



IL57 BROADWAY to I-172

welcome



Illinois Department of Transportation

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STUDY AREA



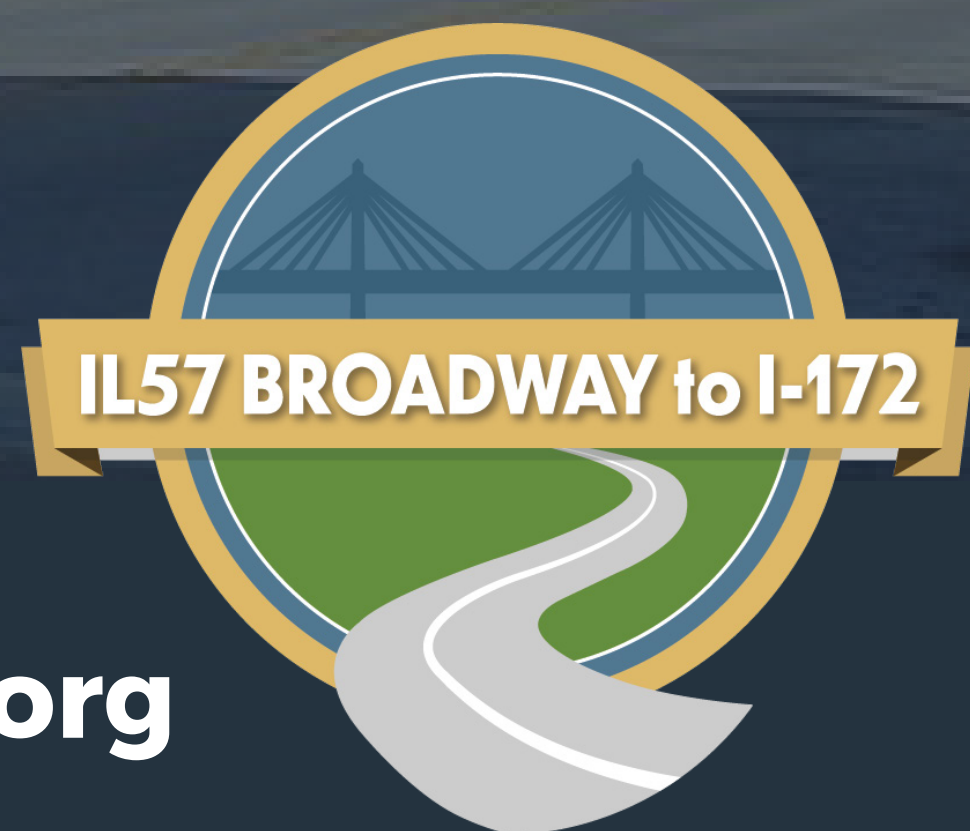
MEETING INTENT

The intent of this meeting is to introduce the Study and gather feedback on the project
Purpose and Need statement.



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HOW DID WE GET HERE?



2014 PHASE I

QUINCY MEMORIAL BRIDGE STUDY

Replace the bridge on a new alignment.



2020 QUINCY REGIONAL TRANSPORTATION PLAN

Pavement condition

Truck traffic

Flooding

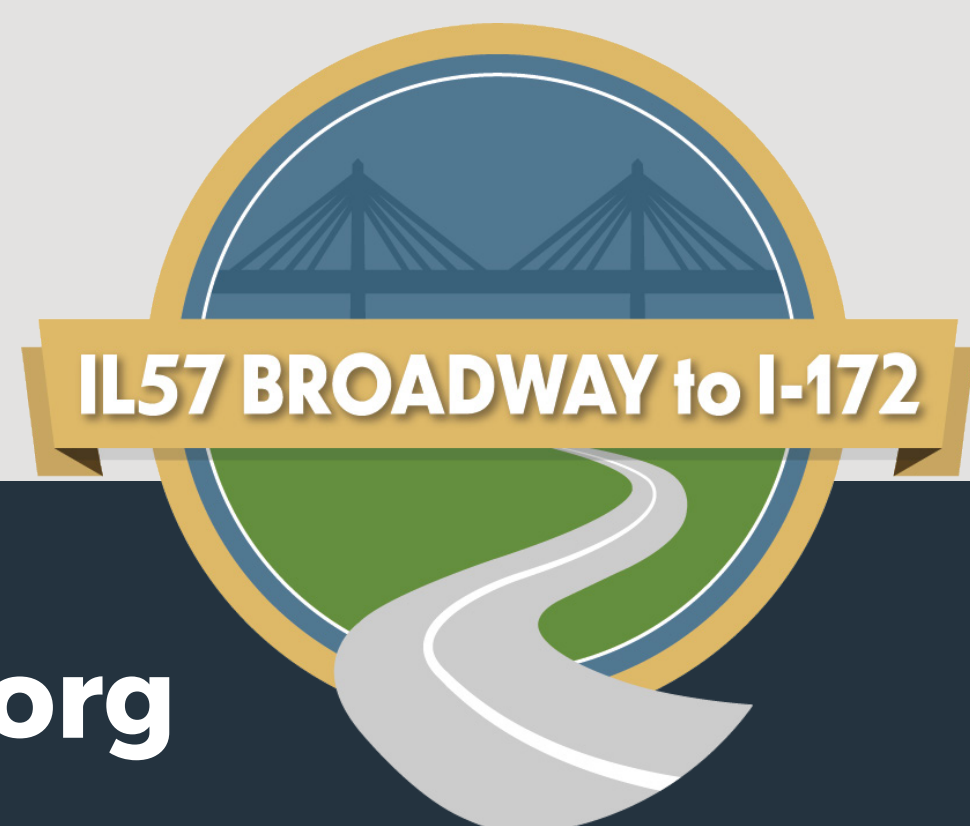
Speed

Traffic routing



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IDOT PROJECT PHASES

PLANNING AND ENVIRONMENT LINKAGES (PEL) PHASE

Determine Need and complete PEL Study to produce a NEPA-ready Purpose & Need and Alternatives to be Carried Forward

Phase I

Preliminary Engineering
and Environmental
Reviews

Phase II

Design/Land
Acquisition

Phase III

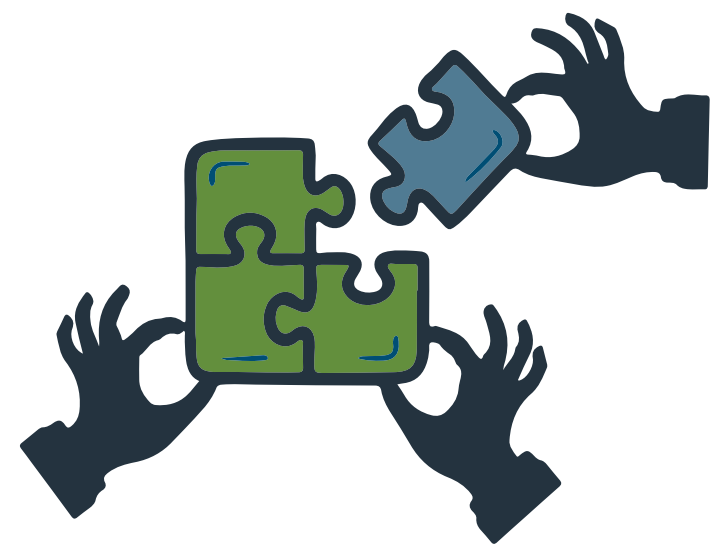
Construction

National Environmental Policy Act (NEPA) is a federal requirement to assess the environmental effects of proposed actions prior to making decisions.



PLANNING AND ENVIRONMENT LINKAGES (PEL)

FHWA TOOL THAT LINKS TRANSPORTATION PLANNING TO NEPA PROJECT PROCESSING ADOPTED INTO IDOT POLICY IN JUNE 2020



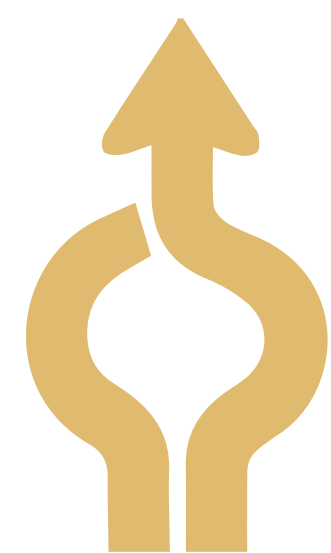
Collaborative and integrated approach to decision making

Considers environmental, community, and economic goals early in the transportation planning process. Uses the information, analysis, and products developed during planning to inform the environmental review process.



PEL Benefits

Minimizes potential duplication of the Phase I planning and NEPA processes. Develops relationships and coordination with cooperating agencies through open communication and information sharing.



PEL Study

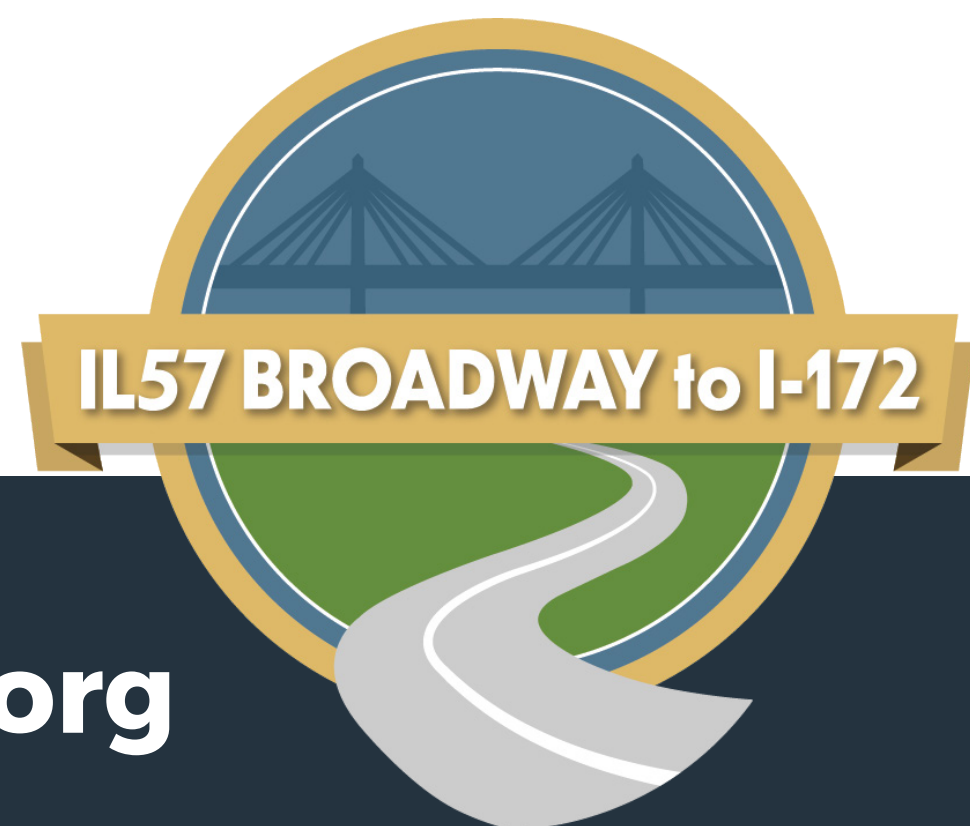
- Purpose and Need
- Alternatives to be Carried Forward



CONTEXT SENSITIVE SOLUTIONS



- **Engage** all stakeholders
- **Flexible**, creative design approach
- **Develop**, construct and maintain cost effective transportation facilities
- **Fits** into its surroundings
- **Addresses** all modes of transportation
- **Preserves** aesthetic, historic, and environmental resources
- **Maintains** safety and mobility



COMMUNITY ADVISORY GROUP (CAG)

**ESTABLISHED TO PROVIDE COMMUNITY INSIGHT IN THE
DEVELOPMENT OF THE STUDY.**

Members include:

- Local officials
- Transportation professionals
- Community leaders
- Businesses
- Residents
- School District
- Community safety officials

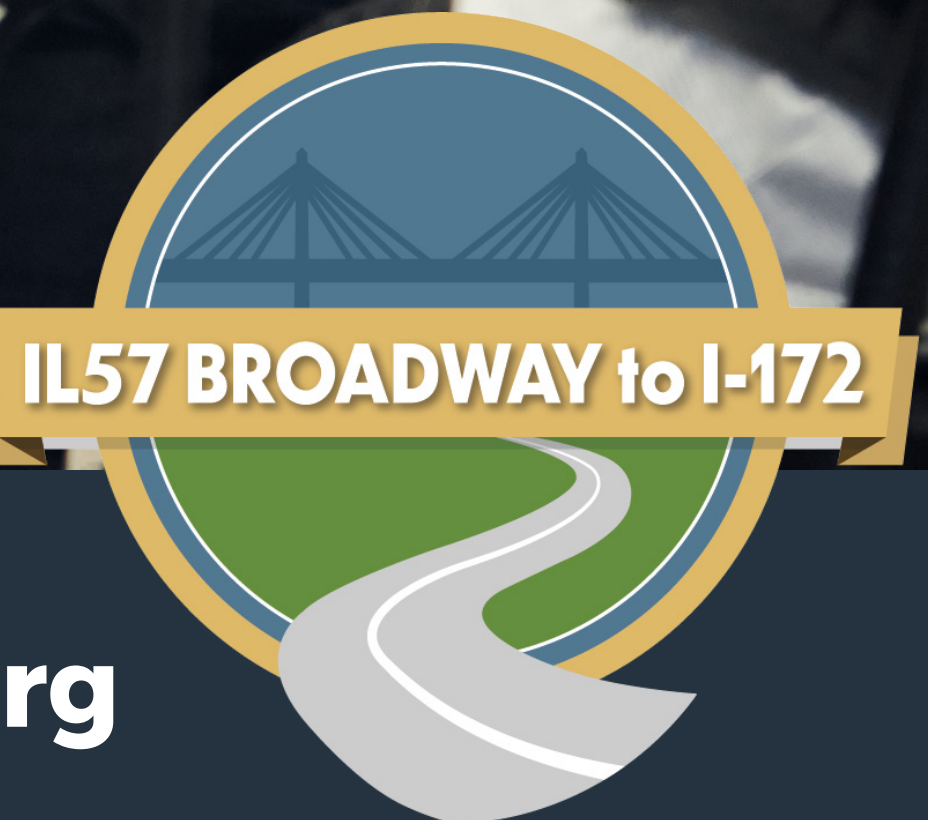
**This Group will meet throughout
the project at key milestones.**

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



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PUBLIC INVOLVEMENT

Your participation is critical to the success of this project.



Learn more on our website:
www.IL57Quincy.org



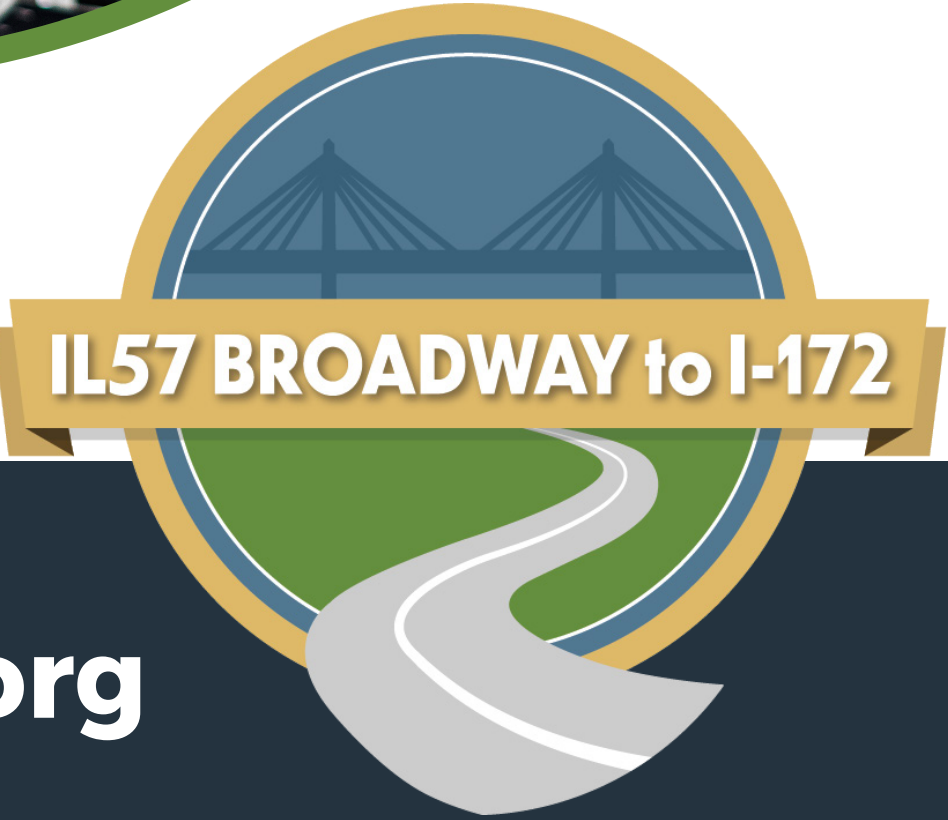
Attend
public events



Submit
Comments



Read the
Newsletters



NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) PROCESS



- **Federal Act to ensure considerations of impacts to natural/social/built environment.**
- **Facilitates an open and transparent process.**

A PEL is an early decision-making process between local, state, and federal transportation agencies that smoothly advances and transitions a project from its early transportation planning phase to the more detailed NEPA phase.



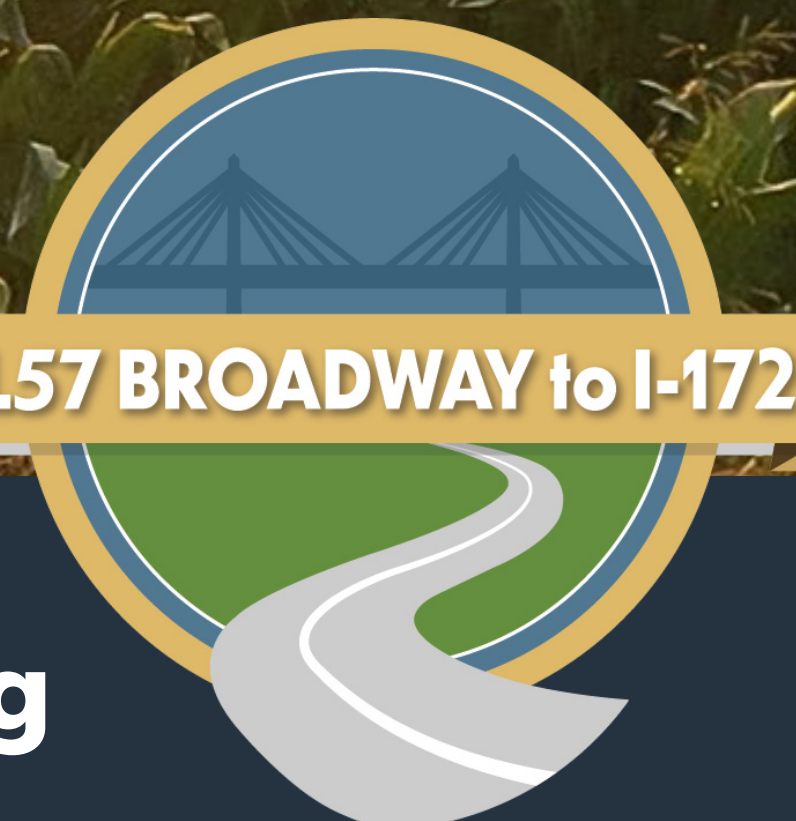
ENVIRONMENTAL IMPACTS

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

THE PURPOSE

FOR THIS PEL IS TO DETERMINE
POTENTIAL PROJECTS
THAT WOULD

**Improve deficient roadway and
intersection geometry**

Improve corridor safety

Improve mobility

**Enhance pedestrian and bicycle access
where warranted**

THE NEED

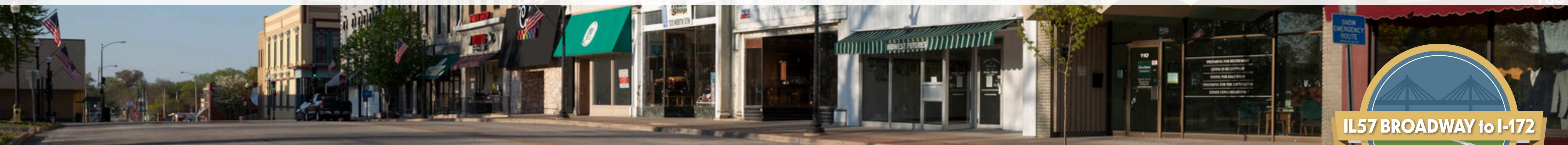
IS TO ADDRESS THE ISSUES OF

Roadway condition

Substandard roadway and intersections

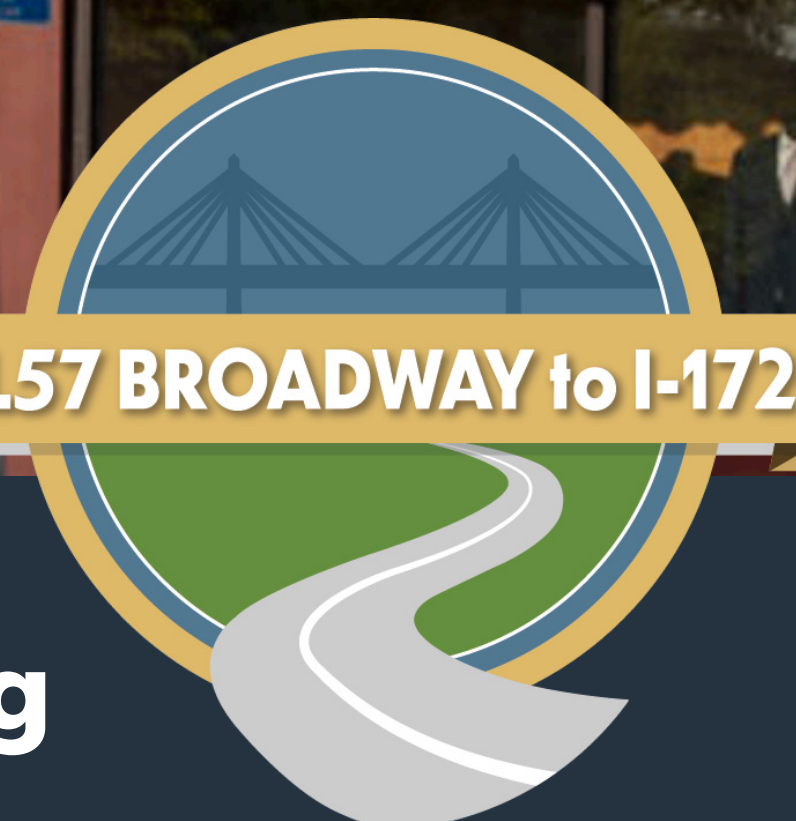
Safety for all roadway users

Pavement flooding



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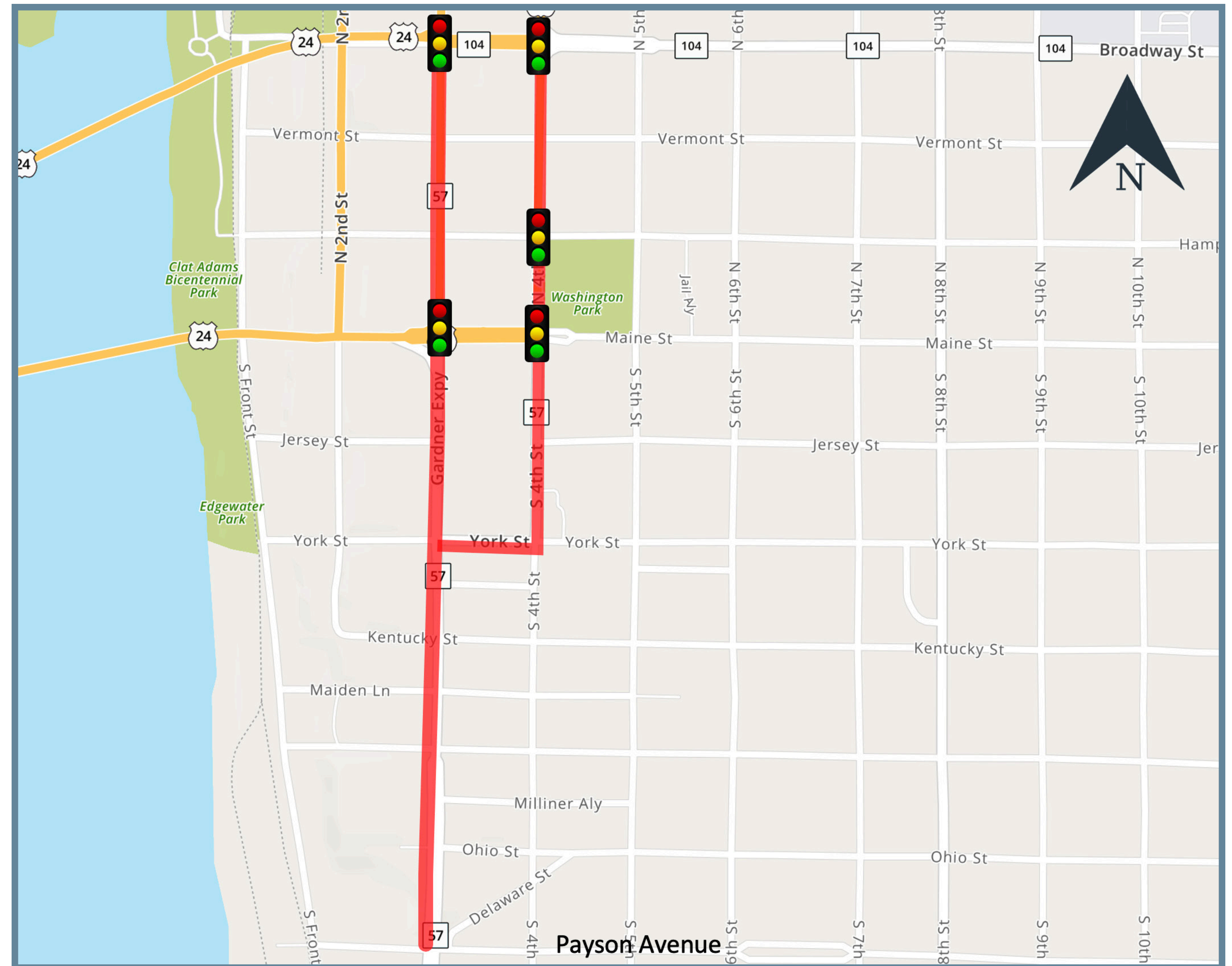
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EXISTING CONDITIONS

URBAN Broadway to Payson Avenue

- **Approximately 1.3 miles** (0.8 miles along 3rd Street and additional 0.5 miles along 4th Street/York Street) 3rd and 4th – one-way couple.
- **Two lanes in each direction** with curb and gutters. Additional turning lanes at intersections. Speed limit **30 mph**.
- **Concrete sidewalks** between Broadway and Ohio, grass shelf further south. Sidewalks/crosswalks are mostly ADA compliant.
- **Access to IL 57** controlled by stop signs and traffic signals at Broadway at 3rd and 4th Streets, Maine at 3rd and 4th Streets, and Hampshire at 4th Street.
- **Street lighting** at some intersections, decorative light poles along 4th Street.



EXISTING TRAFFIC CONDITIONS

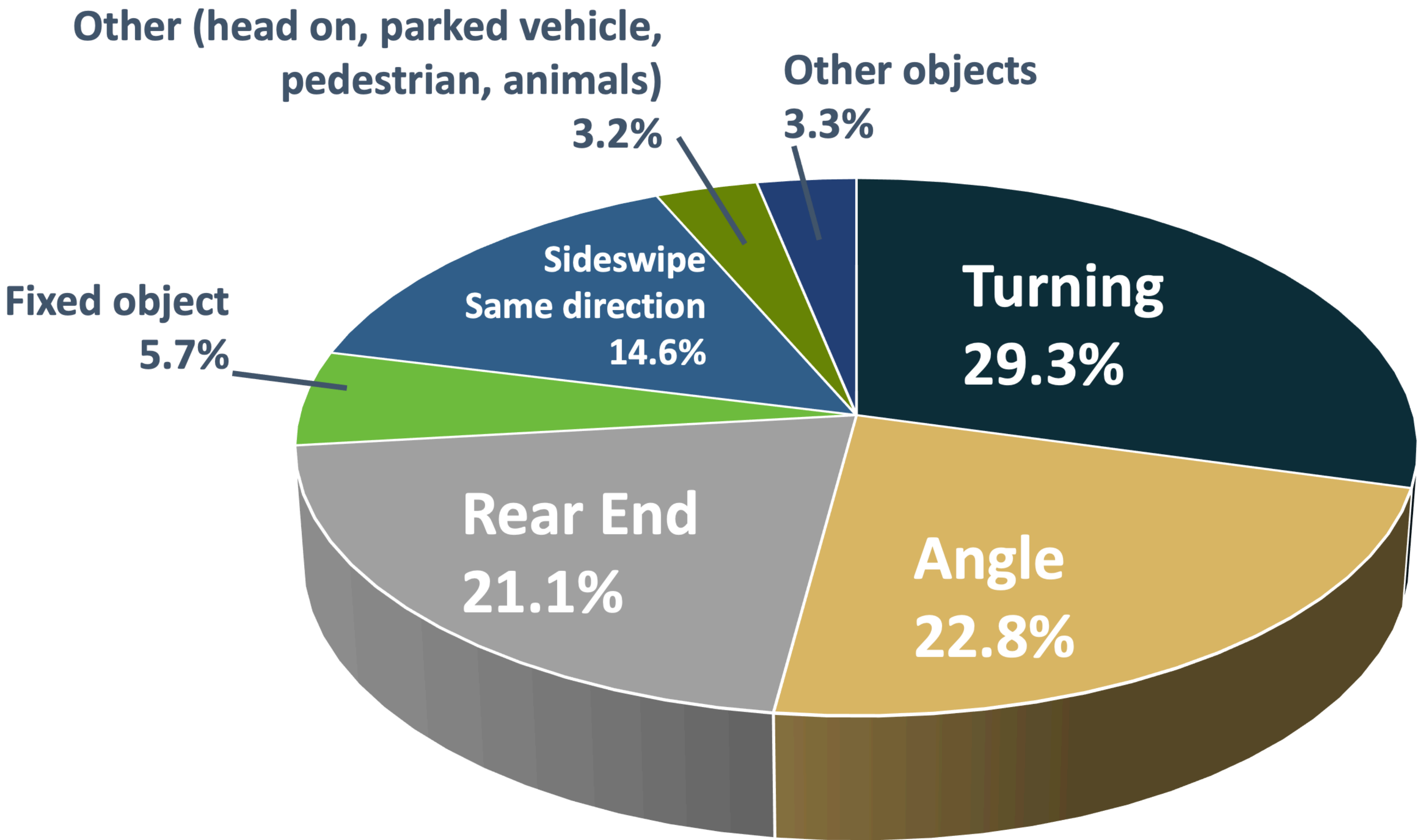
URBAN

Broadway to Payson Avenue

123 crashes between 2015 and 2020

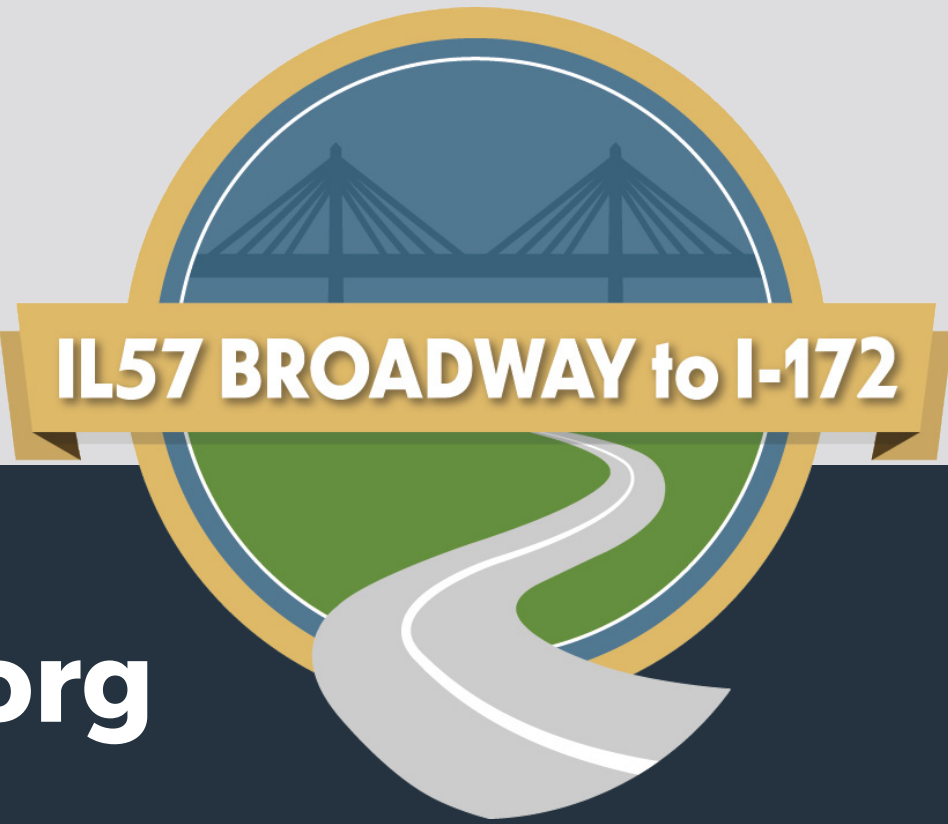
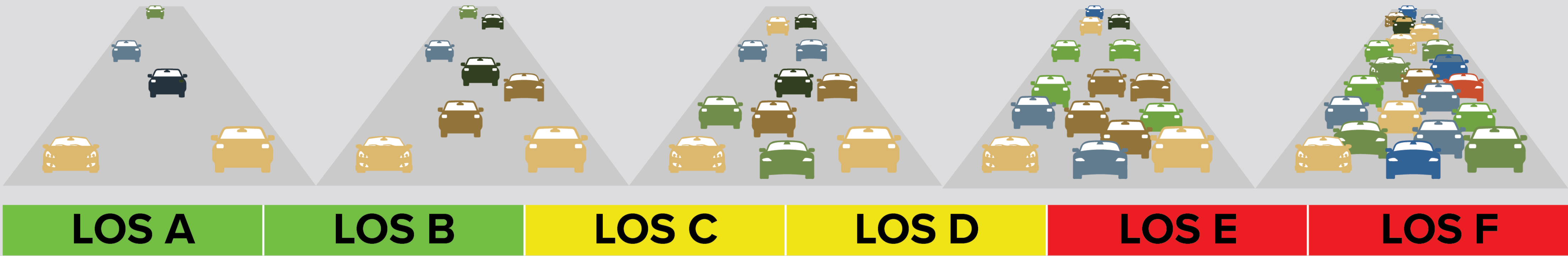
2019 Average Daily Traffic

- 4,200-11,200
- 10% Truck Traffic



Traffic Level of Service (LOS)

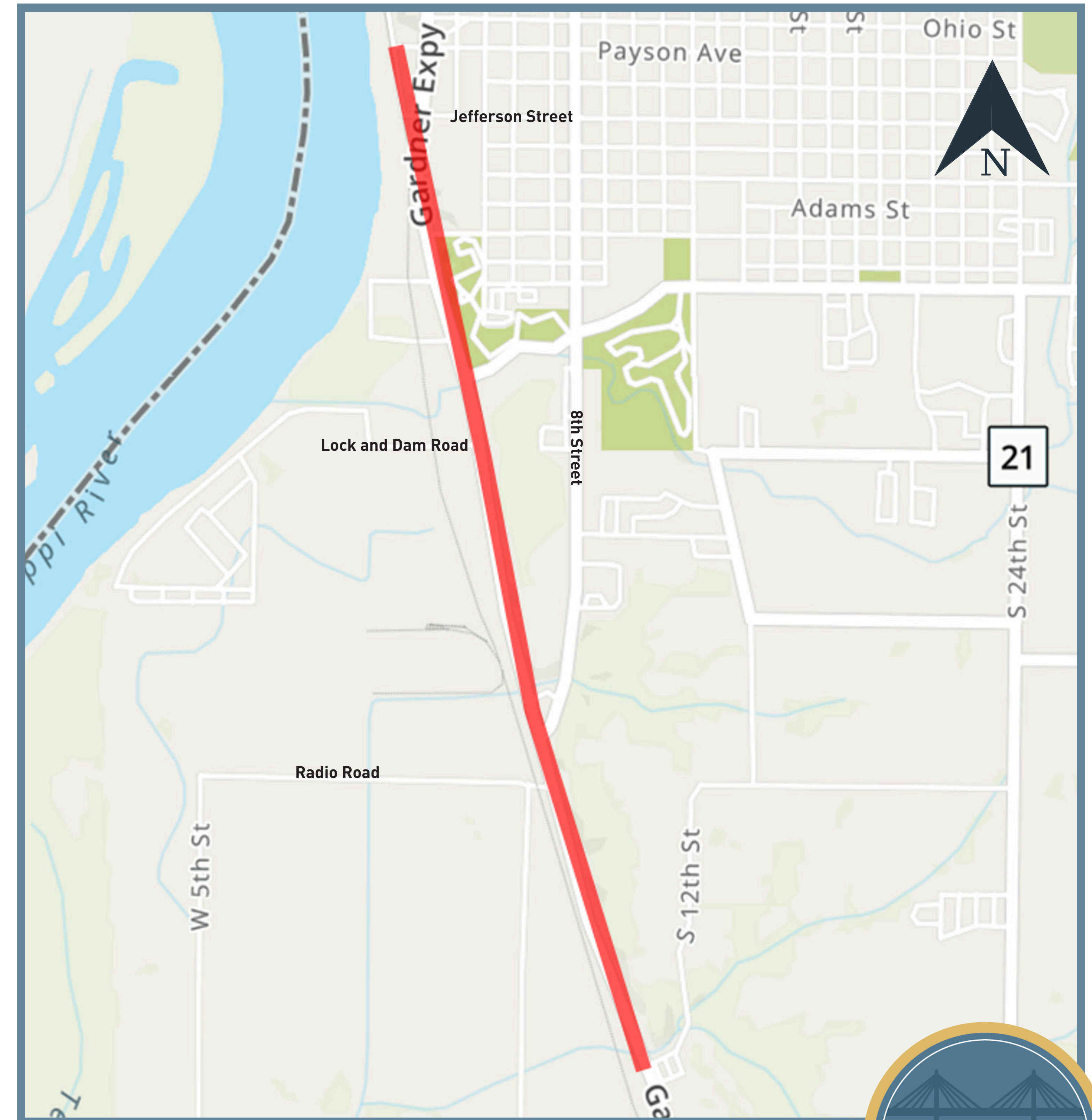
A



EXISTING CONDITIONS

SUBURBAN/INDUSTRIAL Payson Avenue to 12th Street

- **Approximately 3.2 miles**, surrounded by industrial/commercial.
- **Two lanes in each direction** to Lock and Dam Road, one lane in each direction from Lock and Dam Road to 12th Street. Additional turn lanes at 8th Street and Radio Road intersections. Other segments bound by curb and gutter, paved or aggregate shoulders.
- **Speed limit** varies between **40 and 45 mph**.
- **No pedestrian accommodations** except at Gardner Denver entrance & RJ Peters Drive.
- **Bicycle accommodations** from Jefferson Street to RJ Peters Drive & Lock and Dam Road to Radio Road.
- **Access to IL 57** controlled by stop signs, traffic signals at Jefferson Street, Radio Road and Gardner Denver entrance.
- **Lighting at signalized intersections** and in front of Trinity Logistics Group.



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EXISTING TRAFFIC CONDITIONS

SUBURBAN/INDUSTRIAL

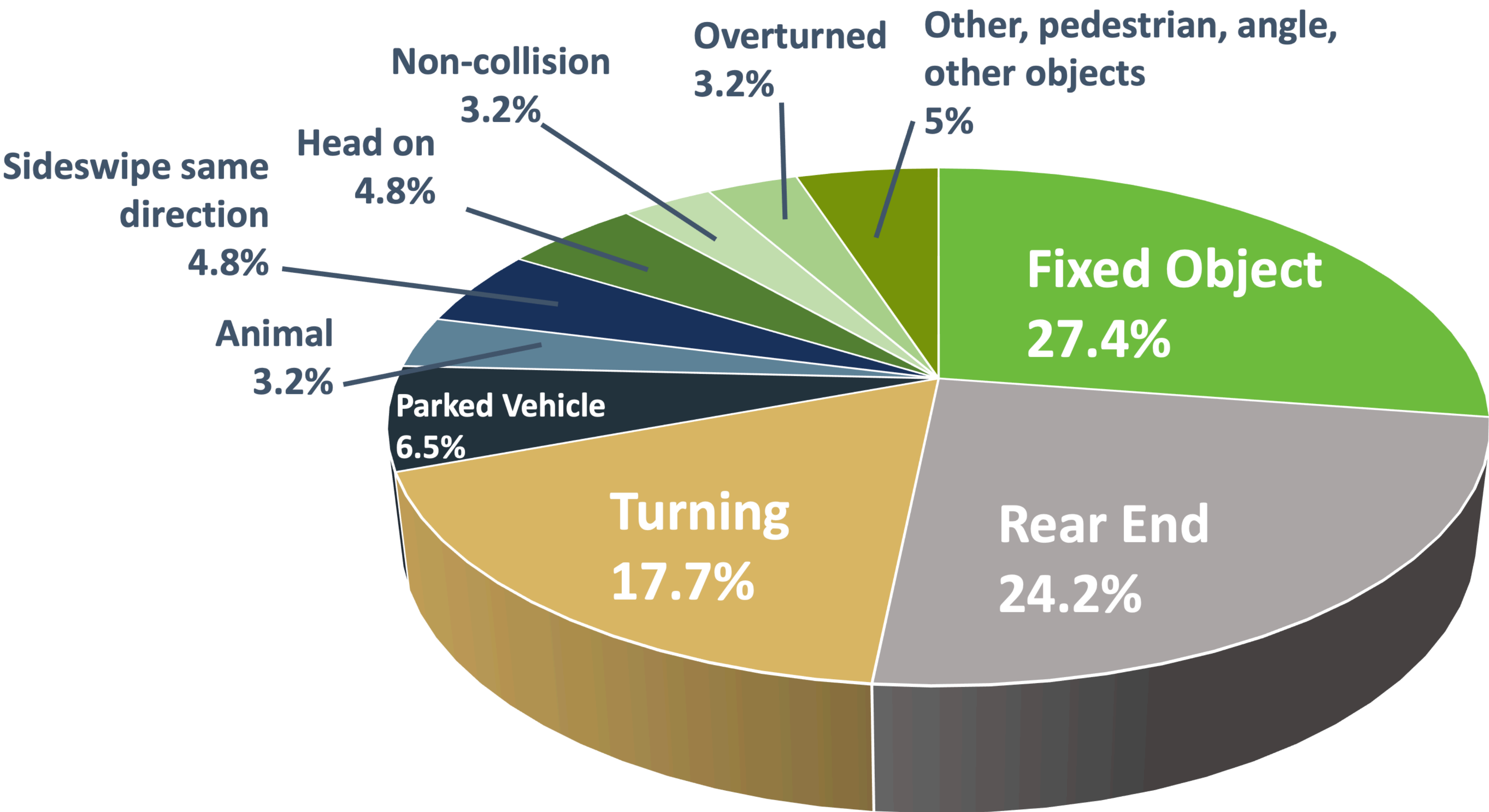
Payson Avenue to 12th Street

62 crashes between 2015 and 2020

2 fatalities in 2015

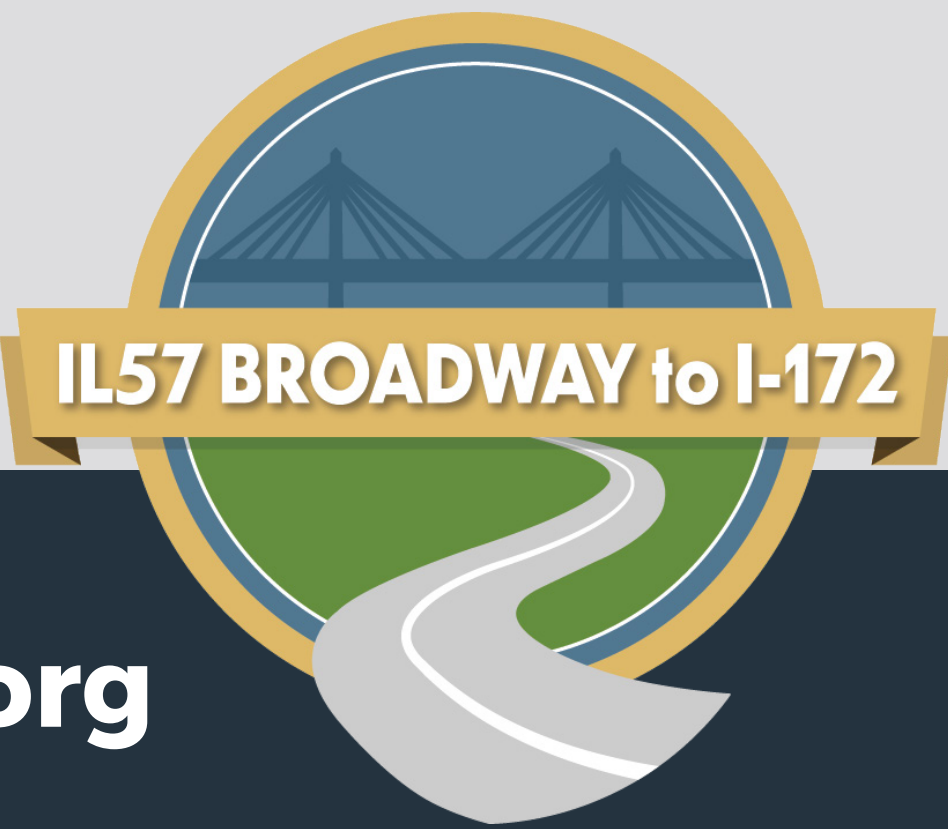
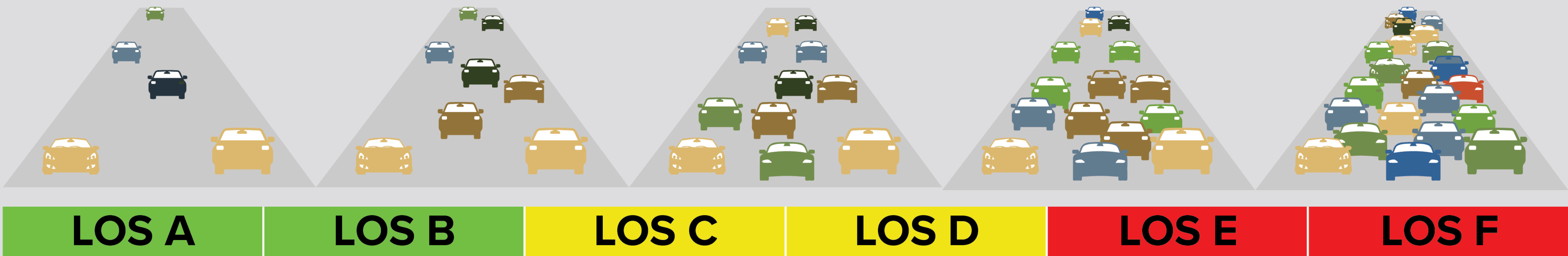
2019 Average Daily Traffic

- 4,950-7,500
- 21.1% Truck Traffic



Traffic Level of Service (LOS)

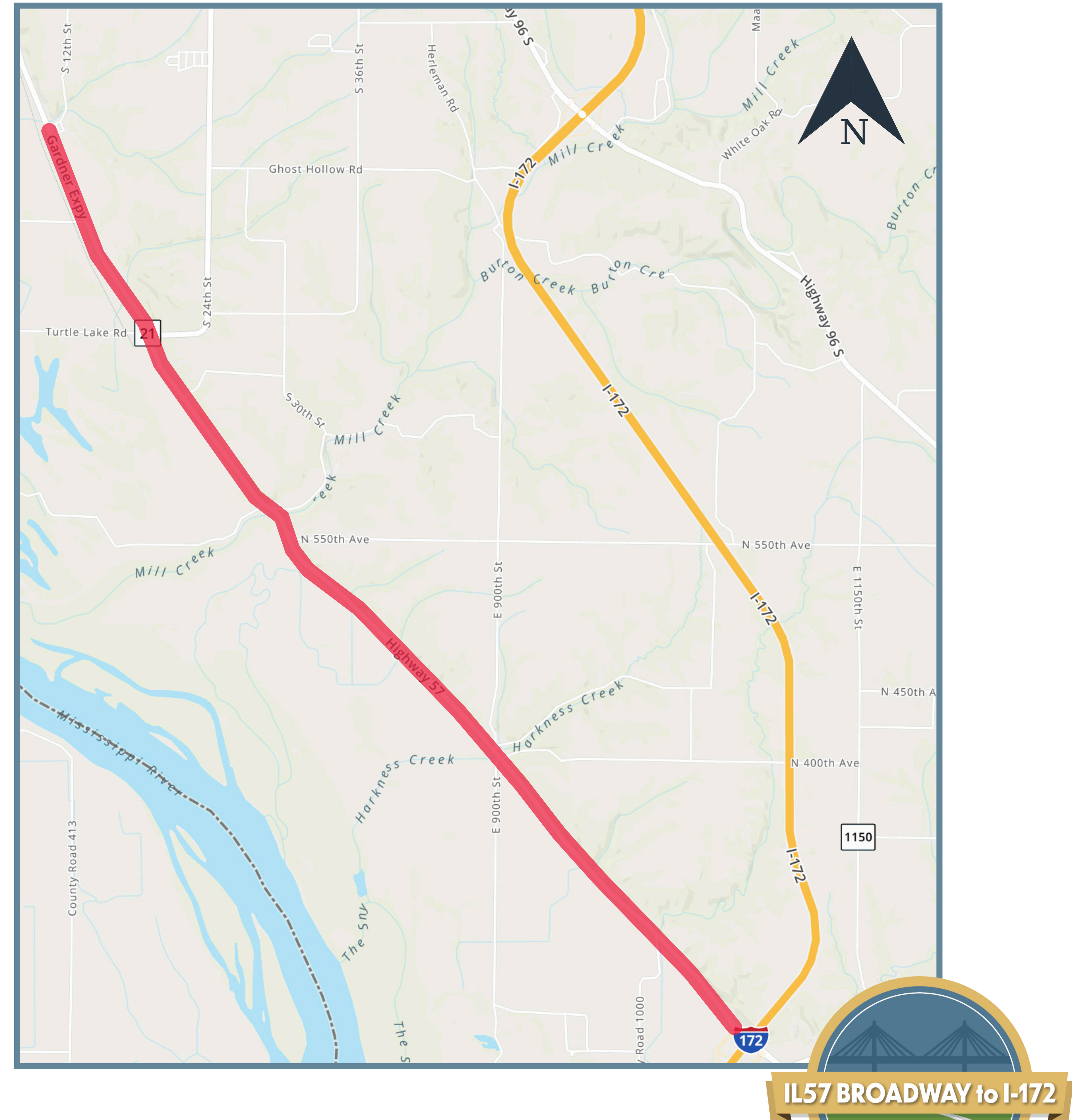
B



EXISTING CONDITIONS

RURAL 12th Street to I-172 Interchange

- **8 miles** with industrial and residential developments at the north end, and agricultural land to the south.
- **2 lane roadway** with multiple entrances.
- **Speed limit** varies between **30 - 55 mph**.
- **Access to IL 57** controlled by stop signs.
- **No pedestrian or bicycle accommodations.**
- **No lighting.**
- **38%** of the section is **no passing** zones.



EXISTING TRAFFIC CONDITIONS

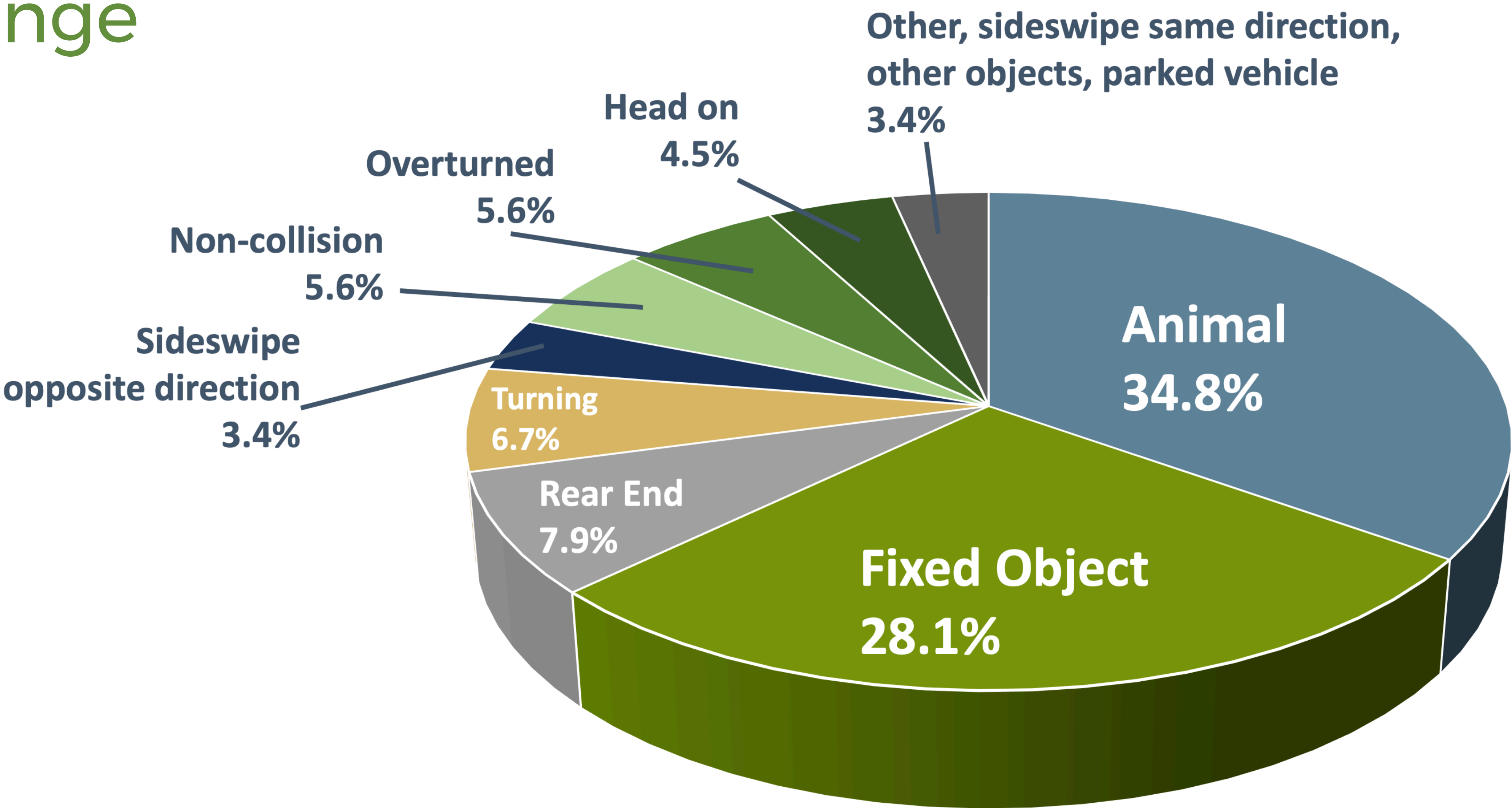
RURAL

12th Street to I-172 Interchange

89 crashes between
2015 and 2020

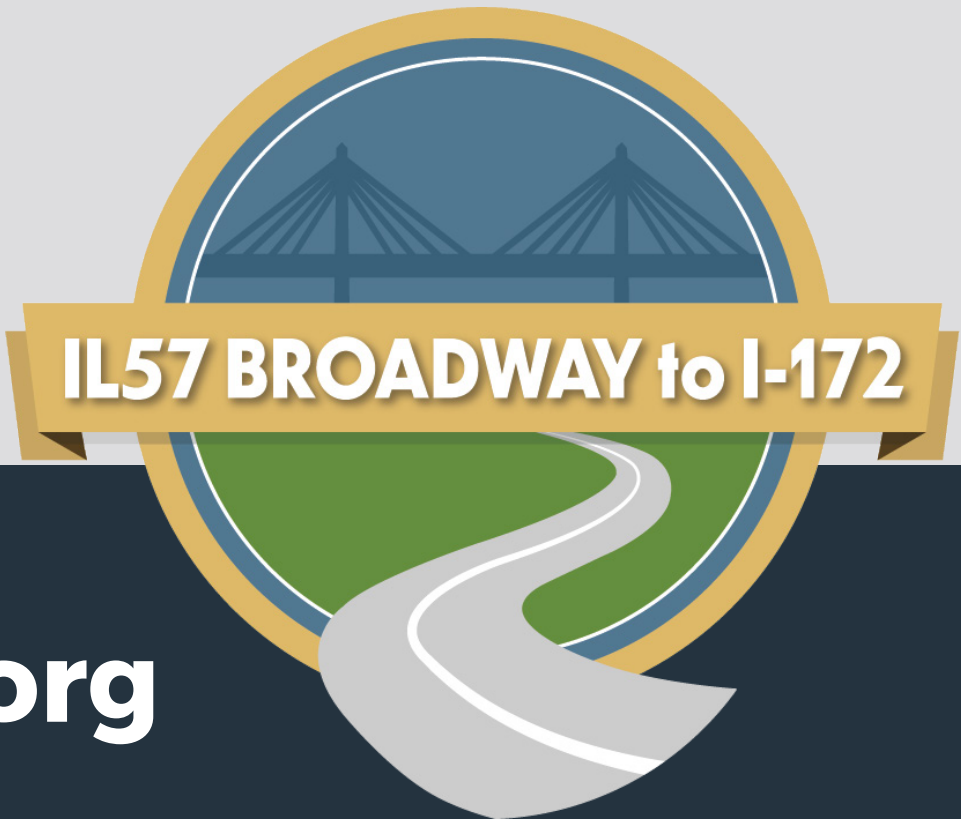
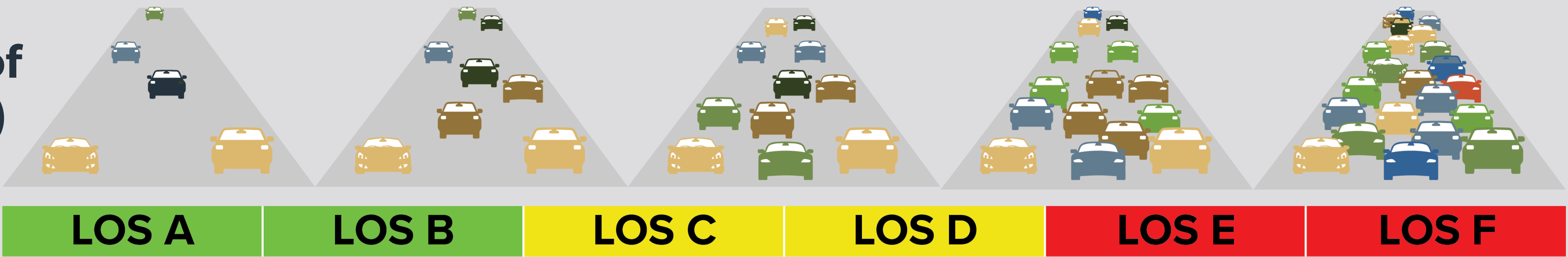
2 fatalities
1 in 2015
1 in 2020

2019 Average Daily Traffic
• 4,150-4,350
• 16.5% Truck Traffic

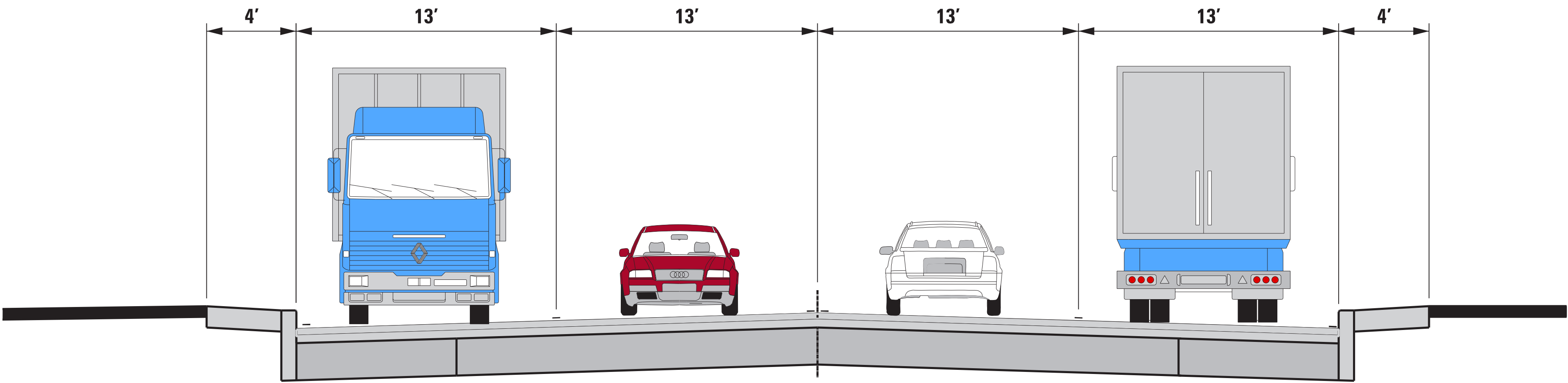


Traffic Level of
Service (LOS)

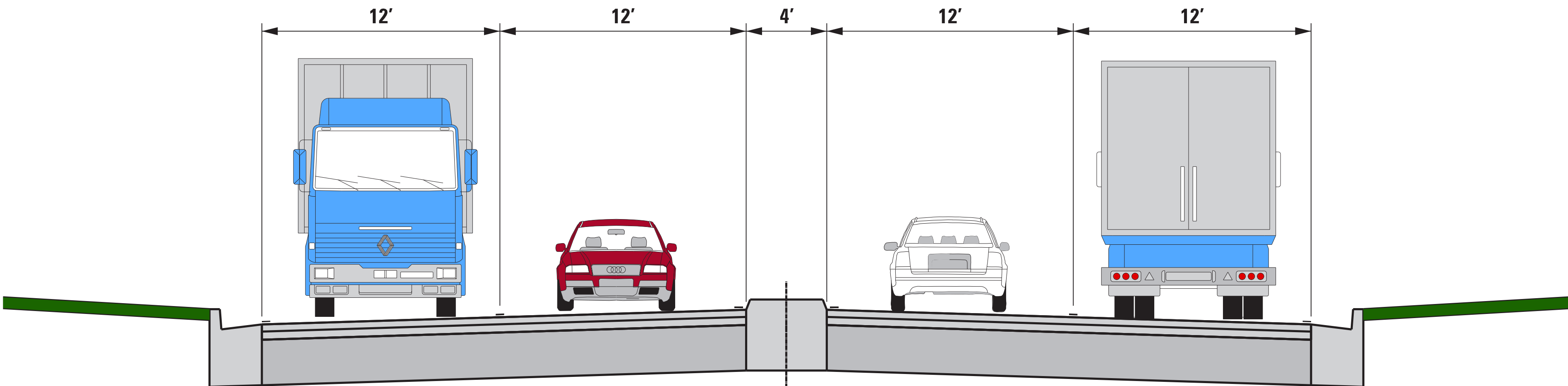
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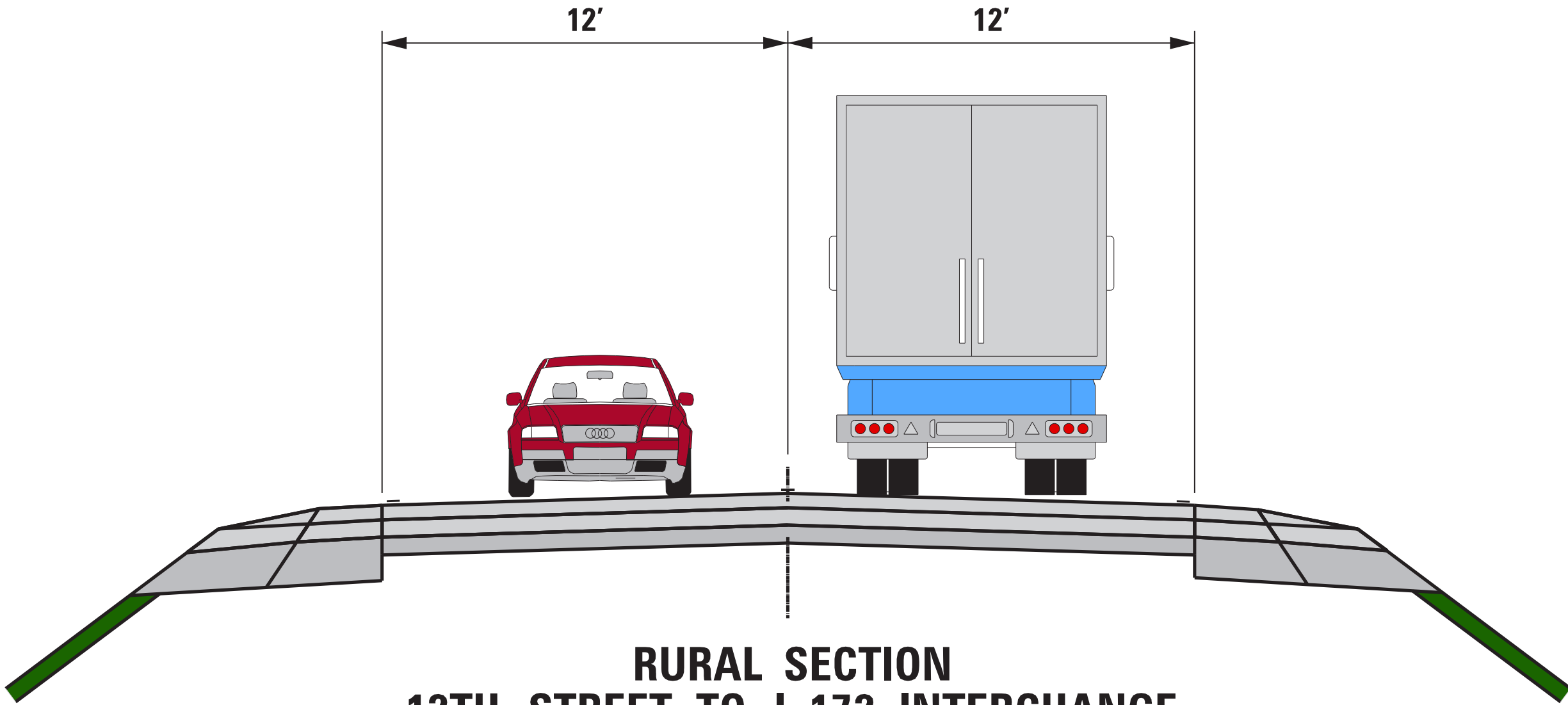
EXISTING TYPICAL SECTIONS



URBAN SECTION
BROADWAY STREET TO PAYSON AVENUE



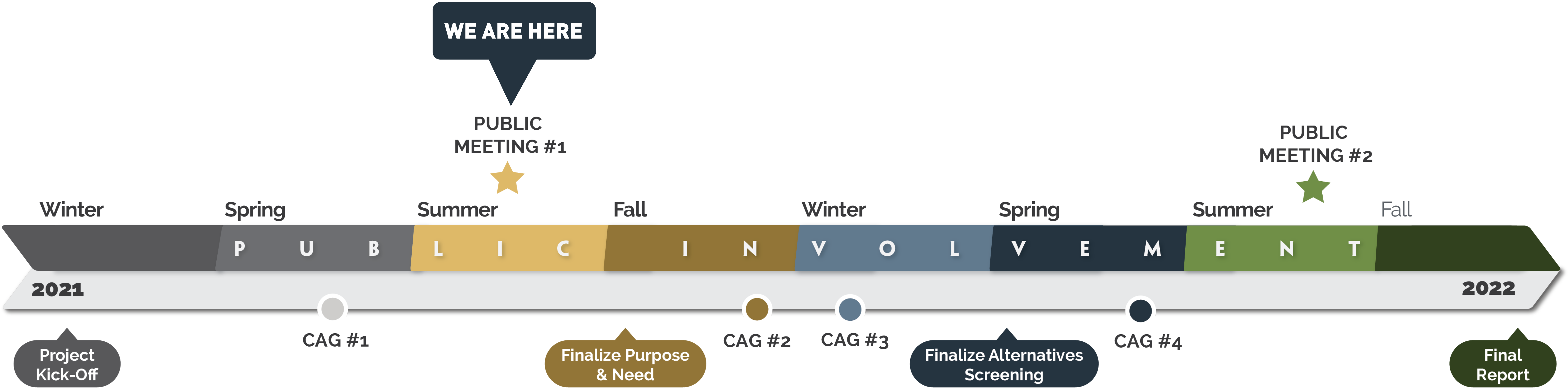
SUBURBAN/INDUSTRIAL SECTION
PAYSON AVENUE TO 12TH STREET



RURAL SECTION
12TH STREET TO I-172 INTERCHANGE



STUDY SCHEDULE



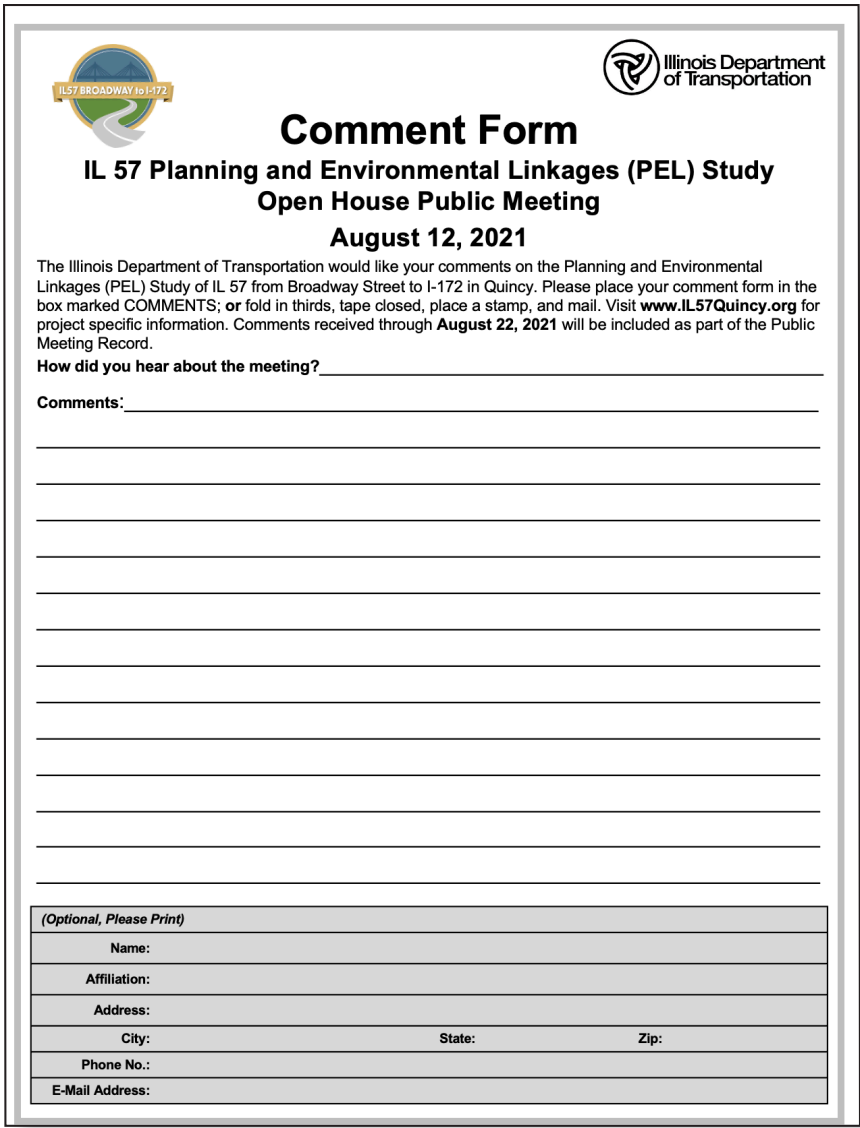
NEXT STEPS

- **Finalize the Purpose and Need**
- **Begin Alternatives Development**
- **CAG meeting #2 - Fall 2021**

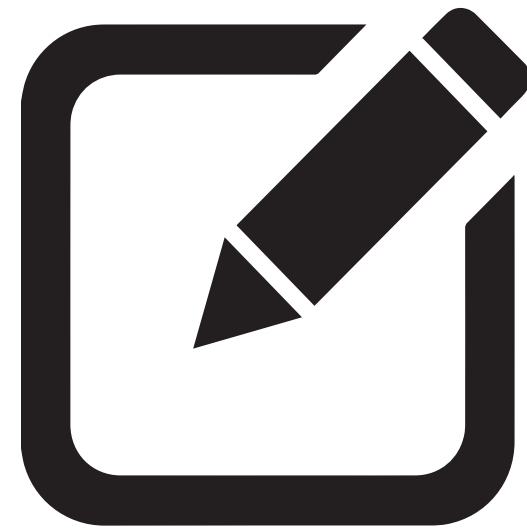


COMMENTS

**YOUR IDEAS AND CONCERNS
ARE IMPORTANT TO US.**
Please submit a comment:

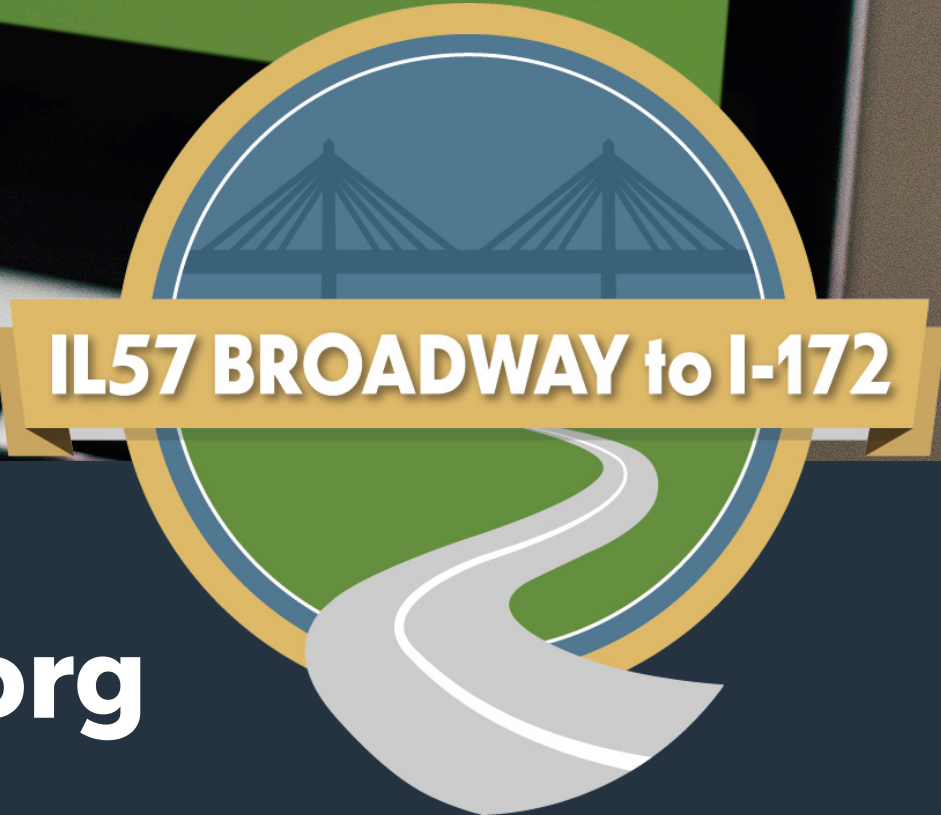


**Fill out a comment form
here tonight.**



Write to us at:
Illinois Department of Transportation
District 6 Attention Jon Kelley
126 East Ash Street
Springfield, IL 62704

Leave a comment at
www.IL57Quincy.org





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THANK YOU



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