IL57 BROADWAY to I-172

Welcome

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PURPOSE OF MEETING

The intent of this meeting is to **gather feedback** on the Alternatives to Carry Forward.

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STUDY AREA

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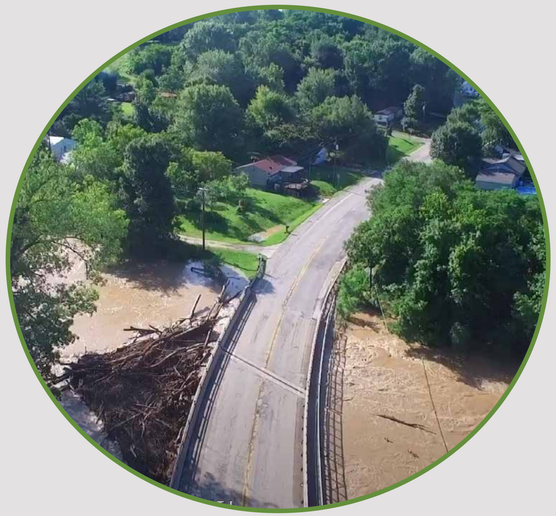
HOW DID WE GET HERE?

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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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 ALTERNATIVES.

Members include:

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

The CAG has met four times throughout the project at key milestones.

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

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

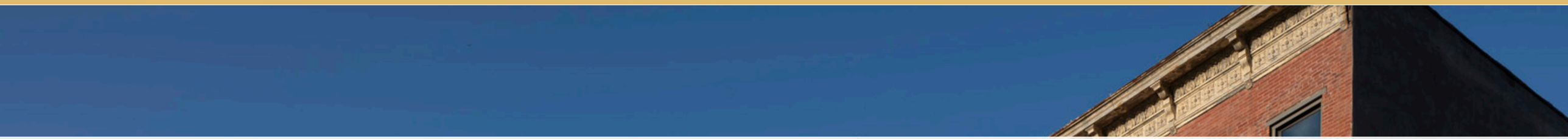
NATURAL RESOURCES

- 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

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

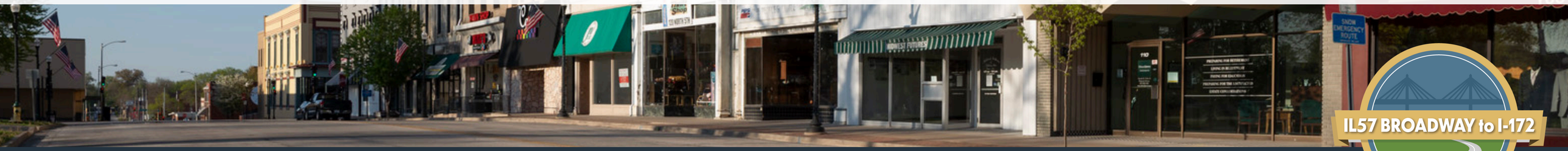
IS TO ADDRESS THE ISSUES OF

Roadway condition

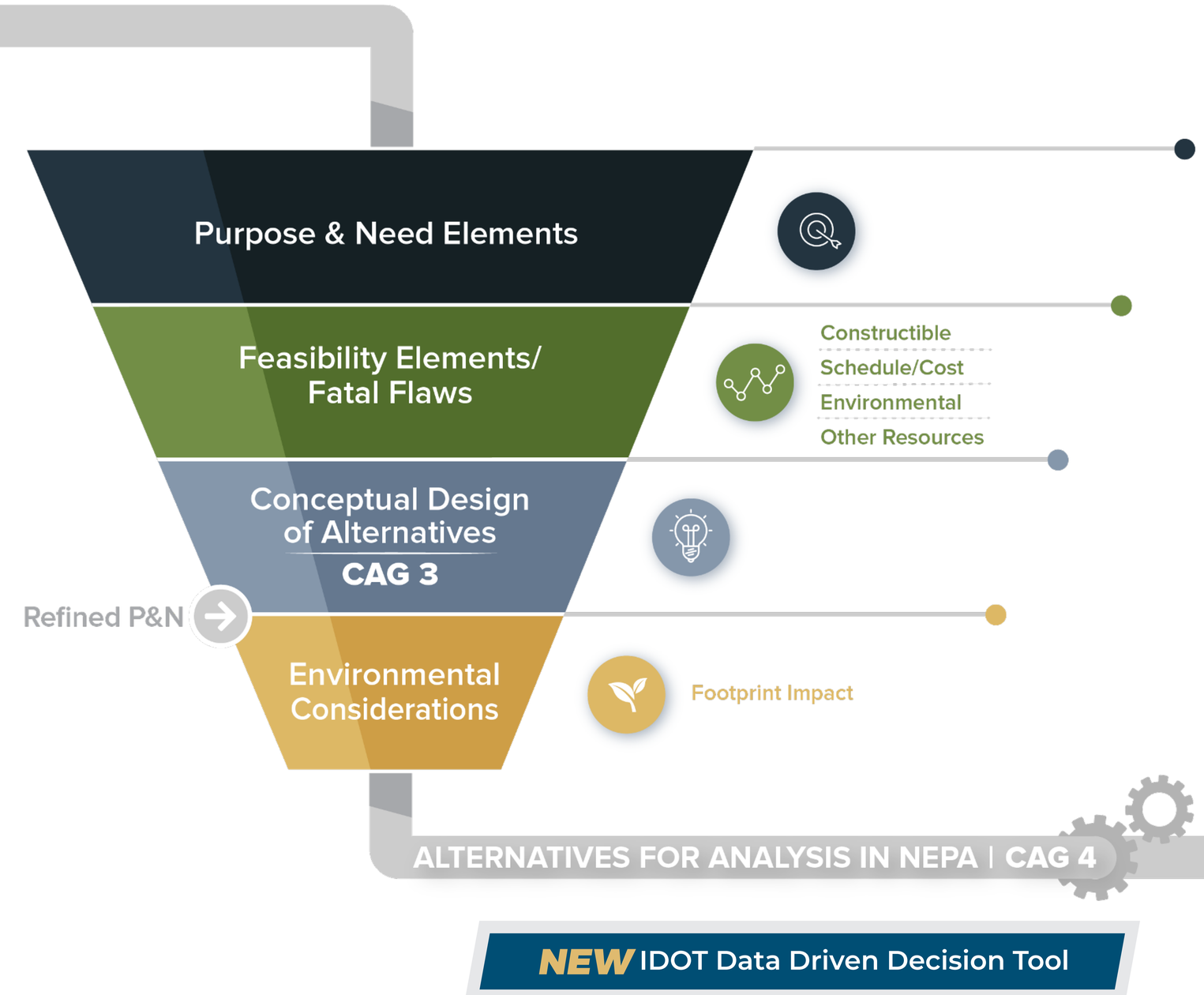
Substandard roadway and **intersections**

Safety for all roadway users

Pavement flooding



DETAILED SCREENING CRITERIA



NEW IDOT Data Driven Decision Tool

- » **FLOODPLAINS**
- » **WETLANDS/WATERS** OF THE U.S.
- » **PROTECTED SPECIES**
- » **CULTURAL/HISTORIC** RESOURCES
- » **IMPACT** TO STRUCTURES/PROPERTY
- » **ALIGNS** WITH OTHER AREA PROJECTS
- » **MOBILITY & SAFETY**
- » **ROW NEEDS**

3 SECTIONS

URBAN
Broadway to
Payson Avenue

1.3 miles

SUBURBAN/INDUSTRIAL
Payson Avenue
to 24th Street

4.8 miles

RURAL
24th Street to
I-172 Interchange

6.5 miles

EXISTING CONDITIONS

URBAN (Broadway to Payson Avenue)

Approximately 1.3 miles 3rd and 4th – one-way couple (0.8 miles along 3rd Street and additional 0.5 miles along 4th Street/York Street).

Two lanes in each direction south of York with curb and gutters. Additional turning lanes at intersections. Speed limit **30 mph.**

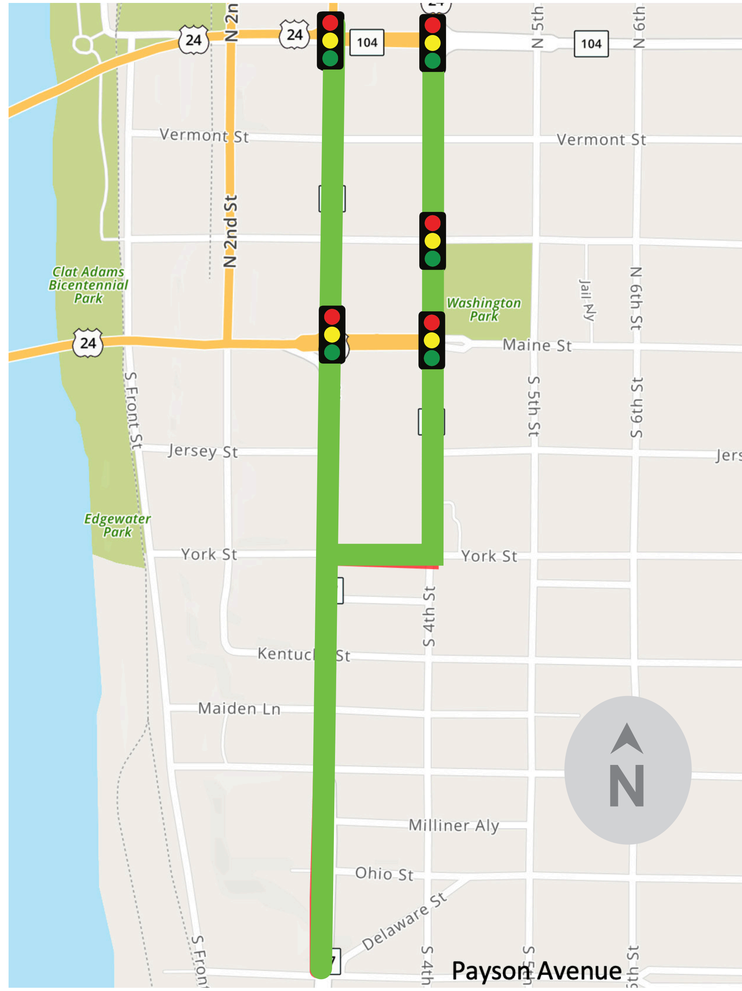
Concrete sidewalks between Broadway and Ohio, grass shelf further south. Sidewalks/crosswalks are mostly ADA compliant.

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.

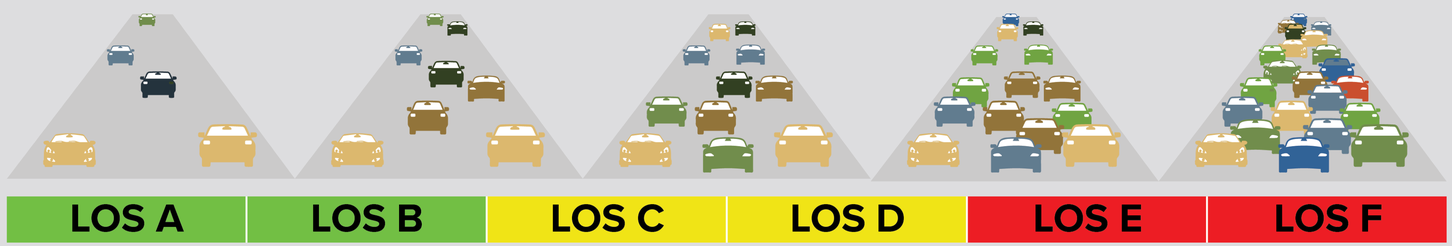
123 Crashes between 2015 and 2020

2019 Average Daily Traffic
4,200-11,200
10% truck traffic



Traffic Level of Service (LOS)

A



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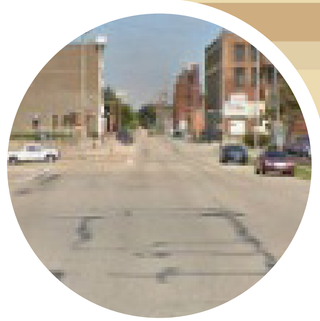
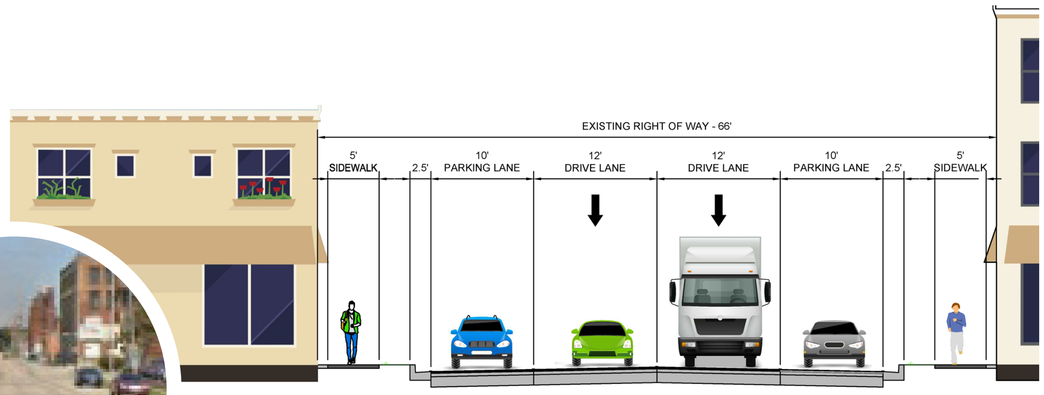
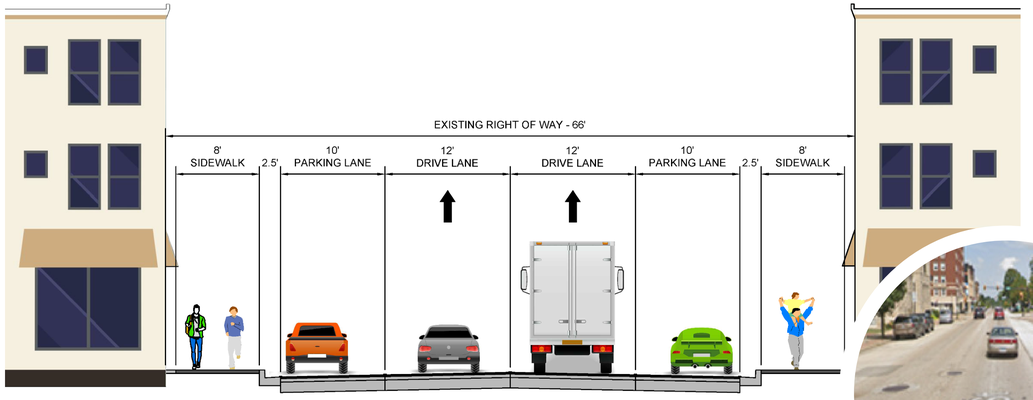
EXISTING URBAN TYPICAL SECTIONS

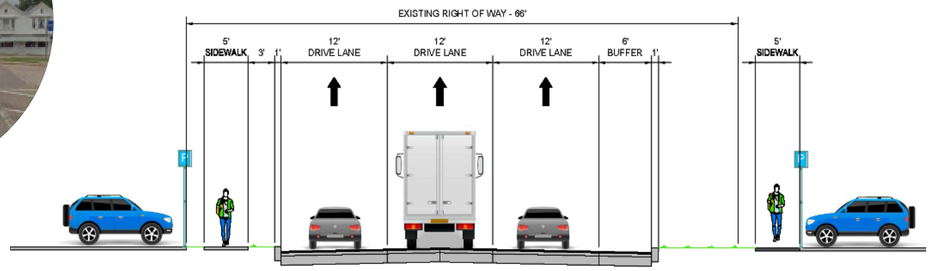




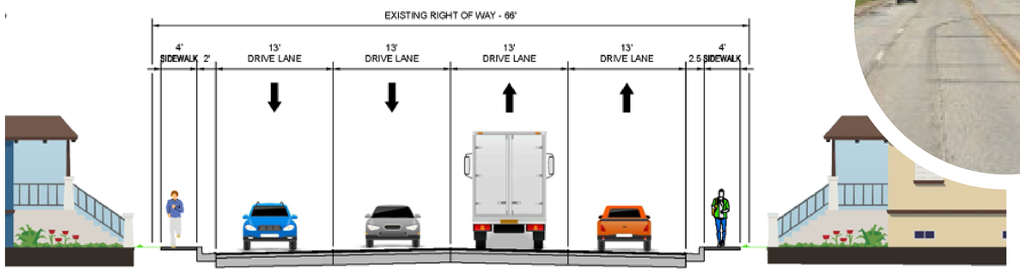
3rd Street
Broadway Street to York Street
(LOOKING NORTH)



4th Street
Broadway Street to York Street
(LOOKING NORTH)



York Street From 3rd Street to 4th Street
(LOOKING EAST)



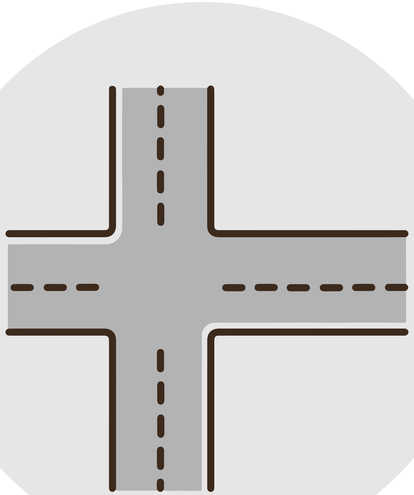
3rd Street
York Street to Payson Avenue
(LOOKING NORTH)

URBAN ALTERNATIVE – U-1

BROADWAY TO PAYSON AVENUE

CARRIED FORWARD

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



Intersection improvements, if necessary

Improve sidewalks

ADA ramps/ crosswalks

Resurface

URBAN ALTERNATIVE – U-2

BROADWAY TO PAYSON AVENUE

CARRIED FORWARD

DECOUPLE
3rd & 4th Streets, extend to Locust Street

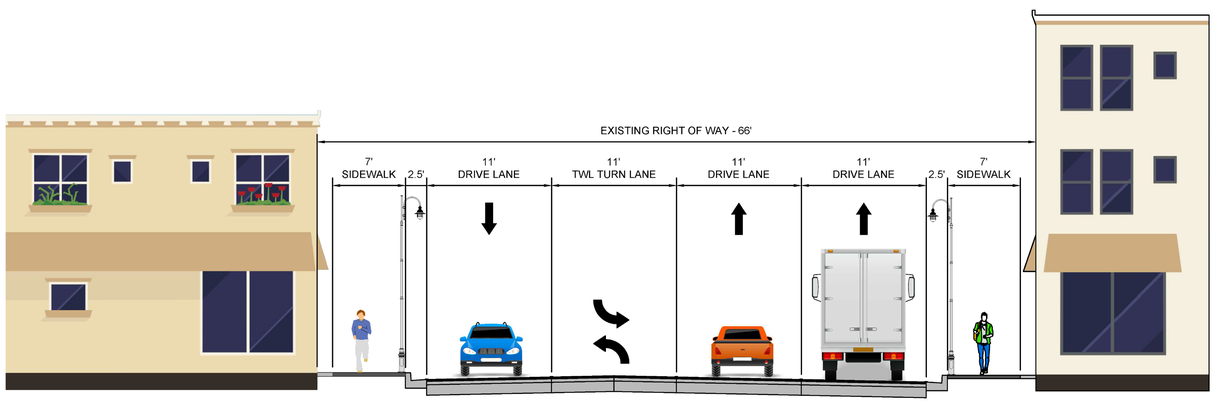
** Currently decoupling ends at Broadway Street. Additional study will confirm viability of extending decoupling to Locust Street.*

SIGNALIZE
York Street & 3rd Street intersection

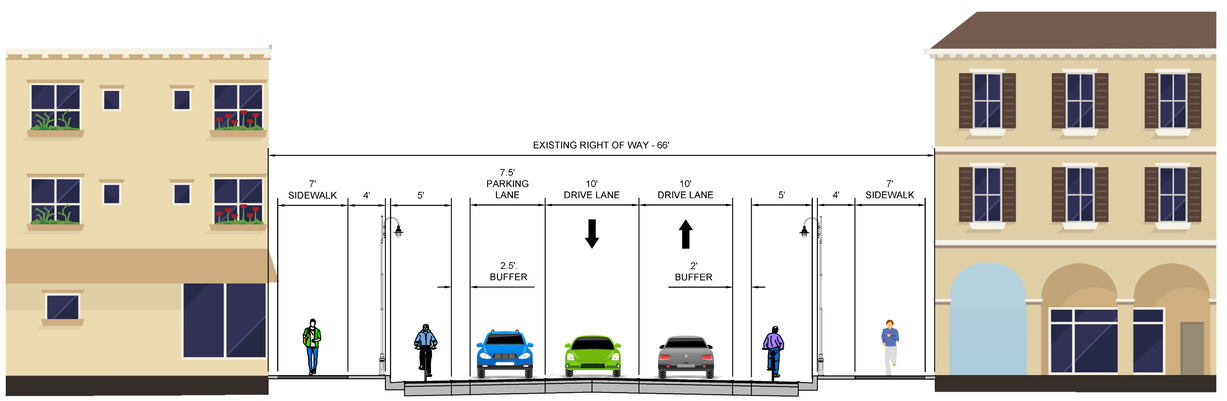
IMPROVE
York Street & 4th Street intersection

3rd Street south of York Street
2 lanes in each direction
(Striped median / 2-way left turn lane)

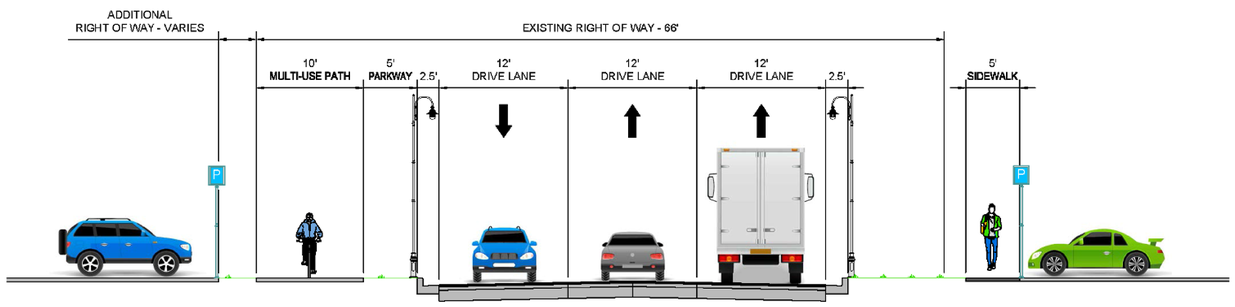
Curb and gutter,
3’ buffer,
5’ sidewalk



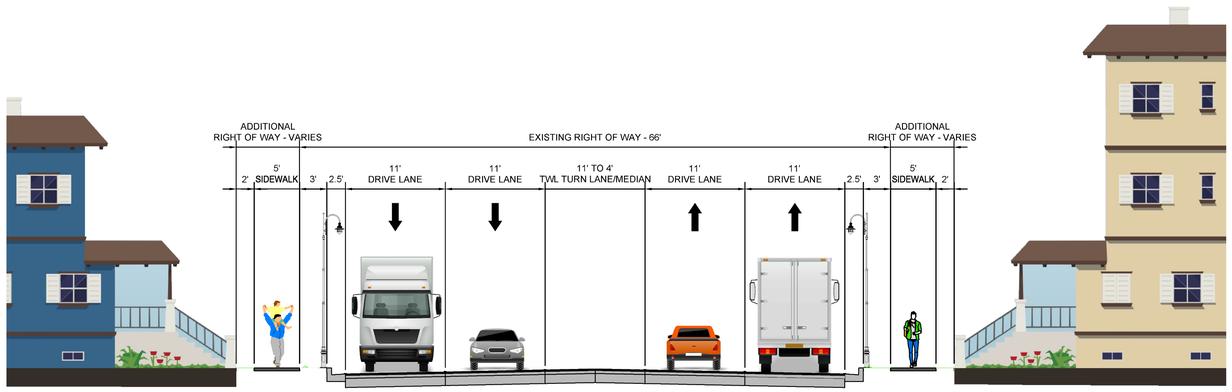
3rd Street
Broadway Street to York Street
(Looking North)



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



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

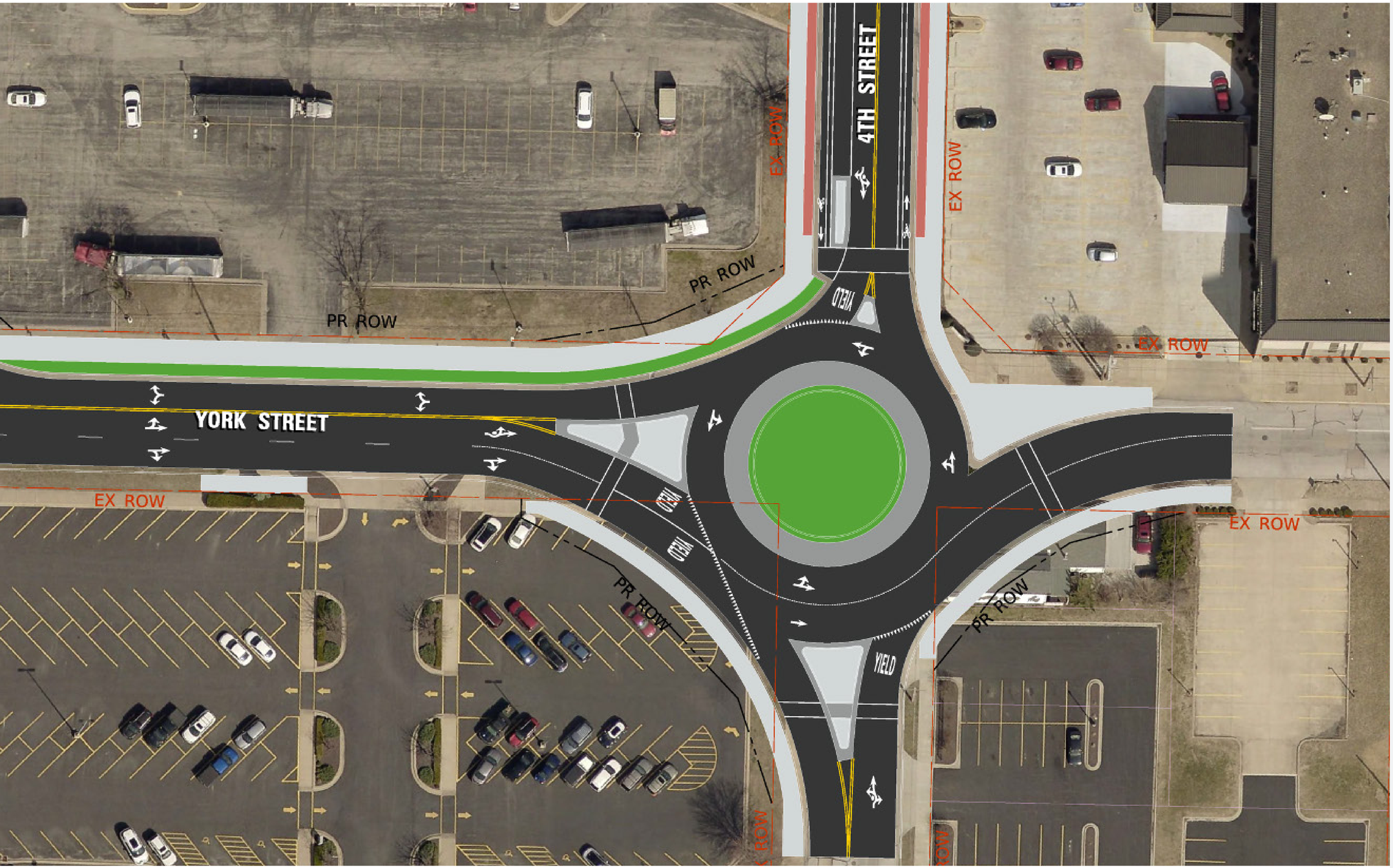


3rd Street
York Street to Payson Avenue
(Looking North)

URBAN ALTERNATIVE – U-2A

BROADWAY TO PAYSON AVENUE

NOT CARRIED FORWARD ✕



SAME AS U-2
except with feasibility analysis for roundabout at York and 4th

DETAILED SCREENING/RESULTS - URBAN

Engineering, Traffic, And Safety Screening Criteria	**U-1** Upgrade Existing	**U-2** Decouple 3rd & 4th St Extend to Locust St	**U-2A** Round-About at 4th & 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

EXISTING CONDITIONS

SUBURBAN/INDUSTRIAL
(Payson Avenue to 24th Street)

Approximately 4.8 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 24th 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.

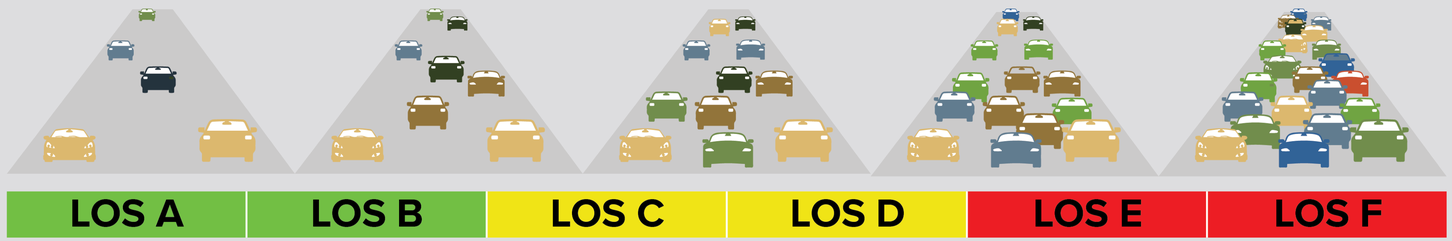
76 Crashes between 2015 and 2020

2 Fatalities in 2015

2019 Average Daily Traffic
4,950-7,500
21.1% truck traffic

Traffic Level of Service (LOS)

B



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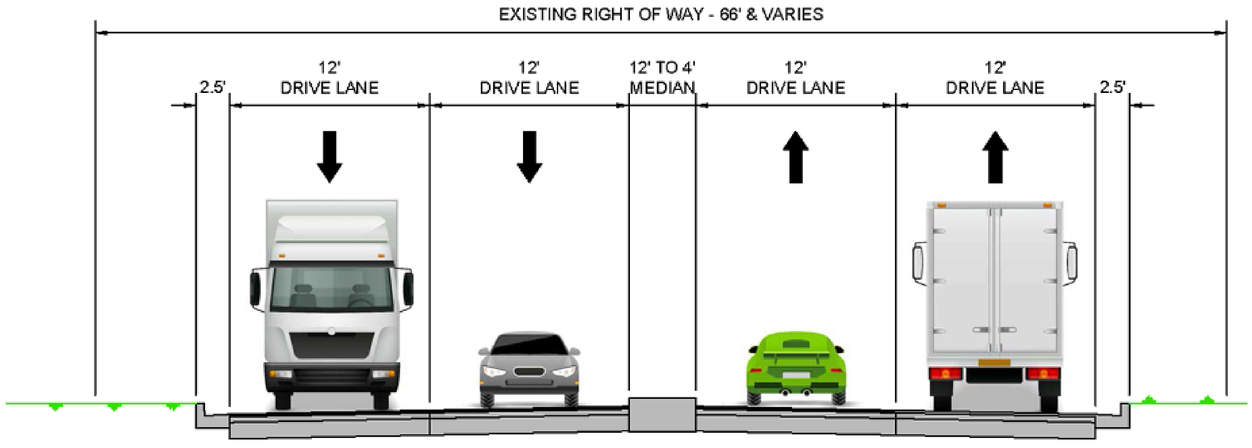
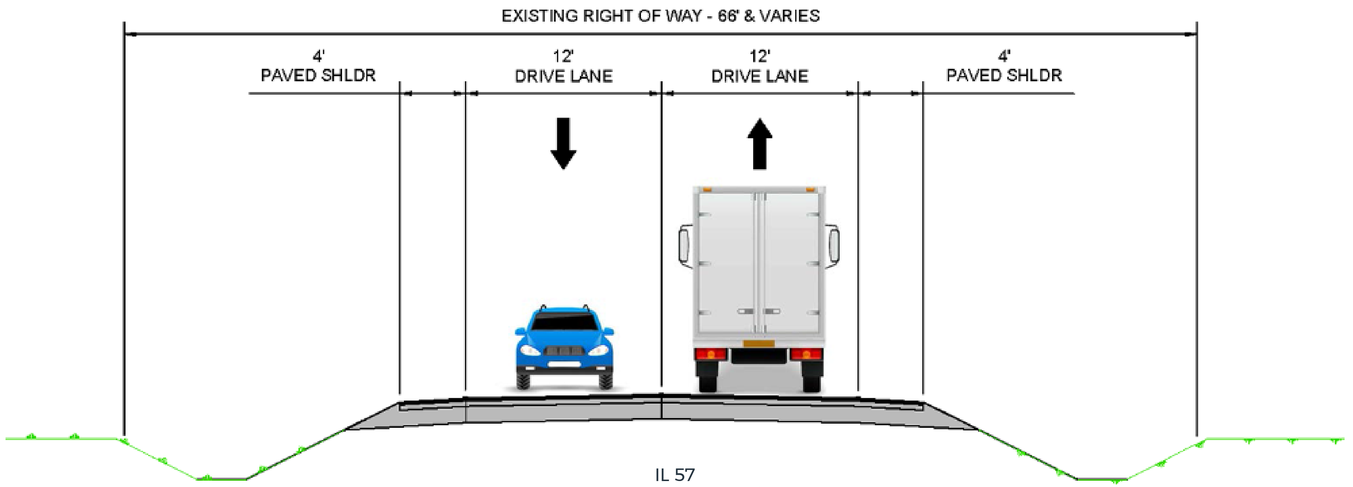
EXISTING SUBURBAN/INDUSTRIAL TYPICAL SECTIONS



IL 57
Payson Avenue to Lock and Dam Road
(LOOKING NORTH)



IL 57
Lock and Dam Road to 24th Street
(LOOKING NORTH)

SUBURBAN/INDUSTRIAL ALTERNATIVE S-1

CARRIED FORWARD

PAYSON AVENUE TO 24TH STREET

Upgrade existing conditions

4’ raised median north of Lock and Dam Road

Add right turn lane at grain facility

Add left turn lane at Jackson Street and 12th Street

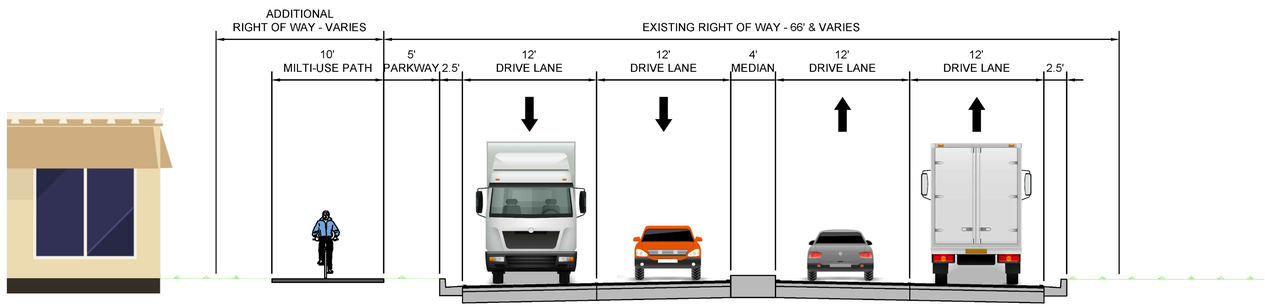
SUBURBAN/INDUSTRIAL ALTERNATIVE – S-2

PAYSON AVENUE
TO 24TH STREET

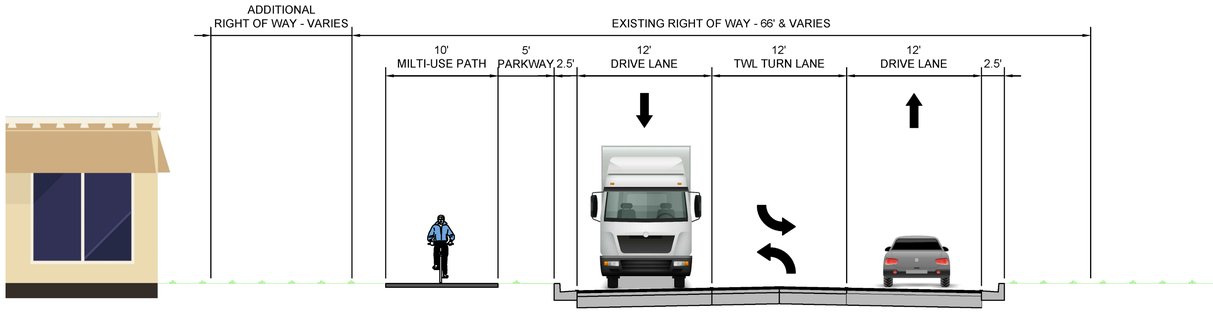
CARRIED FORWARD

4 & 3-Lane Section

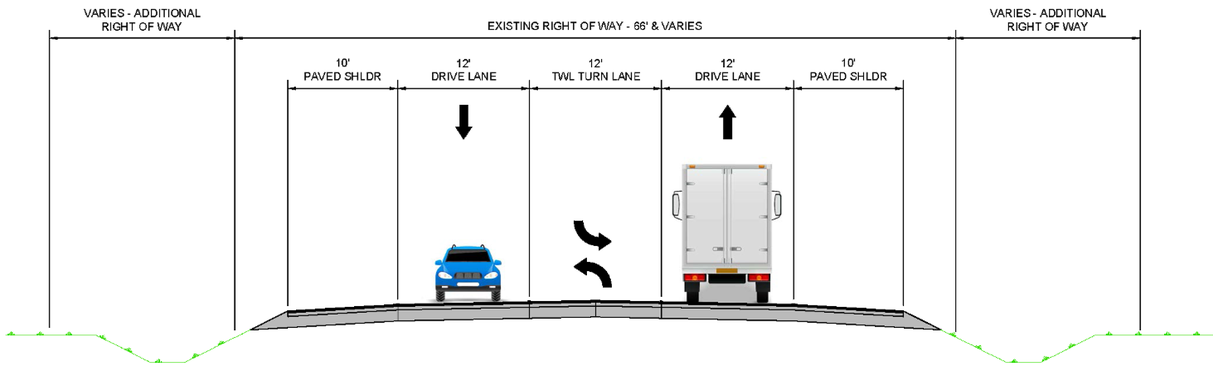
- **Resurface** existing 4-lane configuration with narrow median to Lock and Dam Road
- **New** 3-lane section to the south (one lane in each direction separated by a 12-foot 2-way left turn lane) to 24th Street
- **New** left turn lane at Jackson Street
- **Evaluate** pedestrian/ bicycle accommodations
- If warranted, a **muli-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)

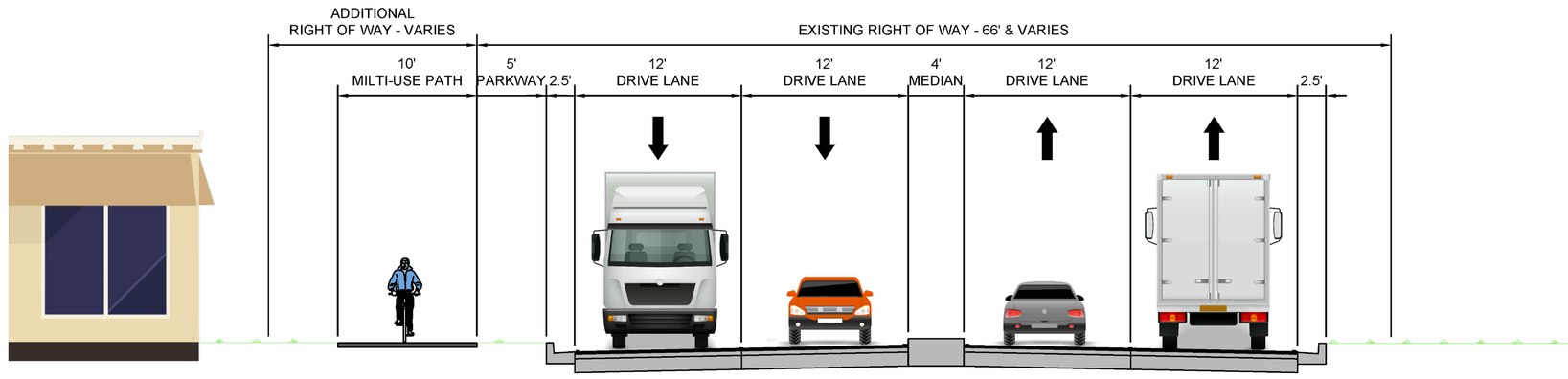
SUBURBAN/INDUSTRIAL ALTERNATIVE – S-3

PAYSON AVENUE
TO 24TH STREET

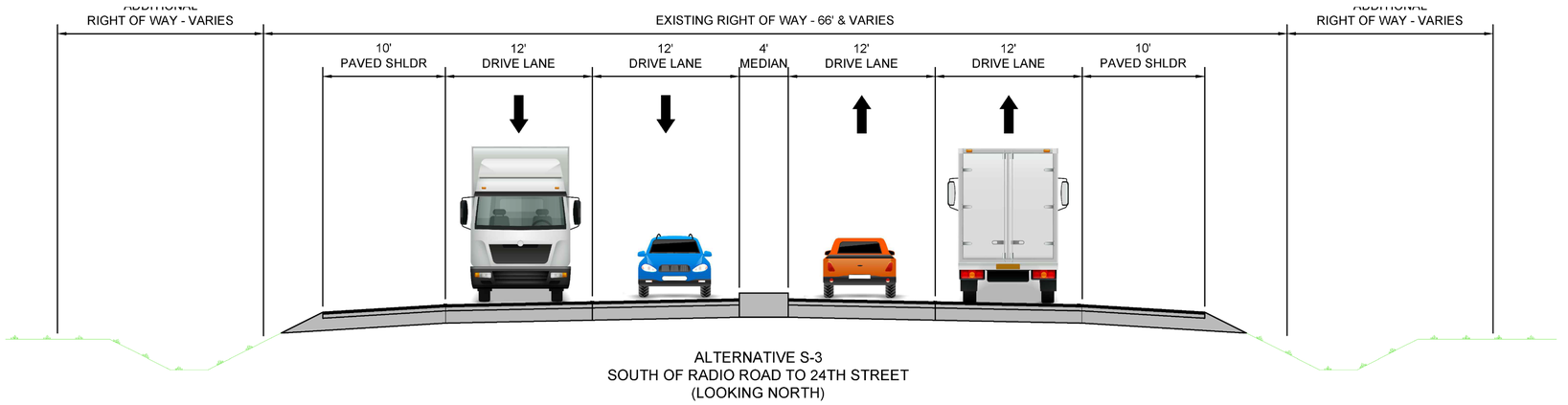
NOT CARRIED FORWARD

4-Lane Section

- **Resurface** existing 4-lane configuration with a narrow median north of Lock and Dam Road
- **New** 4-lane section to the south (2 lanes in each direction separated by a 4’ raised/painted median)
- **New** left turn lane at Jackson Street
- **Curb and gutter** installed to south of Radio Road
- **Multi-use path** or a grass shelf for a future multi-use path along the west
- South of Radio Road to 24th Street - 10’ **paved shoulders** along the outside



Payson Avenue to South of Radio Road
(Looking North)



Payson Avenue to South of Radio Road
(Looking North)

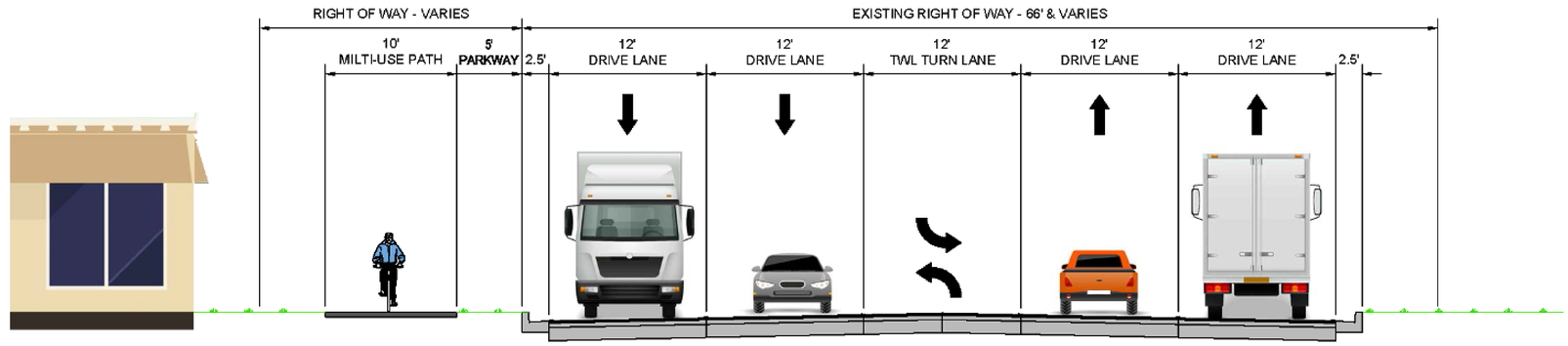
SUBURBAN/INDUSTRIAL ALTERNATIVE – S-4

PAYSON AVENUE
TO 24TH STREET

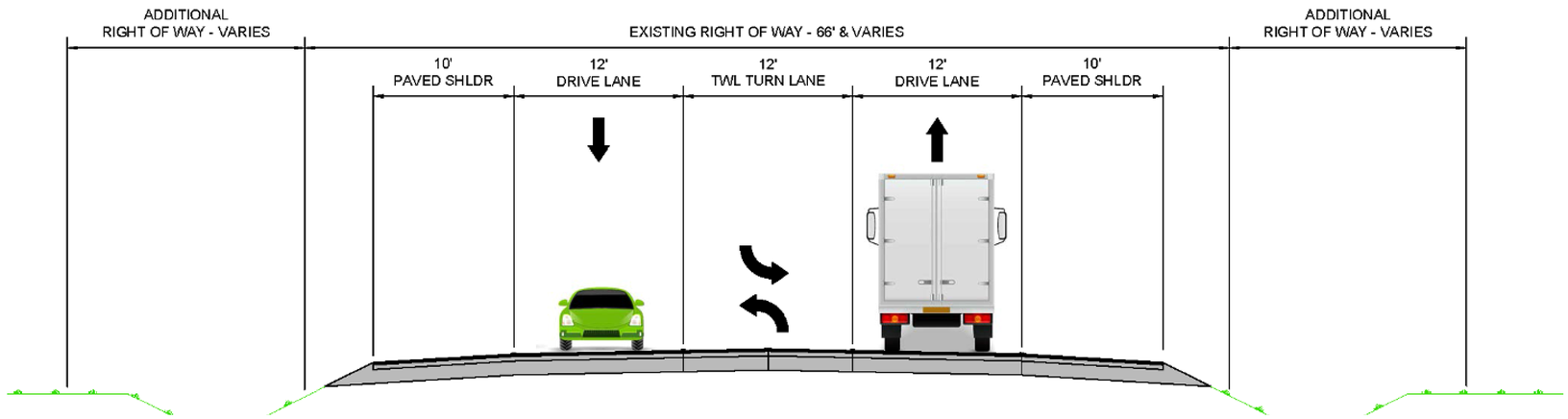
NOT CARRIED FORWARD

5 & 3-Lane Section

- **2 lanes in each direction** separated by a 12-foot 2-way left turn lane south of Radio Road
- **Curb and gutter** along both EOPs from the urban section to south of Radio Road
- **Multi-use path** or a grass shelf for a future multi-use path along the west side ending at Radio Road
- South of Radio Road to 24th Street includes 1 lane in each direction separated by a TWLTL, and a 10’ paved shoulder along each side



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



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

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 loweast 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

EXISTING CONDITIONS

RURAL (24th Street to I-172 Interchange)

6.5 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.

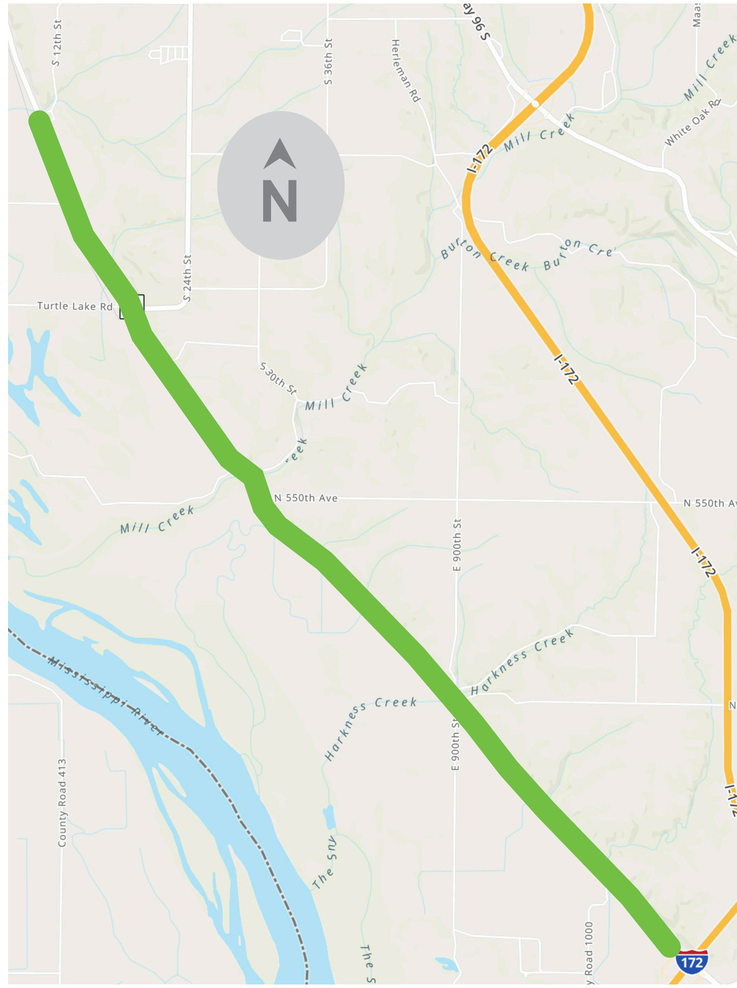
No lighting.

38% of the section is **no passing** zones.

2 Fatalities
1 in 2015
1 in 2020

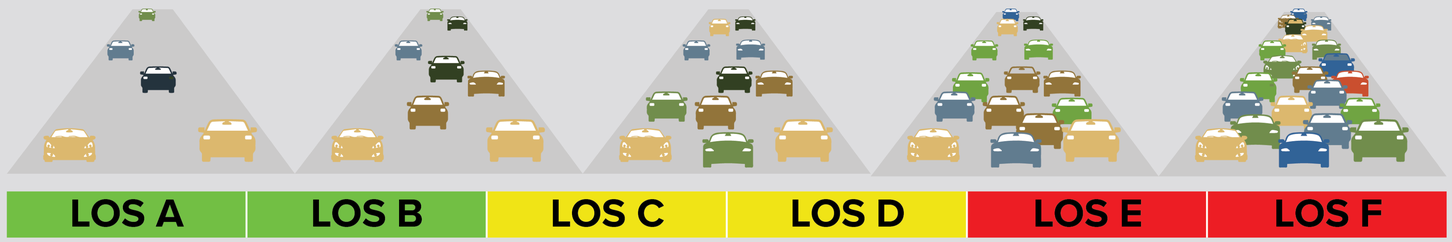
75 Crashes
between 2015 and 2020

2019 Average Daily Traffic
4,150-4,350
16.5% truck traffic



Traffic Level of Service (LOS)

A



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IL57 BROADWAY to I-172

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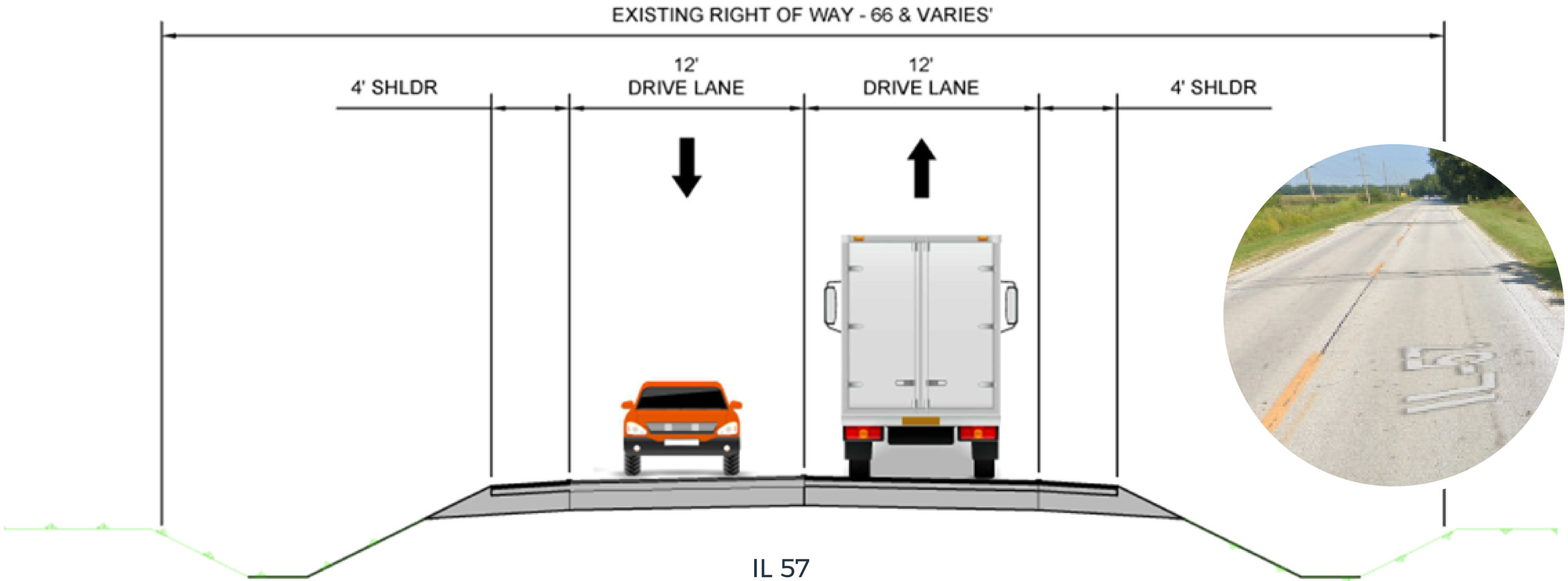
EXISTING RURAL TYPICAL SECTIONS



IL 57
24th Street to I-172
(LOOKING NORTH)

RURAL ALTERNATIVE – R-1 & R-1A

24TH STREET TO I-172 INTERCHANGE

CARRIED FORWARD

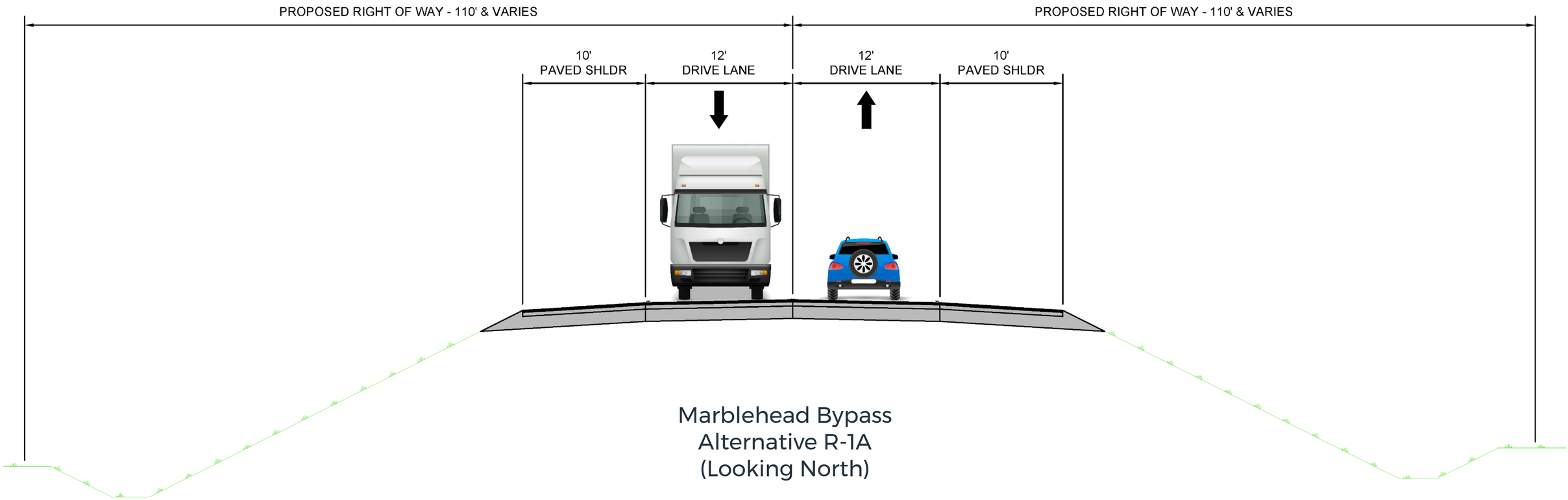
R-1. Improved 2-Lanes (one lane in each direction)

- 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)

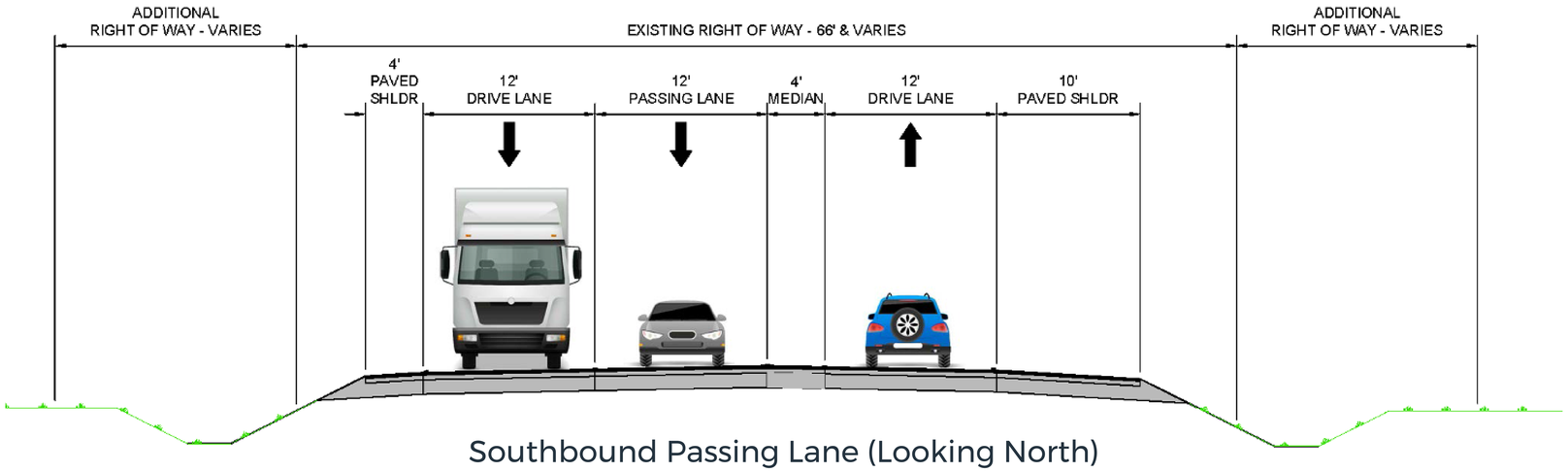
RURAL ALTERNATIVE – R-2

24TH STREET TO I-172 INTERCHANGE

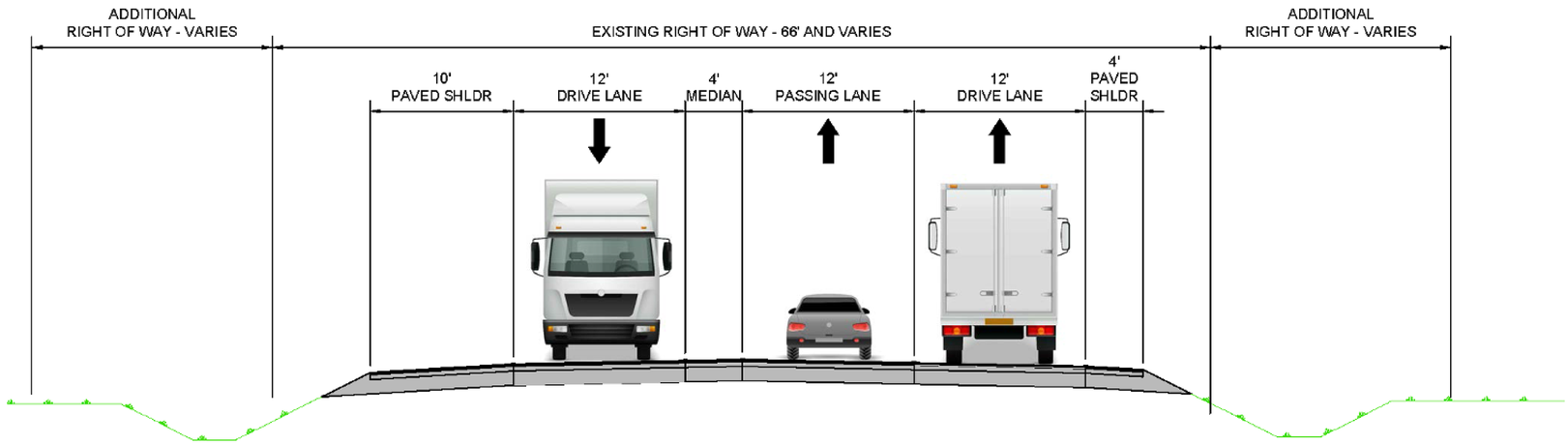
CARRIED FORWARD

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)

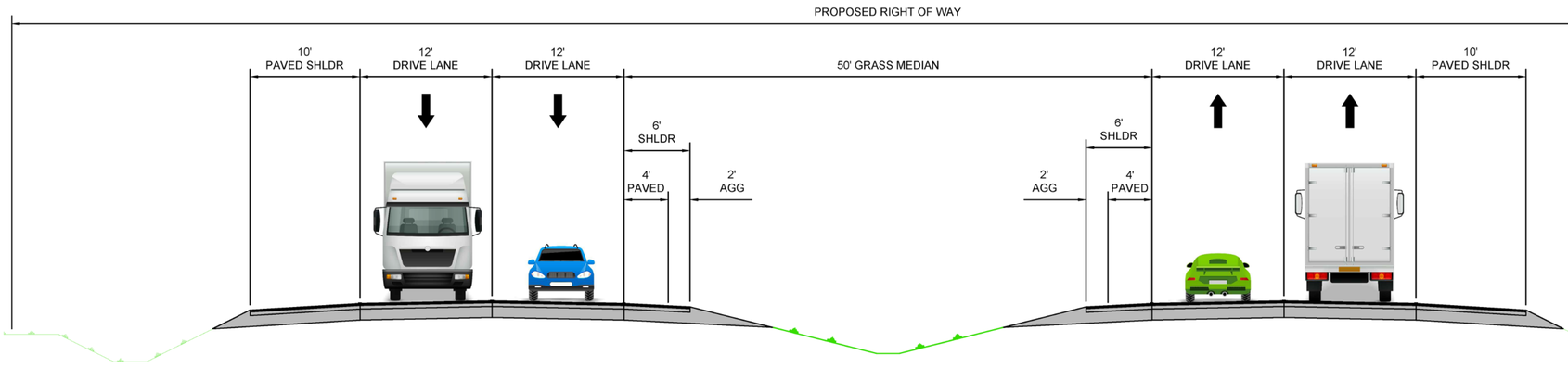
RURAL ALTERNATIVE – R-3A

24TH STREET TO I-172 INTERCHANGE

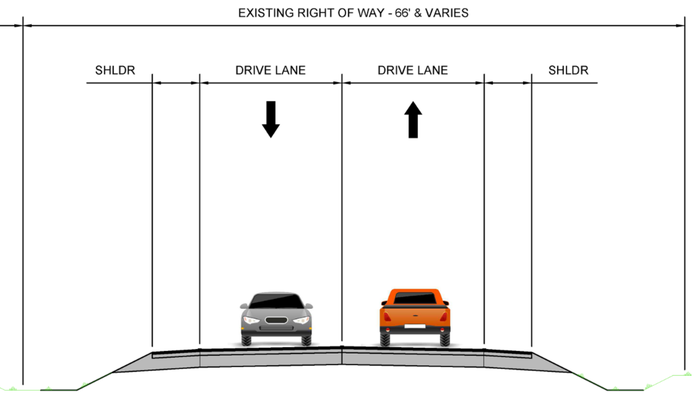
NOT CARRIED FORWARD

New 4-Lane Road

- IL 57 would be a **new 4-lane expressway**
- **2 lanes** in each direction separated by a 50’ grass median
- **Marblehead Bypass** (to the west)
- Existing IL 57 becomes a **frontage road**
- Alternative requires I-172/IL 57 **interchange reconfiguration**
- Meets access control **requirements**



Alternative R-3A
(Looking North)



Existing IL 57
(Looking North)

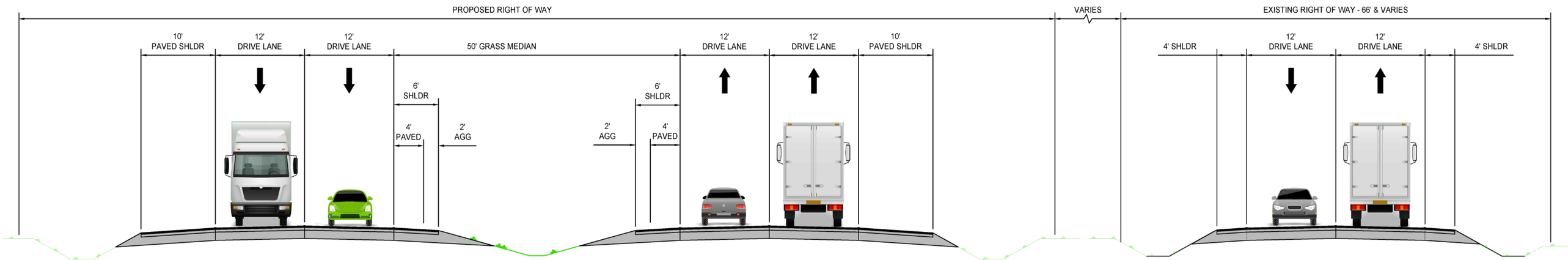
RURAL ALTERNATIVE – R-4

24TH STREET TO I-172 INTERCHANGE

NOT CARRIED FORWARD

New 4-Lane to the West

- **2 lanes** in each direction separated by a 50’ grass median
- Existing IL 57 becomes a **frontage road**
- Located west of existing IL 57 including a **Marblehead Bypass** to the west
- Alternative requires I-172/IL 57 **interchange reconfiguration**



Alternative R-4
(Looking North)

Existing IL-57
(Looking North)

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

STUDY SCHEDULE

Planning and Environment Linkages (PEL)

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

WE ARE HERE

PUBLIC MEETING #1

PUBLIC MEETING #2

Winter | Spring | Summer | Fall | Winter | Spring | Summer | Fall

P U B L I C I N V O L V E M E N T

2021 — **2022**

- **Project Kick-Off**
- **CAG #1**
- **Finalize Purpose & Need**
- **CAG #2**
- **CAG #3**
- **Finalize Alternatives Screening**
- **CAG #4**
- **Final Report**

Phase I
Preliminary Engineering and Environmental Reviews

→

Phase II
Design/Land Acquisition

→

Phase III
Construction

Illinois Department of Transportation

IL57 BROADWAY to I-172

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ALTERNATIVES SUMMARY

Alternatives to Carry Forward

URBAN

U-1 Upgrade existing
U-2 Decouple 3rd & 4th Street, extend to Locust St.

SUBURBAN / INDUSTRIAL

S-1 Upgrade existing
S-2 4 & 3-lane section

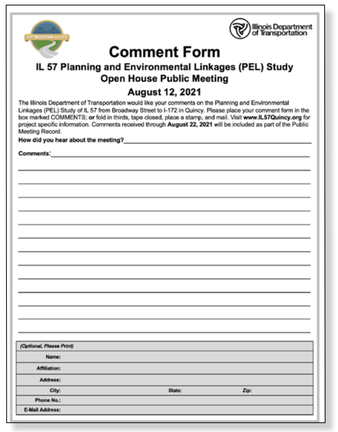
RURAL

R-1 Upgrade existing
R-1A Upgrade with Marblehead Bypass
R-2 Super 2

COMMENTS

YOUR IDEAS AND CONCERNS ARE IMPORTANT TO US.

Please submit a comment:



Comment Form

IL 57 Planning and Environmental Linkages (PEL) Study
Open House Public Meeting
August 12, 2021

The Illinois Department of Transportation would like your comments on the Planning and Environmental 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 22, 2021** will be included as part of the Public Meeting Record.

How did you hear about the meeting?_____

Comments:_____

(Optional, Please Print)
Name:
Affiliation:
Address:
City: State: Zip:
Phone No.:
E-Mail Address:

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

IL57 BROADWAY to I-172

THANK YOU

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