

BROADWAY TO PAYSON AVE.

U-1

URBAN ALTERNATIVE - U-1
UPGRADE existing conditions, maintenance along 3rd and 4th Streets:

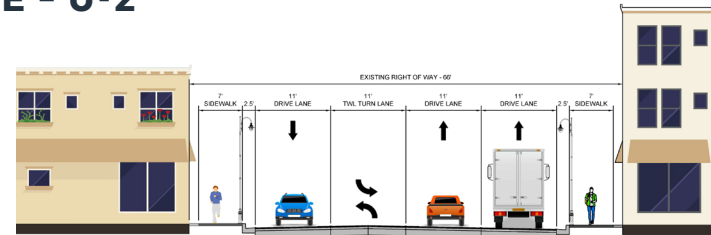


SCAN QR CODE
to view the detailed screening results for all URBAN alternatives

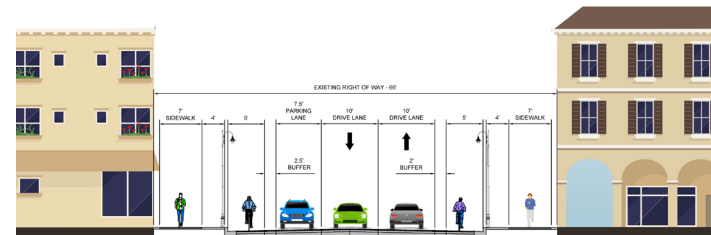
U-2

URBAN ALTERNATIVE - U-2

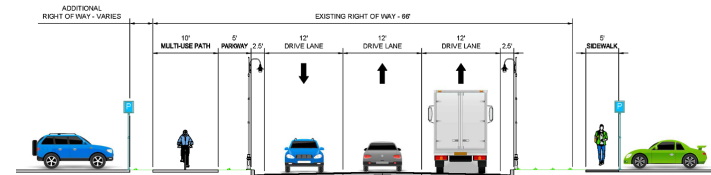
- DECOUPLE** 3rd & 4th Streets, extend to Locust Street
**Currently decoupling ends at Broadway Street. Additional study will confirm viability of extending decoupling to Locust Street.*
- SIGNALIZE** York Street & 3rd Street intersection
- IMPROVE** York Street & 4th Street intersection
- 3rd Street south of York Street 2 lanes in each direction (*Striped median / 2-way left turn lane*)
- Curb and gutter, 3' buffer, 5' sidewalk



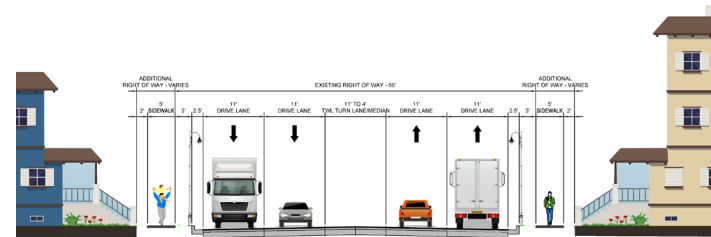
3rd Street Broadway Street to York Street (Looking North)



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



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



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

PAYSON AVE. TO 24TH ST.

S-1

SUBURBAN/INDUSTRIAL ALTERNATIVE - S-1



SCAN QR CODE
to view the detailed screening results for all SUBURBAN/INDUSTRIAL alternatives

S-2

SUBURBAN/INDUSTRIAL ALTERNATIVE - S-2
4 & 3-Lane Section

Resurface existing 4-lane configuration with narrow median to Lock and Dam Road

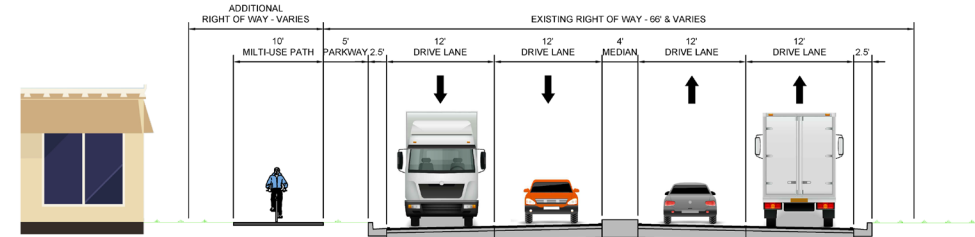
New 3-lane section to the south (one lane in each direction separated by a 12-foot 2-way left turn lane) to 24th Street

New left turn lane at Jackson Street

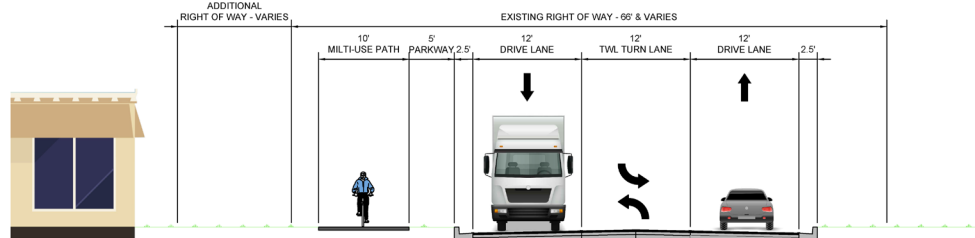
Evaluate pedestrian/bicycle accommodations

If warranted, a **multi-use path** along the west side ending at Radio Road

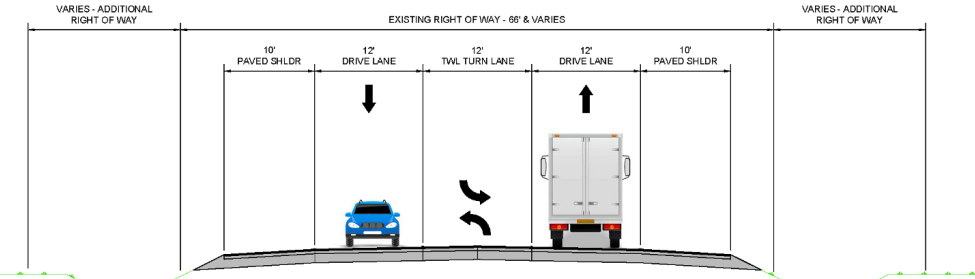
Curb and gutter installed along both edge of pavements to south of Radio Road, 10' paved shoulder further south



Payson Avenue to South of Lock & Dam Road (Looking North)



South of Lock & Dam Road to Radio Road (Looking North)



South of Radio Road to 24th Street (Looking North)

24TH ST. TO I-172 INTERCHANGE

R-1 & R-1A

RURAL ALTERNATIVE - R-1 & R-1A



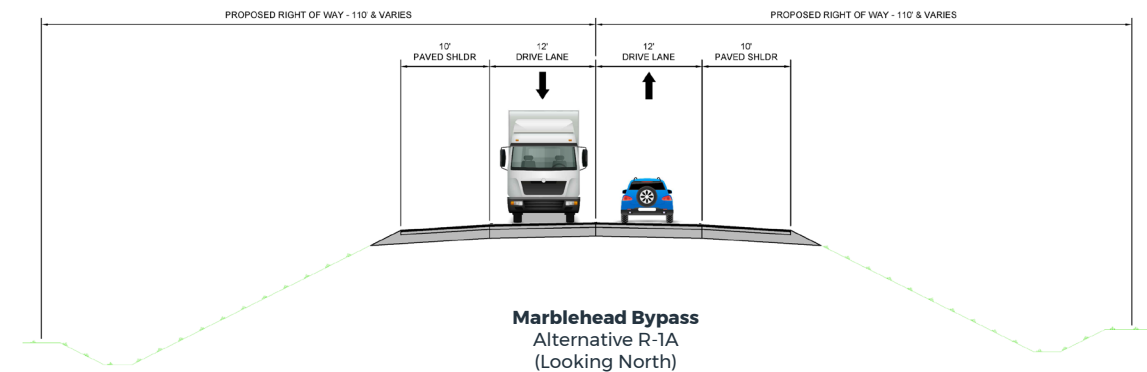
SCAN QR CODE
to view the detailed screening results for all RURAL alternatives

R-1. Improved 2-Lanes (one lane in each direction)

- Maintain the existing lane configuration and do **local improvements**
 - Resurfacing
 - Shoulder improvements
 - Fix flooding issues
- Add left turn lanes at:
 - 24th Street
 - E. 900th Street

R-1A. Improved 2-Lanes (one lane in each direction)

- Same as R-1 with
 - Marblehead Bypass** to the West



Marblehead Bypass Alternative R-1A (Looking North)

R-2

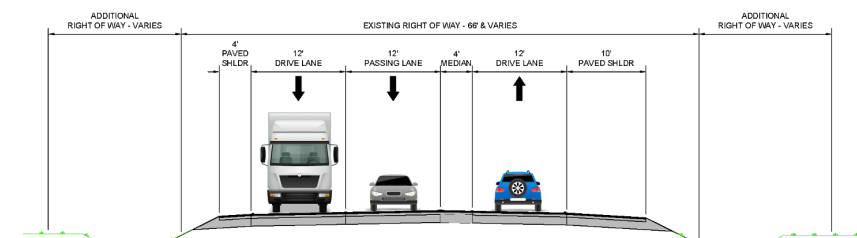
RURAL ALTERNATIVE - R-2
Super 2

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

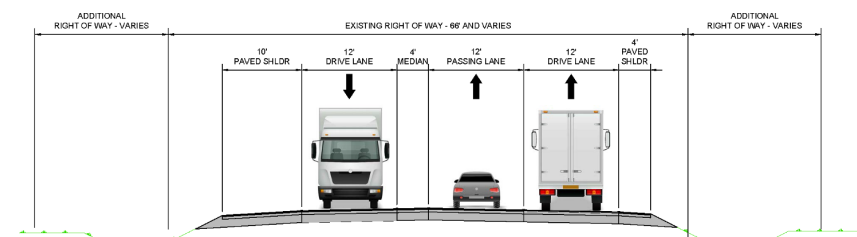
Center lane will alternate as a passing lane for both directions

Necessary modifications to fix geometry/flooding issues

Marblehead bypass (to the west)



Southbound Passing Lane (Looking North)



Northbound Passing Lane (Looking North)

URBAN
Broadway
to Payson
Avenue
1.3 miles

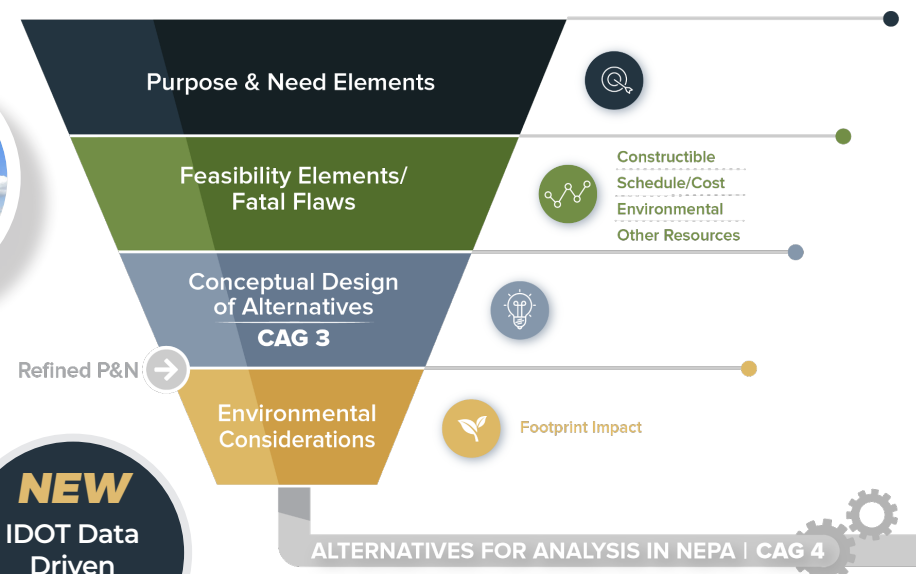
**SUBURBAN /
INDUSTRIAL**
Payson Avenue
to 24th Street
4.8 miles

RURAL
24th Street to
I-172 Interchange
6.5 miles

Corridor Diversity Considered

The 13-mile corridor includes several areas with different issues and needs. Due to this complexity, the corridor was divided into three sections to ensure the Alternatives identified addressed specific challenges of that area.

ALTERNATIVES EVALUATED THROUGH DETAILED SCREENING PROCESS



NATIONAL ENVIRONMENTAL POLICY ACT

Projects utilizing federal funding must comply with the National Environmental Policy Act, known as NEPA. This requires an evaluation of how a project may affect the natural, built and livable environment. Many elements are evaluated and if the project will cause any adverse effects, mitigation must be determined. Completing the NEPA process is the next step in the process.

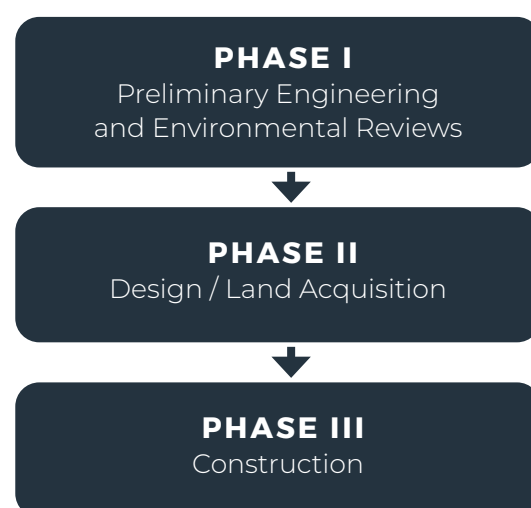
Multiple Alternatives were identified that provided potential improvements in the corridor. All Alternatives were then evaluated through a tiered process that resulted in the recommended Alternatives to Carry Forward.

ENVIRONMENTAL ELEMENTS:

- ✓ Socio-Economic
- ✓ Threatened and Endangered Species
- ✓ Flooding/Stormwater Runoff
- ✓ Cultural and Historic Resources
- ✓ Solid and Hazardous Waste
- ✓ Environmental Justice
- ✓ Water Resources
- ✓ Air and Noise
- ✓ Land Use

Understanding the IDOT Process

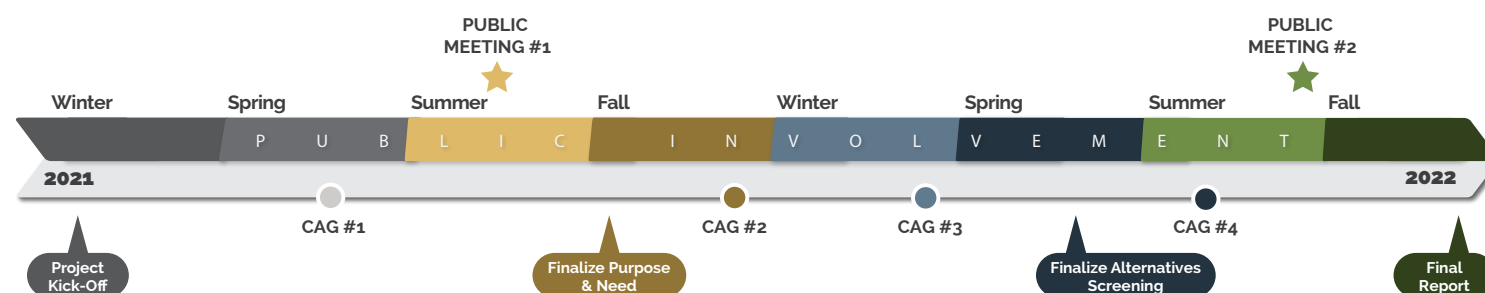
The Illinois Department of Transportation utilizes a three Phased process for project implementation. Phase I completes Engineering and Preliminary Design which evaluates the project corridor, determines environmental impacts, develops and analyzes alternatives, and selects a preferred alternative. Some projects, like IL 57, include a PEL Study before completing the Phase I. The PEL study helps to engage the community and develop the Alternatives to be evaluated in the NEPA process. Phase II completes final design and if required, land acquisition takes place during this Phase. Phase III is the construction phase and completes the project.



COMMUNITY ADVISORY GROUP

A Community Advisory Group (CAG) was established to provide ideas and local knowledge to IDOT and the consultant team. This group was made up of local officials, transportation professionals, community leaders, businesses, and residents. The CAG met four times during this study to provide input and guide the development of the Alternatives.

PROJECT TIMELINE



Comments Welcome!

Public participation is an important component of this project. Your thoughts on the Alternatives to Carry Forward matter. Please fill out a comment form on the project website at page at [IL57Quincy.org](https://www.il57quincy.org). Comments received by September 16, 2022 will be included in the final report.

Send us a note:

Illinois Department of Transportation
District 6 Attention Jon Kelley
126 East Ash Street
Springfield, IL 62704

IL57 BROADWAY to I-172

ILLINOIS DEPARTMENT OF TRANSPORTATION ANNOUNCES ALTERNATIVES FOR IL 57 PEL STUDY

The Illinois Department of Transportation (IDOT) has released the Alternatives to Carry Forward for improvements to IL 57. The IL 57 corridor includes a 13-mile segment between Broadway Street and I-172. This study evaluated the current conditions of the corridor and developed Alternatives that will improve safety, traffic flow, pedestrian and multi-modal accommodations, and drainage.

PURPOSE AND NEED

The Purpose for this PEL is to determine potential projects that would improve deficient roadway and intersection geometry, improve corridor safety, improve mobility, and enhance pedestrian and bicycle access where warranted.

The Need is to address the issues of roadway condition, substandard roadway and intersections, safety for all users, and pavement flooding where warranted.

