ADDRESSED BY THE STUDY

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

**YOUR COMMENTS ON THIS STATEMENT ARE ENCOURAGED.  
ALL COMMENTS WILL BE EVALUATED, AND THE STATEMENT  
MAY BE REVISED FOR APPROVAL BY FHWA.**

## CONTEXT SENSITIVE SOLUTIONS

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 projects 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.

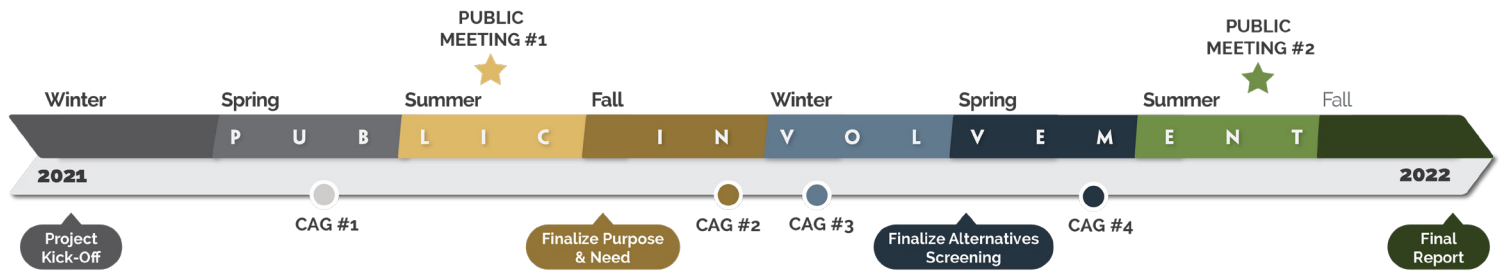


## COMMUNITY ADVISORY GROUP ESTABLISHED

As part of the CSS process, a Community Advisory Group (CAG) has been established. The CAG will provide ideas and local knowledge to IDOT. This group is made up of local officials, transportation professionals, community leaders, businesses, and residents. A draft Purpose and Need statement was developed through a workshop held with the CAG at their first meeting. The group will meet three additional times at key milestones throughout the study.

***On your comment form please indicate if you would like to be considered for CAG Participation.***

# PEL TIMELINE



## GET INVOLVED!

**YOUR PARTICIPATION IS CRITICAL TO THE SUCCESS OF THIS STUDY.**

- Read the newsletters.
- Submit comments.
- Attend public events.



## VISIT THE STUDY WEBSITE

**[www.IL57Quincy.org](http://www.IL57Quincy.org)**

- Learn more about the project.
- Sign-up for the mailing list.
- Submit a comment.



## TELL US WHAT YOU THINK:



**Submit a comment through the website**



### Send us a note:

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District 6 Attention Jon Kelley  
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Springfield, IL 62704

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