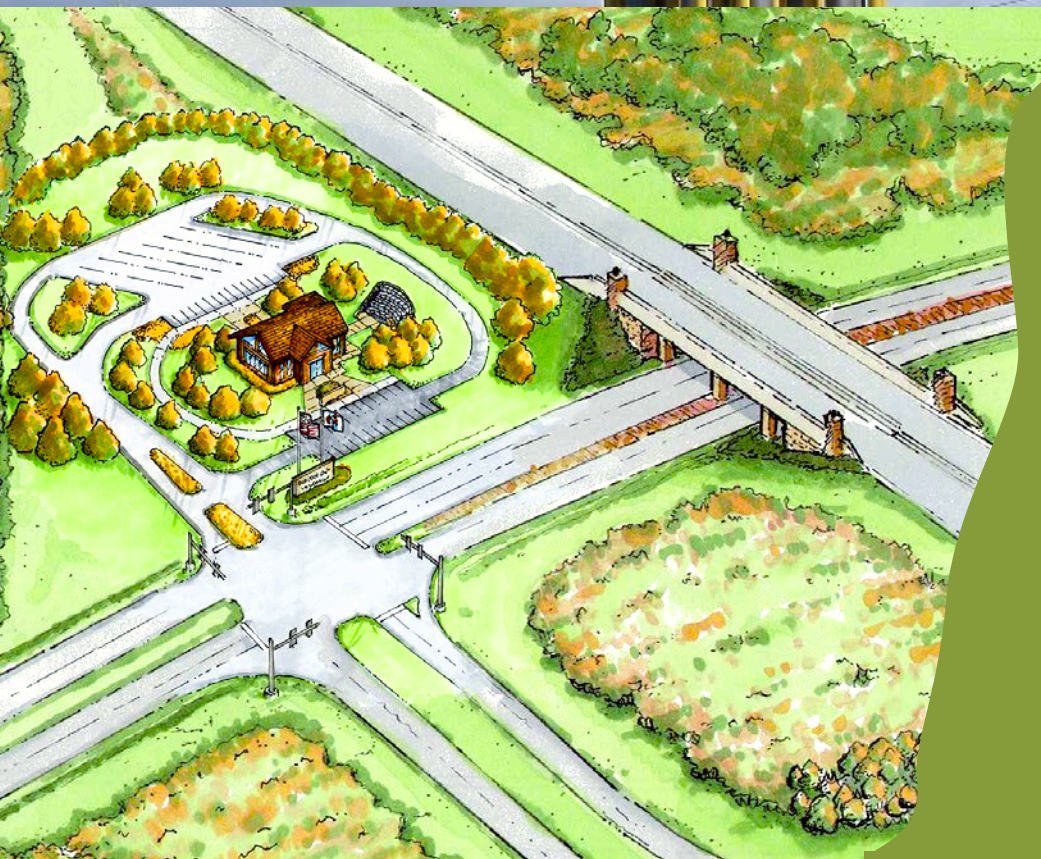

aRT3

PLANNING STUDY

Art, Enhancements, and Transportation Master Plan

November 2025

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ACKNOWLEDGMENTS

Advisory Committee

Rich Barbee, *IDOT*
Sam Beelman, *Beelman Truck Company*
Kirk Brown, *IDOT*
Rosemarie Brown,* *Retired, Chamber of Commerce Southwestern Madison County*
Tyrone Echols, *Former Mayor, City of Venice*
Amy Elik, *State Representative 111th District*
Matt Fitterer, *Friedman Industries*
Tracey Glenn, *Illinois Department of Commerce and Economic Opportunity*
John W. Hamm III, *Mayor, City of Madison*
Erica Harriss, *State Senator 56th District*
Dennis Heepke, *Moreland Properties*
Paul Hubbman, *East-West Gateway Council of Governments*
Jessica Iberg, *Riechmann Transport Inc*
John Janek, *Madison County Board Member*
Cory Jobe, *Great Rivers and Routes*
Chris Kalter, *Madison County Community Development*
Michelle Khani, *Dynamic Transit Company*
Holly Klausing, *Madison County Economic Development*
Gwen Lagemann, *IDOT*
Mary Lamie, *St. Louis Regional Freightway District*
SJ Morrison, *Madison County Transit*
John Nations, *Doster Nations Ullom & Boyle, LLC*
Mike Parkinson, *Mayor, City of Granite City*
Paul Wellhausen,* *Retired, SCF Lewis and Clark Marine*
Bryan Werner, *Metro East Park and Recreation District*
Brenda Whitaker, *Business Owner and Alfresco Art Center*
Phillip White, *Mayor, City of Venice*
Dennis Wilmsmeyer, *America's Central Port*
Thomas Wobbe,* *Retired, America's Central Port*

(*) Founding Route 3 (Chamber's "It Starts Here Foundation") Committee Member

America's Central Port

Dennis Wilmsmeyer, *Executive Director*
Christie Voelker, AICP, *Planner*

Planning Team

The i5Group
Stephen Ibendahl, AICP, ASLA
Katie McLaughlin
Dan Belcher

Oates Associates
Tom Cissell, PE, PTOE, LEEP AP
Ryan Gueldener, PE

Via Partnership
Meridith McKinley

Added Dimension
MaryAnn Taylor Crate
Kayla Allen
Reggie Harris

Artist
Noah Kirby

This study was made possible by an Illinois Department of Transportation (IDOT) 'Statewide Planning & Research' grant.

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Adoption by Route 3 Communities

In the Fall of 2025, the aRT3 Master Plan was formally adopted by all three communities along the Route 3 corridor: Granite City, Madison, and Venice. The city council resolutions of adoption are included below. The following pages include letters of support from organizations and businesses that served on the aRT3 Master Plan Advisory Committee.

City of Granite City

A Resolution by the City of Granite City Approving the Recommendations of the Illinois aRT3 Planning Study and Supporting Their Implementation

2025-RES-080

WHEREAS, the 8 ½ -mile stretch of Illinois Route 3 from the McKinley Bridge to Interstate 270 is a critical regional transportation corridor for tourism, manufacturing, and transportation, which also provides access to several communities, including Granite City; and

WHEREAS, the corridor represents 4,500 jobs, including nearly 20 percent of the total manufacturing jobs in Madison County; and

WHEREAS, the corridor has experienced years of higher-than-average traffic crashes and fatalities, extensive littering and areas where mowing and maintaining the appearance of the road shoulder are deficient; and

WHEREAS, Illinois Department of Transportation (IDOT) awarded a 'Statewide Planning and Research' grant to America's Central Port District to facilitate a planning study of the corridor (the "aRT3 Planning Study"); and

WHEREAS, IDOT has already completed, or plans to complete, infrastructure improvements within the aRT3 Plan study area, including improvements at Route 3 and 20th Street, planned improvements to the Route 3 bridge over Chicago Street near America's Central Port, and roadway resurfacing; and

WHEREAS, the aRT3 Plan study area includes recommendations to slow the speed of drivers, to improve six intersections for the purpose of reducing fatalities, conduct a next step Phase 1 Alignment Study, to encourage recreational opportunities, to enhance aesthetics of the corridor through selective mowing and landscaping, and to add sculptures and consistent lighting and signage; and

WHEREAS, the aRT 3 Planning Study received significant community input through an advisory committee, as well as two pop-up public meetings and two community open houses, future planning studies along or near the Route 3 corridor should consider the goals and recommendations of the aRT3 Plan.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Granite City, that:

1. The aRT3 Planning Study is hereby approved and adopted by the City of Granite City.
2. The City will support, assist and implement where possible the recommendations included within the aRT3 Planning Study, including design or field work already underway by the Illinois Department of Transportation for roadway and intersection improvements.
3. The City will support the prioritization of safety and aesthetics of the corridor including mowing, trash pickup, sculpture installation, landscaping and signage, and promote economic development and tourism.
4. The City will incorporate the aRT3 Planning Study into any future plans for the area.

Passed this 21st day of October 2025
Approved this 21st day of October 2025

By (Signature): _____ Date: 10/21/2025
By (Print Name): Michael Parkinson
Title: Mayor

City of Madison

A Resolution by the City of Madison Approving the Recommendations of the Illinois aRT3 Planning Study and Supporting Their Implementation

WHEREAS, the 8 ½ -mile stretch of Illinois Route 3 from the McKinley Bridge to Interstate 270 is a critical regional transportation corridor for tourism, manufacturing, and transportation, which also provides access to several communities, including Madison; and

WHEREAS, the corridor represents 4,500 jobs, including nearly 20 percent of the total manufacturing jobs in Madison County; and

WHEREAS, the corridor has experienced years of higher-than-average traffic crashes and fatalities, extensive littering and areas where mowing and maintaining the appearance of the road shoulder are deficient; and

WHEREAS, Illinois Department of Transportation (IDOT) awarded a 'Statewide Planning and Research' grant to America's Central Port District to facilitate a planning study of the corridor (the "aRT3 Planning Study"); and

WHEREAS, IDOT has already completed, or plans to complete, infrastructure improvements within the aRT3 Plan study area, including improvements at Route 3 and 20th Street, planned improvements to the Route 3 bridge over Chicago Street near America's Central Port, and roadway resurfacing; and

WHEREAS, the aRT3 Plan study area includes recommendations to slow the speed of drivers, to improve six intersections for the purpose of reducing fatalities, conduct a next step Phase 1 Alignment Study, to encourage recreational opportunities, to enhance aesthetics of the corridor through selective mowing and landscaping, and to add sculptures and consistent lighting and signage; and

WHEREAS, the aRT3 Planning Study received significant community input through an advisory committee, as well as two pop-up public meetings and two community open houses, future planning studies along or near the Route 3 corridor should consider the goals and recommendations of the aRT3 Plan.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Madison, that:

1. The aRT3 Planning Study is hereby approved and adopted by the City of Madison.
2. The City will support, assist and implement where possible the recommendations included within the aRT3 Planning Study, including design or field work already underway by the Illinois Department of Transportation for roadway and intersection improvements.
3. The City will support the prioritization of safety and aesthetics of the corridor including mowing, trash pickup, sculpture installation, landscaping and signage, and promote economic development and tourism.
4. The City will incorporate the aRT3 Planning Study into any future plans for the area.

Approved this 3rd day of November 2025

By (Signature): _____ Date: 11/3/25
By (Print Name): John W Hamm II
Title: Mayor

City of Venice

CITY OF VENICE, ILLINOIS

RESOLUTION NO. 10

A Resolution by the City of Venice, Illinois, Approving the Recommendations of the Illinois aRT3 Planning Study and Supporting Their Implementation

WHEREAS, the 8 ½ -mile stretch of Illinois Route 3 from the McKinley Bridge to Interstate 270 is a critical regional transportation corridor for tourism, manufacturing, and transportation, which also provides access to several communities including _____; and

WHEREAS, the corridor represents 4,500 jobs including nearly 20 percent of the total manufacturing jobs in Madison County; and

WHEREAS, the corridor has experienced years of higher-than-average traffic crashes and fatalities, extensive littering and areas where mowing and maintaining the appearance of the road shoulder are deficient; and

WHEREAS, Illinois Department of Transportation (IDOT) awarded a 'Statewide Planning and Research' grant to America's Central Port District to facilitate a planning study of the corridor (the "aRT3 Planning Study"); and

WHEREAS, IDOT has already completed, or plans to complete, infrastructure improvements within the aRT3 Plan study area, including improvements at Route 3 and 20th Street, planned improvements to the Route 3 bridge over Chicago Street near America's Central Port, and roadway resurfacing; and

WHEREAS, the aRT3 Plan study area includes recommendations to slow the speed of drivers, to improve six intersections for the purpose of reducing fatalities, conduct a next step Phase 1 Alignment Study, to encourage recreational opportunities, to enhance aesthetics of the corridor through selective mowing and landscaping, and to add sculptures and consistent lighting and signage; and

WHEREAS, the aRT 3 Planning Study received significant community input through an advisory committee, as well as two pop-up public meetings and two community open houses, future planning studies along or near the Route 3 corridor should consider the goals and recommendations of the aRT3 Plan.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Venice, that:

1. The aRT3 Planning Study is hereby approved and adopted by the City of Venice.
2. The City will support, assist and implement where possible the recommendations included within the aRT3 Planning Study, including design or field work already underway by the Illinois Department of Transportation for roadway and intersection improvements.
3. The City will support the prioritization of safety and aesthetics of the corridor including mowing, trash pickup, sculpture installation, landscaping and signage, and promote economic development and tourism.
4. The City will incorporate the aRT3 Planning Study into any future plans for the area.

Passed this 10th day of October, 2025
Approved this 10th day of October, 2025

By (Signature): _____ Date: 10/10/25
By (Print Name): Barbara Hancock
Title: Mayor

Letters of Support

ERICA HARRISS
STATE SENATOR • 56TH DISTRICT
WWW.SENATORERICAHARRISS.COM

September 24, 2025

Ms. Gia Biagi
Secretary of Transportation
Illinois Department of Transportation
2300 S Dirksen Parkway
Springfield, IL 62764

RE: Letter of Support for the aRT3 Plan Recommendations

Dear Secretary Biagi:

On behalf of the Advisory Committee of a Statewide Planning & Research (SPR) grant funded by the Illinois Department of Transportation, we want to thank you for your commitment to reducing fatalities and increasing safety and aesthetics of an 8 ½-mile corridor of Illinois Route 3 in southwestern Illinois. A major repaving of the roadway by IDOT is underway, and a planned repair to a railroad overpass will make further needed improvements. In addition, the SPR plan (the "aRT3 Planning Study") makes numerous recommendations to the corridor, including improvements to six intersections, a tie-in to bike pathways, and the use of art and landscaping to calm traffic.

In addition to five advisory committee meetings, the Study received significant input from residents and businesses through two pop-up public meetings, as well as two planned open houses. This Plan represents an important step forward in enhancing regional connectivity, safety, economic opportunity, and the visual identity of this key transportation corridor. We respectfully request that the Illinois Department of Transportation utilize this Plan to begin preliminary design work of the key intersections and a Phase 1 Alignment Study, and that you support the local communities in increasing aesthetics through optimum mowing schedules, trash pickup, low-maintenance landscaping, consistent lighting and signage, and guardrail replacement.

We greatly appreciate your support for much-needed improvements to this critical transportation corridor in southwestern Illinois.

Sincerely,

Erica Harriss
Erica Harriss
Illinois Senator for the 56th District

DISTRICT OFFICE:
120 North Main Street, Suite 1B
Edwardsville, IL 62025
(618) 205-3242

SPRINGFIELD OFFICE:
Stratton Office Building
Section B, Office C
Springfield, IL 62706
(217) 782-5247

SOYBEAN INKS

ILLINOIS HOUSE OF REPRESENTATIVES

232-N Stratton Building
Springfield, Illinois 62706
Ph: (217) 782-5996

192 Alton Square Mall Dr.
Suite C
Alton, Illinois 62002
Ph: (618) 433-8046
Email: Elik@ilhousegop.org

Assistant House Republican Leader
State Representative • 111th District

AMY ELIK

September 22, 2025

Ms. Gia Biagi
Secretary of Transportation
Illinois Department of Transportation
2300 S Dirksen Parkway
Springfield, IL 62764

RE: Letter of Support for the aRT3 Plan Recommendations

Dear Secretary Biagi:

On behalf of the Advisory Committee of a Statewide Planning & Research (SPR) grant funded by the Illinois Department of Transportation, we want to thank you for your commitment to reducing fatalities and increasing safety and aesthetics of an 8 ½-mile corridor of Illinois Route 3 in southwestern Illinois. A major repaving of the roadway by IDOT is underway, and a planned repair to a railroad overpass will make further needed improvements. In addition, the SPR plan (the "aRT3 Planning Study") makes numerous recommendations to the corridor, including improvements to six intersections, a tie-in to bike pathways, and the use of art and landscaping to calm traffic.

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We greatly appreciate your support for much-needed improvements to this critical transportation corridor in southwestern Illinois.

Sincerely,

Amy Elik
State Representative Amy Elik

Letters of Support

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

October 9, 2025

Ms. Gia Biagi
Secretary of Transportation
Illinois Department of Transportation
2300 S Dirksen Parkway
Springfield, IL 62764

RE: Letter of Support for the aRT3 Plan Recommendations

Dear Secretary Biagi:

On behalf of the Advisory Committee of a Statewide Planning & Research (SPR) grant funded by the Illinois Department of Transportation, we want to thank you for your commitment to reducing fatalities and increasing safety and aesthetics of an 8 ½-mile corridor of Illinois Route 3 in southwestern Illinois. A major repaving of the roadway by IDOT is underway, and a planned repair to a railroad overpass will make further needed improvements. In addition, the SPR plan (the "aRT3 Planning Study") makes numerous recommendations to the corridor, including improvements to six intersections, a tie-in to bike pathways, and the use of art and landscaping to calm traffic.

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We respectfully request that the Illinois Department of Transportation utilize this Plan to begin preliminary design work of the key intersections and a Phase 1 Alignment Study, and that you support the local communities in increasing aesthetics through optimum mowing schedules, trash pickup, low-maintenance landscaping, consistent lighting and signage, and guardrail replacement.

We greatly appreciate your support for much-needed improvements to this critical transportation corridor in southwestern Illinois.

Sincerely,

James M. Wild
Executive Director

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

314-421-4220
618-274-2750
Fax 314-231-6120

webmaster@ewgateway.org
www.ewgateway.org

CHRIS SLUSSER
MADISON COUNTY CHAIRMAN
MADISON COUNTY BOARD

MADISON COUNTY
ADMINISTRATION BUILDING
157 N. Main St., Suite 165
Edwardsville, IL 62025
Phone (618) 296-4341
Email: coboard@madisoncountyil.gov
www.madisoncountyil.gov

December 9, 2025

Ms. Gia Biagi
Secretary of Transportation
Illinois Department of Transportation
2300 S Dirksen Parkway
Springfield, IL 62764

RE: Letter of Support for the aRT3 Plan Recommendations

Dear Secretary Biagi:

On behalf of the Advisory Committee of a Statewide Planning & Research (SPR) grant funded by the Illinois Department of Transportation, we want to thank you for your commitment to reducing fatalities and increasing safety and aesthetics of an 8 ½-mile corridor of Illinois Route 3 in southwestern Illinois. A major repaving of the roadway by IDOT is underway, and a planned repair to a railroad overpass will make further needed improvements. In addition, the SPR plan (the "aRT3 Planning Study") makes numerous recommendations to the corridor, including improvements to six intersections, a tie-in to bike pathways, and the use of art and landscaping to calm traffic.

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We respectfully request that the Illinois Department of Transportation utilize this Plan to begin preliminary design work of the key intersections and a Phase 1 Alignment Study, and that you support the local communities in increasing aesthetics through optimum mowing schedules, trash pickup, low-maintenance landscaping, consistent lighting and signage, and guardrail replacement.

We greatly appreciate your support for much-needed improvements to this critical transportation corridor in southwestern Illinois.

Sincerely,

Chairman Chris Slusser
Madison County

Letters of Support

The Chamber Commerce
Southwestern Madison County
.....serving the Growing Communities of Granite City • Madison • Venice • Pontoon Beach • Mitchell

Date: 11/03/2025

Ms. Gia Biagi
Secretary of Transportation
Illinois Department of Transportation
2300 S Dirksen Parkway
Springfield, IL 62764

RE: Letter of Support for the aRT3 Plan Recommendations

Dear Secretary Biagi:

On behalf of the Advisory Committee of a Statewide Planning & Research (SPR) grant funded by the Illinois Department of Transportation, we want to thank you for your commitment to reducing fatalities and increasing safety and aesthetics of an 8 ½-mile corridor of Illinois Route 3 in southwestern Illinois. A major repaving of the roadway by IDOT is underway, and a planned repair to a railroad overpass will make further needed improvements. In addition, the SPR plan (the "aRT3 Planning Study") makes numerous recommendations to the corridor, including improvements to six intersections, a tie-in to bike pathways, and the use of art and landscaping to calm traffic.
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We respectfully request that the Illinois Department of Transportation utilize this Plan to begin preliminary design work of the key intersections and a Phase 1 Alignment Study, and that you support the local communities in increasing aesthetics through optimum mowing schedules, trash pickup, low-maintenance landscaping, consistent lighting and signage, and guardrail replacement.
We greatly appreciate your support for much-needed improvements to this critical transportation corridor in southwestern Illinois.

Sincerely,

Jenna DeYong
Executive Director
Chamber of Commerce, Southwestern Madison County

ST LOUIS REGIONAL FREIGHTWAY
Your Gateway to the World

October 30, 2025

Ms. Gia Biagi
Secretary of Transportation
Illinois Department of Transportation
2300 S Dirksen Parkway
Springfield, IL 62764

SUBJECT: The aRT3 Plan Recommendations

Dear Secretary Biagi,

On behalf of The St. Louis Regional Freightway (the Freightway), a Bi-State Development enterprise and an advisory committee member of a Statewide Planning & Research (SPR) grant funded by the Illinois Department of Transportation, thank you for your commitment to reducing fatalities and increasing safety and aesthetics of an 8 ½-mile corridor of Illinois Route 3 in southwestern Illinois. A major repaving of the roadway by IDOT is underway, and a planned repair to a railroad overpass will make further needed improvements. In addition, the SPR plan (the "aRT3 Planning Study") makes numerous recommendations to the corridor, including improvements to six intersections, a tie-in to bike pathways, and the use of art and landscaping to calm traffic.

In addition to five advisory committee meetings, the Study received significant input from residents and businesses through two pop-up public meetings, as well as two planned open houses. This Plan represents an important step forward in enhancing regional connectivity, safety, economic opportunity, and the visual identity of this key transportation corridor.

We respectfully request that the Illinois Department of Transportation utilize this Plan to begin preliminary design work of the key intersections and a Phase 1 Alignment Study, and that you support the local communities in increasing aesthetics through optimum mowing schedules, trash pickup, low-maintenance landscaping, consistent lighting and signage, and guardrail replacement.

We greatly appreciate your support for much-needed improvements to this critical transportation corridor in southwestern Illinois.

Sincerely,

Mary C. Lamie
Executive Vice President of Multi Modal Enterprises
Bi-State Development

A Bi-State Development Enterprise

One Metropolitan Square
211 North Broadway, Suite 700
St. Louis, MO 63102-2759
TheFreightway.com

Letters of Support

Madison County Transit

Madison County Transit
1 Transit Way
Pontoon Beach, IL 62040
618-797-4600

October 29, 2025

Ms. Gia Biagi
Secretary of Transportation
Illinois Department of Transportation
2300 S Dirksen Parkway
Springfield, IL 62764

RE: Letter of Support for the aRT3 Plan Recommendations

Dear Secretary Biagi:

On behalf of the Advisory Committee of a Statewide Planning & Research (SPR) grant funded by the Illinois Department of Transportation, we want to thank you for your commitment to reducing fatalities and increasing safety and aesthetics of an 8 ½-mile corridor of Illinois Route 3 in southwestern Illinois. A major repaving of the roadway by IDOT is underway, and a planned repair to a railroad overpass will make further needed improvements. In addition, the SPR plan (the "aRT3 Planning Study") makes numerous recommendations to the corridor, including improvements to six intersections, a connection to the MCT Trails, consideration for public transportation, and the use of art and landscaping to calm traffic.

In addition to five advisory committee meetings, the Study received significant input from residents and businesses through two pop-up public meetings, as well as two planned open houses. This Plan represents an important step forward in enhancing regional connectivity, safety, economic opportunity, and the visual identity of this key transportation corridor.

We respectfully request that the Illinois Department of Transportation utilize this Plan to begin preliminary design work of the key intersections and a Phase 1 Alignment Study, and that you support the local communities in improving the aesthetics of the IL-3 corridor.

We greatly appreciate your support for much-needed improvements to this critical transportation corridor in southwestern Illinois.

Sincerely,

SJ Morrison
Managing Director

GREAT RIVERS & ROUTES
BY SOUTHWEST ILLINOIS

October 29, 2025

Ms. Gia Biagi
Secretary of Transportation
Illinois Department of Transportation
2300 S Dirksen Parkway
Springfield, IL 62764

RE: Letter of Support for the aRT3 Plan Recommendations

Dear Secretary Biagi:

On behalf of the Advisory Committee of a Statewide Planning & Research (SPR) grant funded by the Illinois Department of Transportation, we want to thank you for your commitment to reducing fatalities and increasing safety and aesthetics of an 8 ½-mile corridor of Illinois Route 3 in southwestern Illinois. A major repaving of the roadway by IDOT is underway, and a planned repair to a railroad overpass will make further needed improvements. In addition, the SPR plan (the "aRT3 Planning Study") makes numerous recommendations to the corridor, including improvements to six intersections, a tie-in to bike pathways, and the use of art and landscaping to calm traffic.

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We greatly appreciate your support for much-needed improvements to this critical transportation corridor in southwestern Illinois.

Sincerely,

Cory M Jobe
President/CEO
Great Rivers & Routes Tourism Bureau

Letters of Support

WEBER Chevrolet
GRANITE CITY CHEVROLET CO.

3499 Progress Parkway
Granite City, IL 62040
(618) 451-7913 • (314) 241-4720
Fax (618) 451-1370

Date 10/31/2025

Ms. Gia Biagi
Secretary of Transportation
Illinois Department of Transportation
2300 S Dirksen Parkway
Springfield, IL 62764

RE: Letter of Support for the aRT3 Plan Recommendations

Dear Secretary Biagi:

On behalf of the Advisory Committee of a Statewide Planning & Research (SPR) grant funded by the Illinois Department of Transportation, we want to thank you for your commitment to reducing fatalities and increasing safety and aesthetics of an 8 ½-mile corridor of Illinois Route 3 in southwestern Illinois. A major repaving of the roadway by IDOT is underway, and a planned repair to a railroad overpass will make further needed improvements. In addition, the SPR plan (the "aRT3 Planning Study") makes numerous recommendations to the corridor, including improvements to six intersections, a tie-in to bike pathways, and the use of art and landscaping to calm traffic.

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We respectfully request that the Illinois Department of Transportation utilize this Plan to begin preliminary design work of the key intersections and a Phase 1 Alignment Study, and that you support the local communities in increasing aesthetics through optimum mowing schedules, trash pickup, low-maintenance landscaping, consistent lighting and signage, and guardrail replacement.

We greatly appreciate your support for much-needed improvements to this critical transportation corridor in southwestern Illinois.

Sincerely,

metroeast Park and Recreation District

October 1, 2025

Ms. Gia Biagi
Secretary of Transportation
Illinois Department of Transportation
2300 S Dirksen Parkway
Springfield, IL 62764

RE: Letter of Support for the aRT3 Plan Recommendations

Dear Secretary Biagi:

On behalf of the Advisory Committee of a Statewide Planning & Research (SPR) grant funded by the Illinois Department of Transportation, we want to thank you for your commitment to reducing fatalities and increasing safety and aesthetics of an 8 ½-mile corridor of Illinois Route 3 in southwestern Illinois. A major repaving of the roadway by IDOT is underway, and a planned repair to a railroad overpass will make further needed improvements. In addition, the SPR plan (the "aRT3 Planning Study") makes numerous recommendations to the corridor, including improvements to six intersections, a tie-in to bike pathways, and the use of art and landscaping to calm traffic.

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We greatly appreciate your support for much-needed improvements to this critical transportation corridor in southwestern Illinois.

Sincerely,

Bryan Werner

Bryan Werner
Executive Director

Letters of Support

3328 W. Chain of Rocks Rd. ~ Granite City, IL 62040 ~ 618-500-8380

11/03/2025

Ms. Gia Biagi
Secretary of Transportation
Illinois Department of Transportation
2300 S Dirksen Parkway
Springfield, IL 62764

RE: Letter of Support for the aRT3 Plan Recommendations

Dear Secretary Biagi:

On behalf of the Advisory Committee of a Statewide Planning & Research (SPR) grant funded by the Illinois Department of Transportation, we want to thank you for your commitment to reducing fatalities and increasing safety and aesthetics of an 8 ½-mile corridor of Illinois Route 3 in southwestern Illinois. A major repaving of the roadway by IDOT is underway, and a planned repair to a railroad overpass will make further needed improvements. In addition, the SPR plan (the "aRT3 Planning Study") makes numerous recommendations to the corridor, including improvements to six intersections, a tie-in to bike pathways, and the use of art and landscaping to calm traffic.

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We greatly appreciate your support for much-needed improvements to this critical transportation corridor in southwestern Illinois.

Sincerely,

Jessica Iberg

Riechmann Transport, Operated by HS Express
Terminal Manager, Granite City, IL

September 25, 2025

Ms. Gia Biagi
Secretary of Transportation
Illinois Department of Transportation
2300 S Dirksen Parkway
Springfield, IL 62764

RE: Letter of Support for the aRT3 Plan Recommendations

Dear Secretary Biagi:

On behalf of the Advisory Committee of a Statewide Planning & Research (SPR) grant funded by the Illinois Department of Transportation, we want to thank you for your commitment to reducing fatalities and increasing safety and aesthetics of an 8 ½-mile corridor of Illinois Route 3 in southwestern Illinois. A major repaving of the roadway by IDOT is underway, and a planned repair to a railroad overpass will make further needed improvements. In addition, the SPR plan (the "aRT3 Planning Study") makes numerous recommendations to the corridor, including improvements to six intersections, a tie-in to bike pathways, and the use of art and landscaping to calm traffic.

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We greatly appreciate your support for much-needed improvements to this critical transportation corridor in southwestern Illinois.

Sincerely,

Dennis Heepke
Moreland Properties LLC

TABLE OF CONTENTS

OVERVIEW OF PLANNING PROCESS

- Overview
- The Importance of Route 3
  - Priority Corridor for Regional Transportation Safety
  - Tourism
  - Economic Development
  - Community Gateways
  - Leveraging Existing Enhancements

OVERVIEW: aRT3 PLANNING STUDY

With a focus on traffic calming and place making, the aRT3 planning study involved identifying locations for enhancements, such as art installations and other transportation features, along the Route 3 corridor and its neighboring areas bordering the right-of-way. The study also recommended transportation improvements to address safety for various modes of transportation (including vehicles, semi-trucks, and other modes of transportation).

The aRT3 planning study area encompassed the 8.5-mile stretch of Illinois Route 3 from the McKinley Bridge to Interstate 270. The planning process began in Spring 2024 and concluded in Fall 2025.

The anticipated outcomes of the planning study were to:

- Enhance the image of Route 3.
- Improve transportation safety along Route 3.
- Attract infrastructure funding for Route 3 improvements.
- Foster economic development and job creation.

America's Central Port facilitated a 'Planning and Research' grant from the Illinois Department of Transportation (IDOT) to conduct the planning study.

The name "aRT3" honored the Route 3 corridor and the significance of existing and future art along the corridor. While improving transportation safety was a key objective, the plan also concentrated on elevating the image of Route 3 through art and enhancements.

SCHEDULE

The planning process for the aRT3 Plan began in the Spring of 2024 and concluded in the Fall of 2025.

* = Key Public Engagement Events

Spring/Summer 2024

- Planning Process Kickoff
- Formation of Stakeholder-Advisory Committee
- Collect Corridor Data
- Begin Transportation Improvements Plan

Fall 2024

- **Preliminary Transportation Improvements Plan**
- Development of Corridor Aesthetic Themes and Principles
- Open House #1: * Corridor Businesses, Property Owners, and Residents
- Community Pop-up Engagement Events *

Winter 2024/2025

- Refine Transportation Improvements Plan
- Begin Enhancements and Art Master Plan

Spring 2025

- **Final Transportation Improvements Plan**
- Preliminary Enhancements and Art Master Plan
- Art Working Group
- Open House #2: * Corridor Businesses, Property Owners, and Residents

Summer/Fall 2025

- **Final Art & Enhancements Master Plan**
- City Council Presentations *
- Implementation Strategy
- Plan Adoption by the Communities and Letters of Support

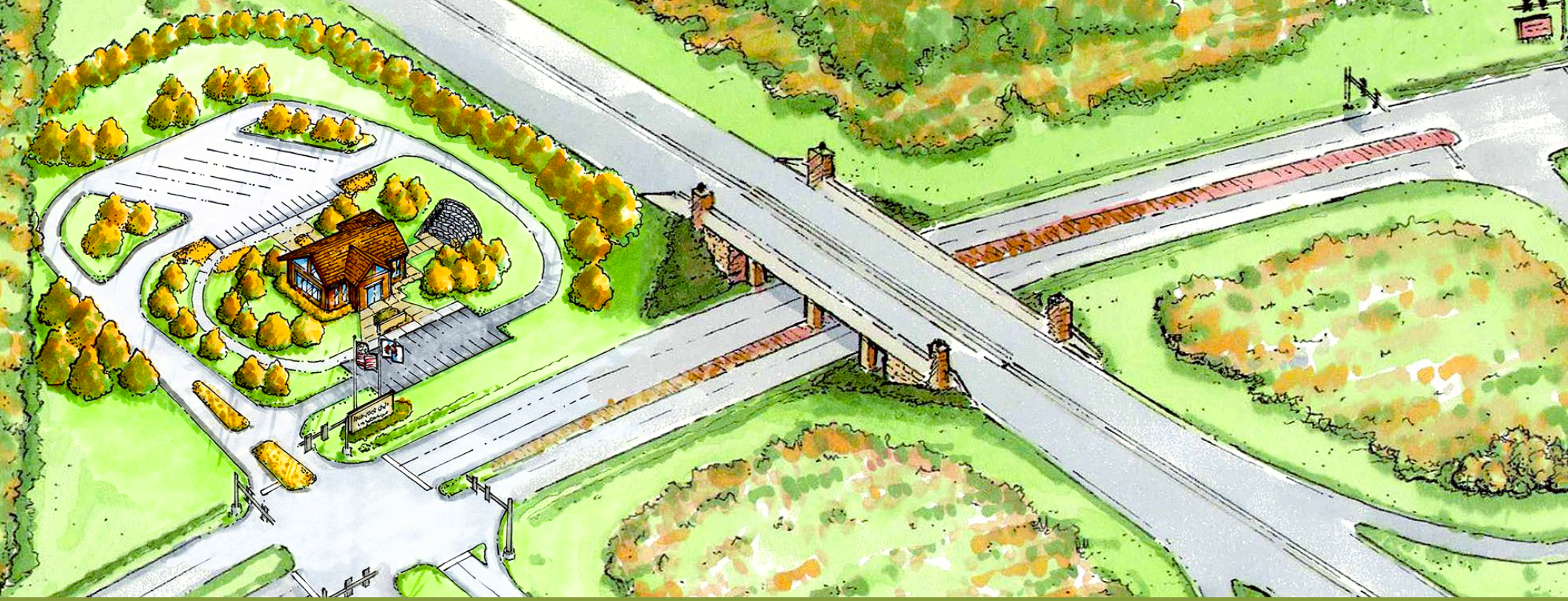
IMPLEMENTATION!

VISION FOR FUTURE ART AND ENHANCEMENTS

- Enhance the image of Route 3 and set the corridor apart from other parts of the region.
- Demonstrate the vitality of the Route 3 corridor to encourage investment by new and existing businesses.
- Welcome visitors and tourists to the communities along the Route 3 corridor.

THE VISION WILL BE ACCOMPLISHED BY...

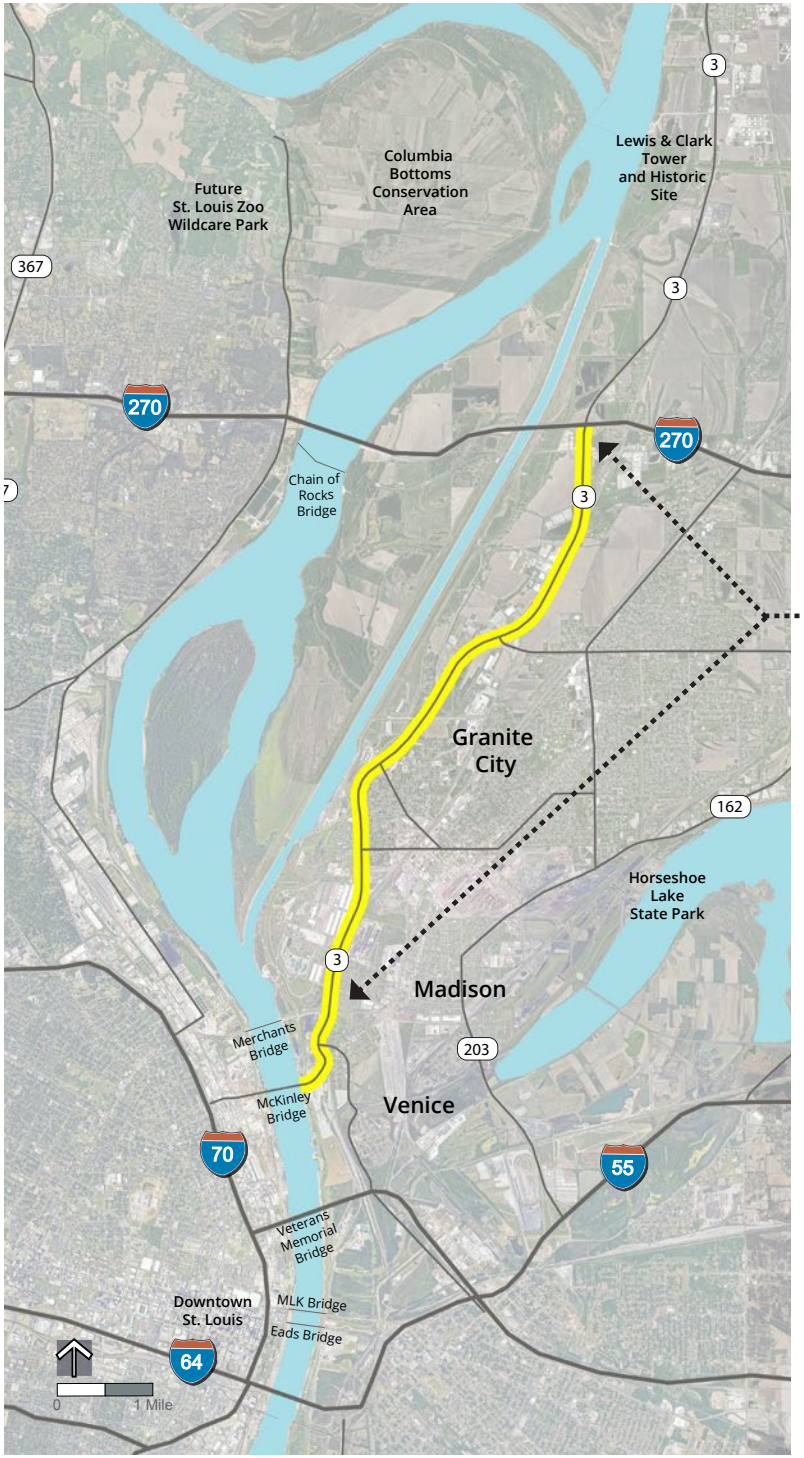
Showcasing art that celebrates the unique qualities of the area, including its community, industry, natural environment, and history.



Incorporating design enhancements into roadway infrastructure that further develops the character of the corridor.

Promoting the corridor as a destination for people traversing the Metro East.

Maintaining the corridor as a place that is clean, safe, and well cared for.



THE IMPORTANCE OF ROUTE 3

WHY THIS SEGMENT OF ROUTE 3

As outlined on the following pages, this 8.5-mile stretch of Route 3 should be a priority for enhancements, safety improvements, and investment because of:

- Priority Corridor for Regional Transportation Safety
- Tourism
- Economic Development
- Community Gateways
- Leveraging Existing Enhancements

aRT3 PLANNING AREA

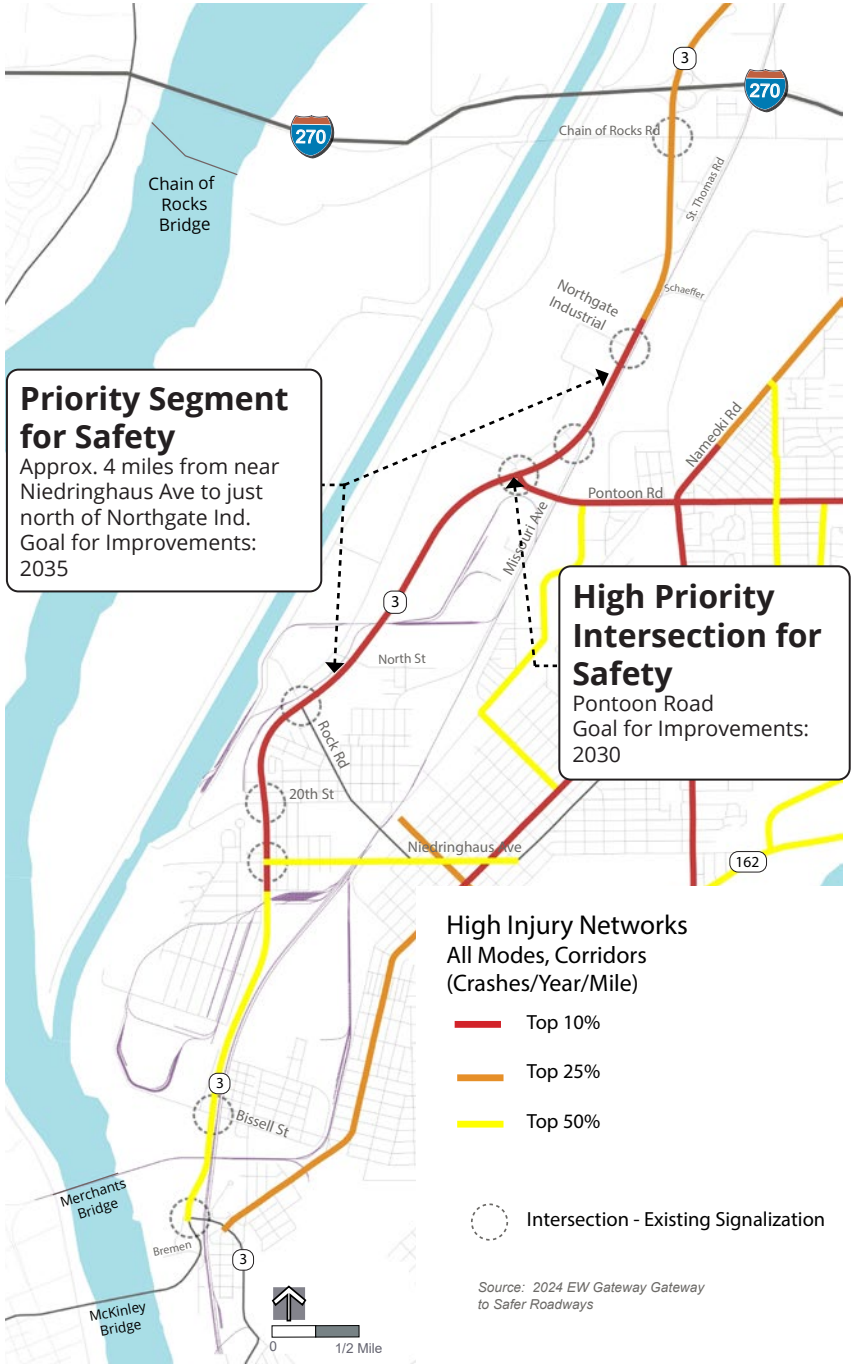
The aRT3 Plan study area encompasses the 8.5-mile stretch of Illinois Route 3 from the McKinley Bridge to Interstate 270.

PRIORITY CORRIDOR FOR TRANSPORTATION SAFETY

In 2024, the East-West Gateway Council of Governments (EWG) released the Gateway to Safer Roadways: St. Louis Regional Safety Action Plan (Action Plan). The plan is both a call to action and a blueprint for how the St. Louis region can significantly reduce the number of people killed and seriously injured on roadways. The Action Plan aims to eliminate all fatalities and serious injuries resulting from roadway crashes in the EWG Region. A goal for 50% reduction of fatalities and serious injuries by 2050 was set to create accountability and momentum.

The Pontoon Road/Route 3 intersection ranks among the top 5% of priority intersections in the Safety Action Plan and **is recommended for safety improvements by 2030.**

The four-mile stretch of Route 3, from near Niedringhaus Avenue to just north of Northgate Industrial, ranks in the top 10% of priority corridors in the Safety Action Plan and **is recommended for safety improvements by 2035.**



The intersections of Pontoon Rd and Missouri Ave had <u>103 crashes</u> between 2018 - 2022. Pontoon Rd ranks in the <u>top 5%</u> of intersections in the 8-county St. Louis region for priority safety improvements.

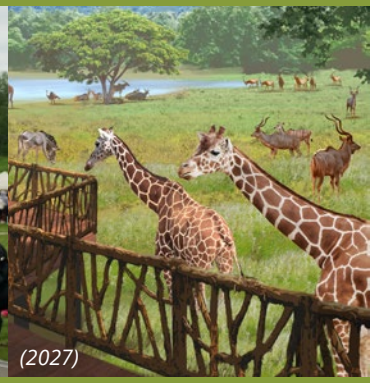
TOURISM

Route 3 serves as an important transportation link for regional tourism, attracting visitors from across the region, nation, and even internationally. It provides a vital route for travelers to access tourism destinations in both Illinois and Missouri.

1 Lewis and Clark Tower

2 Lewis and Clark State Historic Site

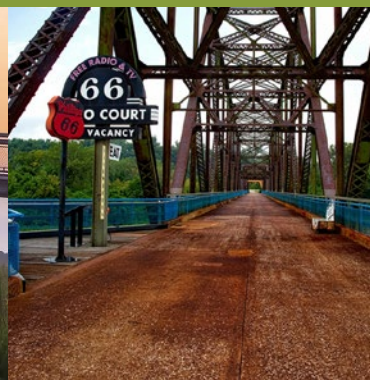
3 Future Saint Louis Zoo Wildcare Park



4 Malcolm W. Martin Memorial Park

5 Columbia Bottoms

6 Chain of Rocks Bridge

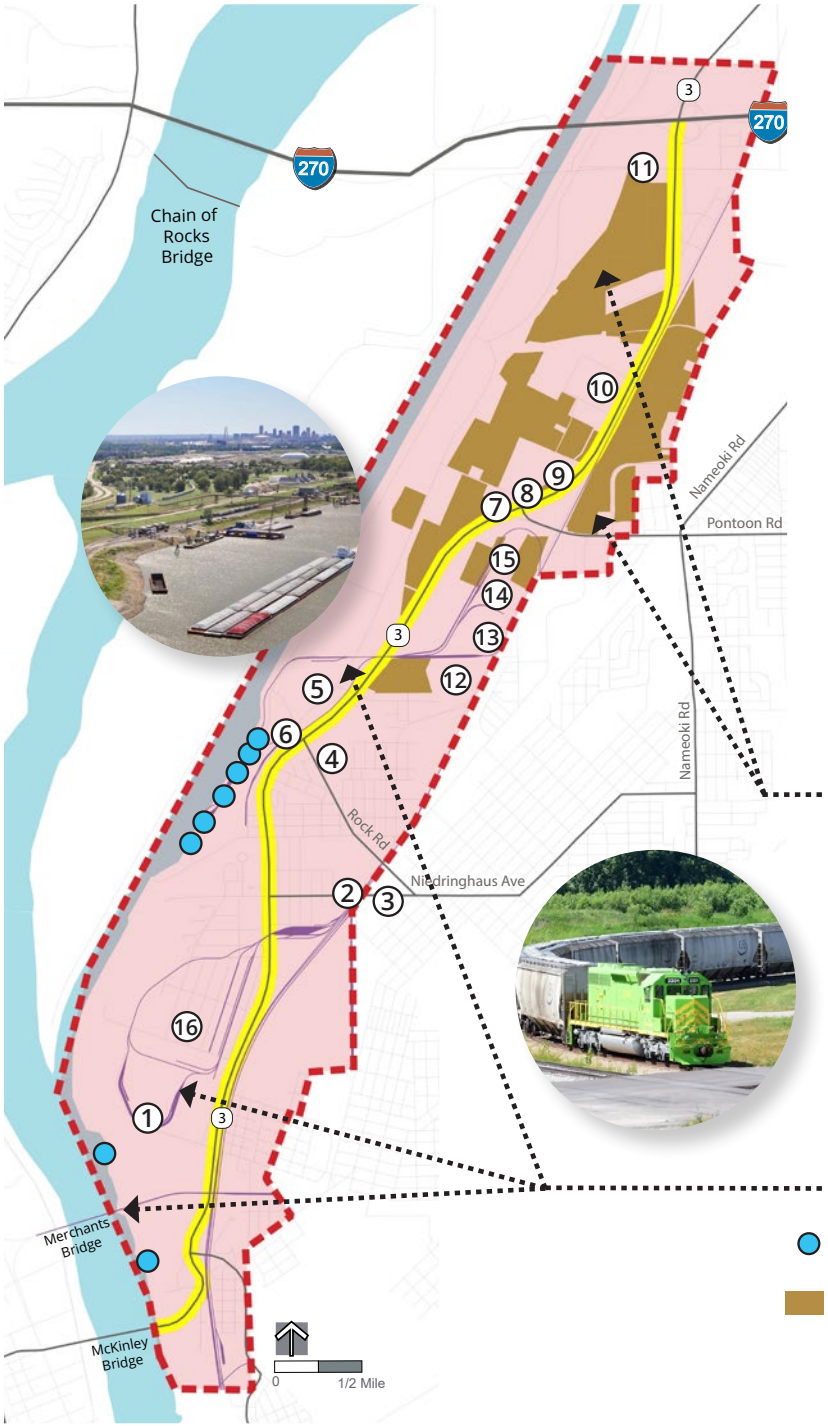


7 MCT Confluence Multi-Use Trail

8 Horseshoe Lake State Park

9 Gateway Arch National Park

ECONOMIC DEVELOPMENT



JOBS AND MAJOR EMPLOYERS

This segment of Route 3 (highlighted area) has **a total of 4,500 jobs and close to 20% of the total manufacturing jobs in Madison County** according to 2021 Census data.

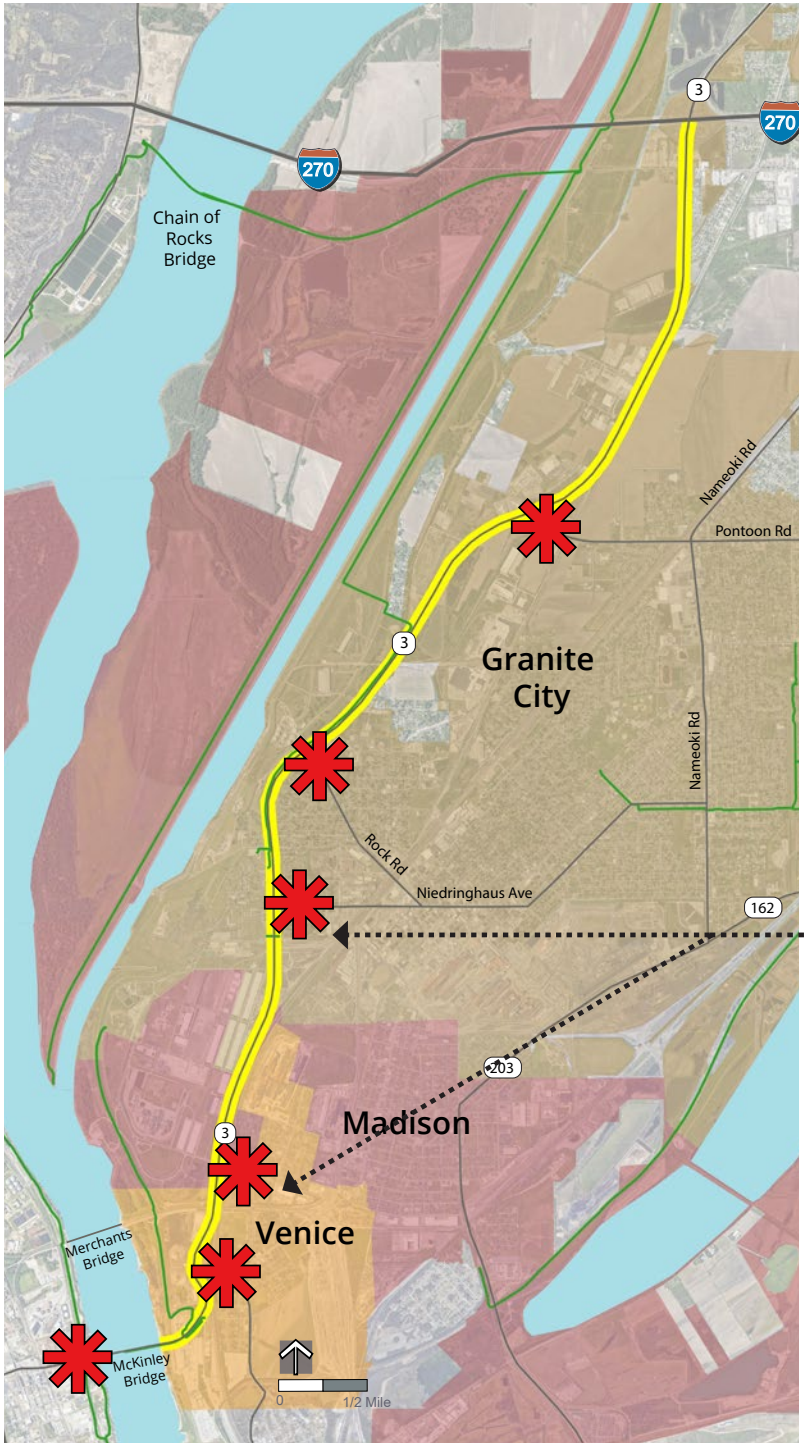
1. Green Plains
2. ASF-Keystone/Amsted Rail
3. Baily International
4. Dynamic Transit
5. Friedman Industries, Inc.
6. Ingram / SCF Lewis and Clark Marine
7. Weber Chevrolet - Ford
8. Walmart
9. VEGA Transport
10. Northgate Business and Industrial Park
11. Riechmann Transport
12. Kraft Heinz-Granite City
13. Wieland Recycling
14. Precoat Metals- MMC
15. GEODIS | Contract Logistics
16. America's Central Port

FUTURE DEVELOPMENT

The corridor has numerous available sites for future development, especially in the northern part of the corridor.

TRANSPORTATION HUB

The corridor is served by multiple modes of transportation serving the regional economy, including multiple river facilities, railroads, and over 2,500 trucks per day on Route 3. Truck traffic represents almost 20% of all traffic volumes on Route 3.



COMMUNITY GATEWAYS

Route 3 serves as the primary access point for the communities of Venice, Madison, and Granite City. Together, these cities have a combined population exceeding 32,000, with Granite City being the most populous at 27,549 as of the 2020 Census. Situated at the southern end of the Route 3 planning area, the McKinley Bridge holds significant importance as a gateway both to Missouri and the City of St. Louis. This bridge facilitates the passage of vehicles, bicyclists, and pedestrians, playing a crucial role in the regional bicycle network. The next Mississippi River crossing to the north for bicyclists and pedestrians is the Chain of Rocks Bridge.

The aRT3 planning study presents a unique opportunity to:

- Enhance the aesthetic appeal of each community entry.
- Improve overall transportation safety.

The focus on enhancing traffic safety is paramount. Facilitating safe transportation options is especially crucial given that a significant portion of residents in Venice (38%), Madison (18%), and Granite City (19%) live below the poverty line, according to Census estimates, and heavily rely on alternative modes of transportation such as public transit, walking, and bicycling. The aRT3 planning study aims to address these challenges by recommending measures for traffic calming and improving safety, particularly at intersections.

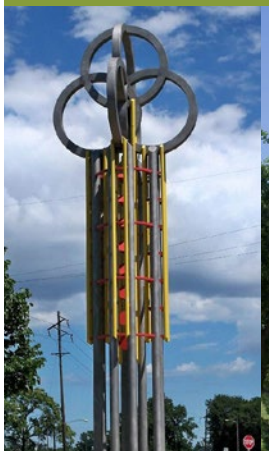
COMMUNITY GATEWAYS / ENTRANCES

LEVERAGING EXISTING ENHANCEMENTS

EXISTING ART ALONG ROUTE 3

With the existing 'Salute to Steel' sculpture at the base of the McKinley Bridge and the investments in sculpture made by America's Central Port, corridor stakeholders have recognized the significance of aesthetic improvements along Route 3. In recent years, additional partners have funded sculptures, including a grant from Great Rivers and Routes for *Rusty* and the Agency for Community Transit for *Tracy*.

1 Salute to Steel



4 Wayfinder

5 Oculus

6 Tracy

2 Wake of the Flood

3 Intermodal Powerhouse No.1

7 Rusty

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COMMUNITY ENGAGEMENT

Community engagement was an ongoing effort throughout the planning process. This section highlights the key engagement activities.

OCTOBER 17, 2024: POP-UP EVENT - SIX-MILE REGIONAL LIBRARY IN GRANITE CITY

Overview
On October 17, 2024, the planning team conducted its first community pop-up event for the aRT3 project. This event called the Mad Science Halloween Show, was held at the Six-Mile Regional Library in Granite City, IL, from 6:00 pm to 8:00 pm.

Participants/Attendees
Six (6) adults and four (4) children stopped by our table to learn more about the aRT3 project and answer a couple of quick questions about the corridor. Flyers about the upcoming open house and a coloring sheet were provided to each person who stopped by our table. Flyers were also left behind in the library's reading room and on the bulletin board.

Below, are the comments/responses received from the participants

- "Pontoon Street - Safety was a concern; participants talked about accidents at this intersection of IL Route 3. It was suggested that when looking at redesigning this intersection we "get rid of the spur."
- Participant shared some history about the Granite City area, and they mentioned that "Granite City had a history of being a sundown town."
- Participant talked about there being a "hidden gem" along the corridor. This hidden gem was Happy Trails Farm. Suggested that we be sure to reach out to them and asked if there was a way to incorporate information about this place in any wayfinding added along the corridor.
- Participant stated that "Route 3 feels like an industrial corridor"; Thought that connecting the trails along the corridor is a great idea.
- Participant indicated that the roads are awful!!
- Participant stated that any improvement to the condition of the roads would be a great improvement; they also suggested that just cutting the grass, and doing some landscaping would also be an improvement and enhance the image of the corridor.
- Participant suggested that we can improve the image by sweeping the entire roadway; shared a story about getting a flat tire because of the small pieces of debris on the road from crashes at various intersections.

OCTOBER 31, 2024: POP-UP EVENT - JOHN ERVIN MEMORIAL HALLOWEEN PARTY

Overview
On October 31, 2024, the planning team conducted its second community pop-up event for the aRT3 project. The John Ervin Memorial Halloween Party was held at the Venice, IL Park District Recreation Center from 6:00 pm to 8:00 pm.

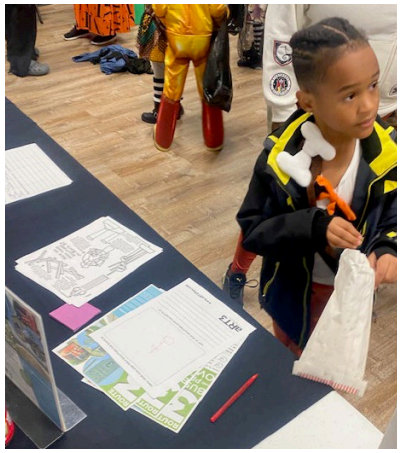
Participants/Attendees
There were between seventy-five (75) to one hundred (100) adults and children who visited our table to learn more about the aRT3 project and engage in questions regarding the 8.5-mile segment. Each person that stopped by our table left with a flyer about the upcoming Open House, a coloring sheet, and some candy.

Below, are the comments/responses received from the participants

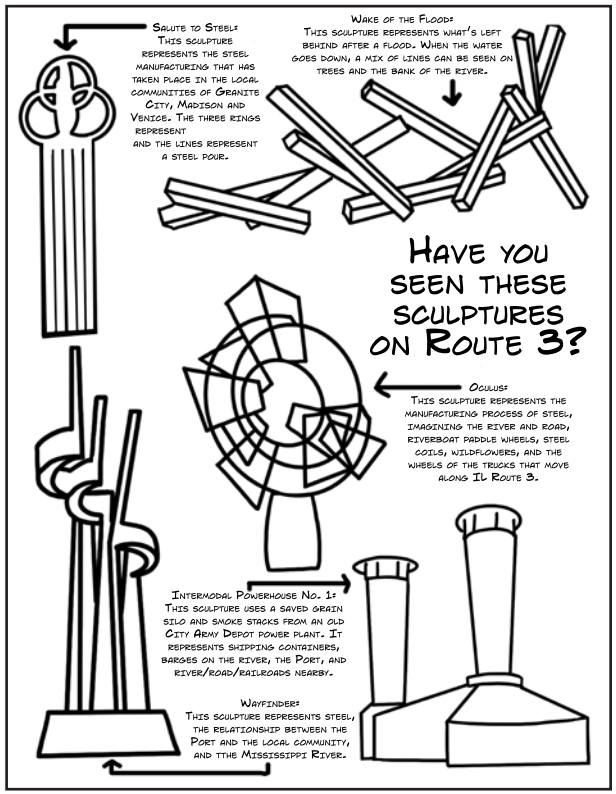
- Participant shared that Route 3 is “unsafe and needs improvement”, and they specifically mentioned the segment by Chain of Rocks.
- Participant informed us that there are lots of bumps in the road, and that truckers are in more danger because of this.
- Participant stated that they want to see “More businesses and attractions along the corridor so that one knows where they have been”.
- Several participants express similar concerns about the lighting along the corridor, and how there needs to be more of it for the safety of the drivers. One specific participant stated that there should be a “Flagpole with holiday designs and decorations” to add light.
- Participants suggested a route or lane designed for trucks only, and that the cars need to slow down.
- One participant said that they just wanted more exits.
- Several participants shared concerns about how awful the road conditions are along the corridor. One participant highlighted that there is a lot of construction going on, and there are too many holes in the street. Another suggested having “more secure pathways” along the corridor.
- Participant suggested more “beautification”. More specifically, they think the corridor could use more flowers.

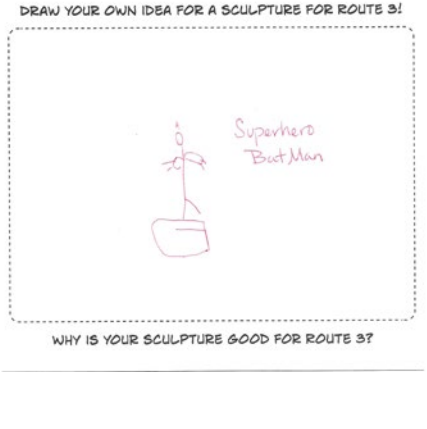
comments continued….

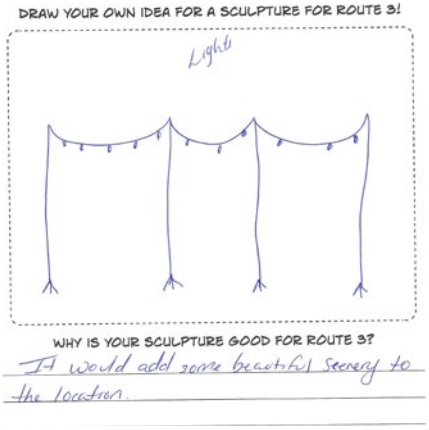
- Participant spoke about wanting “longer train crossing rails”/ railroad crossing sticks.
- Participant suggested the need for “More police presence”.
- One participant stated that the corridor be left alone. They said this because they believe there should be more focus about the concerns happening within the city of Venice rather than along Illinois Route 3.
- Participant suggested that our focus should be on economic development of the corridor and that funding or incentives should be provided to those who are interested in opening a business along the corridor.

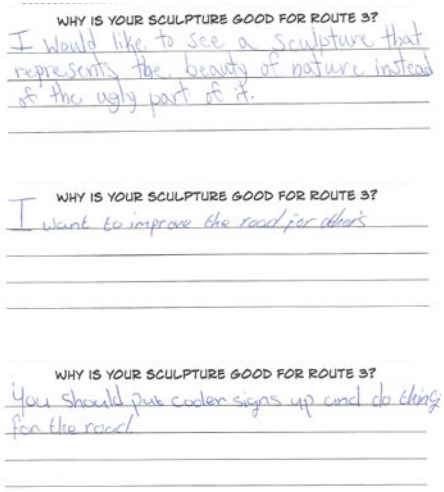


One of the activities for kids was a coloring page of existing Route 3 sculptures (right). Kids also had a chance to draw their own ideas for sculpture (below).









NOVEMBER 7, 2024: BUSINESSES, PROPERTY OWNERS, AND RESIDENTS OPEN HOUSE #1

Overview
On November 7, 2024, the planning team conducted its first open house for business, property owners, and residents at America's Central Port from 3:30 pm to 6:00 pm. The meeting was an open house format, with no formal presentation.

Attendees were able to learn about the aRT3 Plan, review preliminary traffic safety strategies, and share feedback with the planning team.

Marketing for the open house included a mailing sent to nearly 300 businesses, property owners, and residences along Route 3; digital marketing efforts; and traffic message boards placed by IDOT along Route 3.

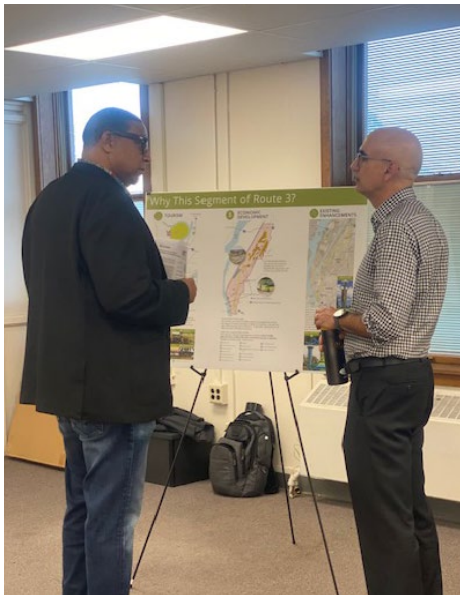
Summary of What Was Heard
Attendees identified the Pontoon Road and Missouri Avenue intersections, referred to as the "Walmart intersection," as the highest-priority concern, with general agreement that this is the corridor's most dangerous intersection.

Feedback on proposed roundabouts was mostly positive or neutral. Several attendees had questions about two-lane roundabouts but were open to learning more, especially if roundabouts would improve safety and calm traffic. Some concerns were raised about Restricted Crossing U-turns (RCUT) and Median U-turn (MUT) options. The Continuous Green-T proposal for Missouri Avenue and Northgate Industrial Drive was received favorably.

The proposed lane reconfiguration between McKinley Bridge and Rock Road also received favorable feedback, with general consensus that it could help calm traffic.

Although the open house focused on draft transportation strategies, attendees were also asked to consider Route 3's identity, setting the stage for future enhancement and art planning. The top three themes were River, Nature, and Industrial.

Finally, attendees complimented the recent IDOT improvements to the Route 3 and 20th Street intersection.



Below, are the specific comments/responses received from the participants regarding transportation options.

St. Thomas Road
- From IL-3 to north too hard to slow and turn right on St. Thomas. Need a right turn lane.
- Don't mind not crossing IL-3.
- Make trucks use West Chain of Rocks.
- Need deceleration lane or smoother/more gradual northbound turn.
- Do most westbound left turn at Lola St.

Missouri Avenue
- Merges hard on u-turns (see Rte 141 in Fenton).
- Concerns about U-Turns, especially for trucks.
- Likes Continuous T.
- Get rid of east leg at Missouri Ave. Waste of space (old Il-3). Trucks get stuck here.
- Coming southbound and making left turns - can't judge northbound speeds.
- Long light causes problem.
- If left as is - make southbound left turn only on green arrow.

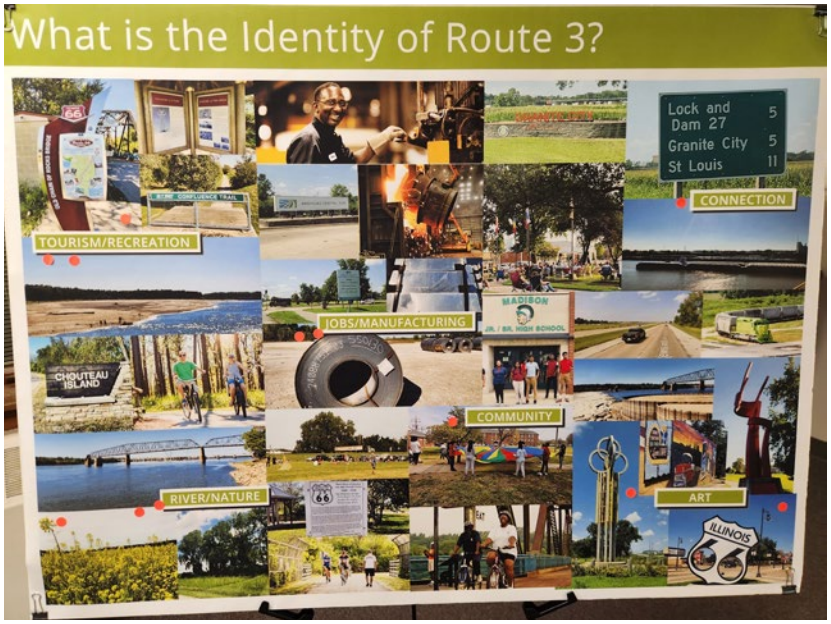
Pontoon Road (Realignment)
- Likes northbound slip lane, but okay if deceleration lane.
- Likes westbound lane straight.
- Two westbound left-turn lanes cause confusion.

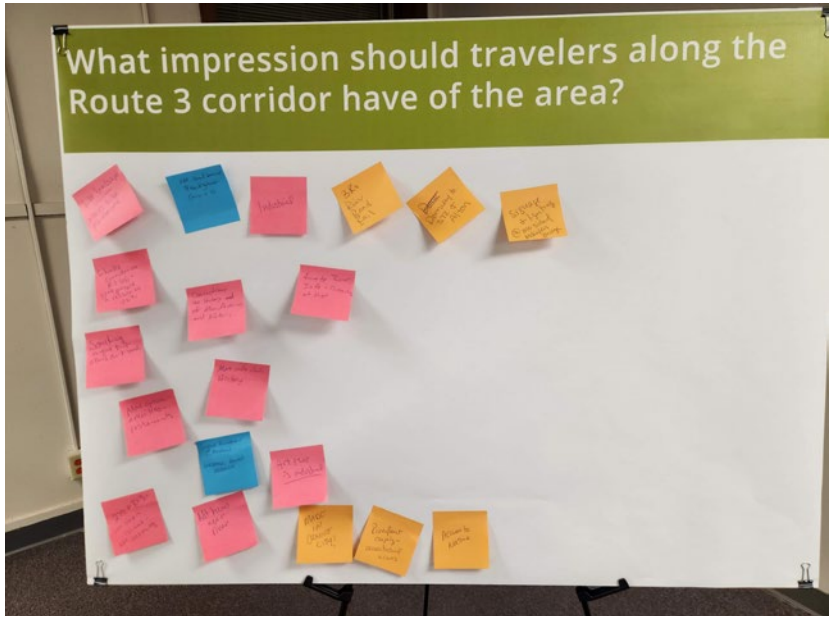
Pontoon Road (Roundabout)
- Would reduce crashes.
- Would slow down traffic.

Proposed Lane Reconfiguration
- Need 3-lanes from American Steel (Niedringhaus) to 20th street.
- Anywhere at intersections a deceleration lane would be good.
- Can drop to 2-lanes to slow people down. Dangerous when go from 2-lanes to 3-lanes to 2-lanes at McKinley.
- Might need 3-lanes north of IL-3 to bridge.
- How to transition right-turn at Depot.
- Never in major traffic.
- Use right-lane for acceleration and deceleration.
- If road diet, leave 3rd lane for turn lanes.

Corridor (General)
- Turn lane too short onto southbound IL3 from Venice .
- Trucks going into Lock at 20th street - deceleration lane so trucks can get out of traffic.
- Single roundabout at Pontoon Rd.
- Increase police presence.

This page includes specific comments/ responses received from the participants regarding the identity of the Route 3 corridor.





Attendees were asked to place dots on images that they identified as the "Identity of Route 3." See photo to the left.

Attendees were asked, "What impression should travelers along the Route 3 corridor have of the area." See responses below.

- Signage and lighting at Missouri side of McKinley Bridge.
- Doorway to STL and Alton.
- Three "Rs": River, Road, Rail.
- Industrial.
- Add sound barrier at Niedringhaus (design on it).
- Like landscape. Needs to be maintained.
- Elevates corridor on Rt 66 - gives people a reason to visit.
- Access to River. Info and connecting of highway.
- Connections to history of manufacturing and nature.
- Something unique that others don't have.
- More options, amenities - restaurants.
- More info about history.
- 270 & Route 3 - First stop in Illinois not welcoming.
- Not know near river.
- Art that is industrial.
- Made in Granite City.
- Access to nature.
- Riverfront camping - recreational access.

MAY 21, 2025: BUSINESSES, PROPERTY OWNERS, AND RESIDENTS OPEN HOUSE #2

Overview
On May 21, 2025, the planning team conducted its second open house for business, property owners, and residents at America's Central Port from 3:30 pm to 6:00 pm. The meeting was an open house format, with no formal presentation.

Attendees were able to learn about the aRT3 Plan, final traffic safety strategies, draft art and enhancement recommendations, and share feedback with the planning team.

Marketing for the open house included a mailing to nearly 300 businesses, property owners, and residences along Route 3; digital marketing efforts; a KMOX radio interview; and traffic message boards placed by IDOT along Route 3. Facebook marketing was particularly effective, reaching over 18,000 users along the Route 3 project corridor, with more than 300 users clicking the link for additional information.

Summary of What Was Heard
Attendees were generally supportive of the recommended transportation safety strategies, particularly given that the recommended next steps include IDOT advancing to Intersection Design Studies (IDS) and a Phase-1 alignment study for the recommended lane reconfiguration from North Street to the McKinley Bridge. While there were differing opinions on specific elements (such as roundabouts) there was strong consensus that action is needed to improve safety along the corridor, especially at the Pontoon Road and Missouri Avenue intersections. Notably, the Pontoon Road/Route 3 intersection ranks among the top 5% of priority intersections in the 2024 St. Louis Regional Safety Action Plan, which calls for safety improvements by 2030.

Attendees were generally supportive of the draft art and enhancement recommendations. Attendees were asked to provide feedback on precedent art examples they saw as a good fit for corridor (see discussion on next page).


Photo source: Alton Telegraph

What art and enhancements would be successful along Route 3?

Both the advisory committee and attendees at the open house were asked the question "Based on this sampling of projects from across the country… Of these projects, which ones do you think are visually interesting and represent the type of art and enhancement you think would be successful along Route 3?"

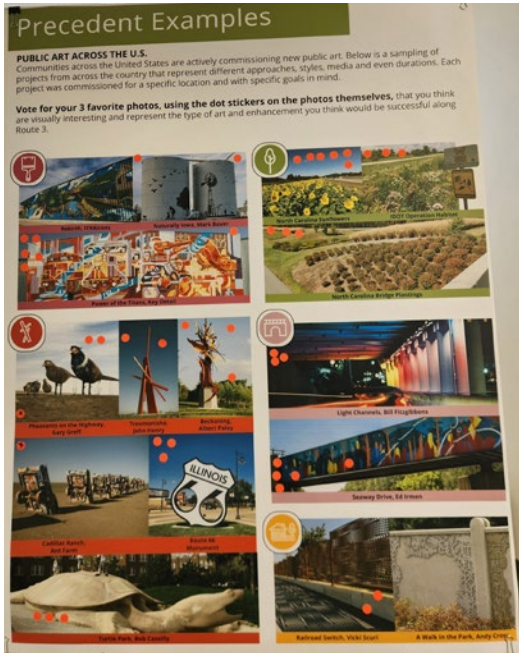
Open house attendees had the opportunity to do a dot voting exercise to choose their preferences. Advisory Committee members voted via an online survey earlier in the Spring. Preferences were very similar between the two groups.

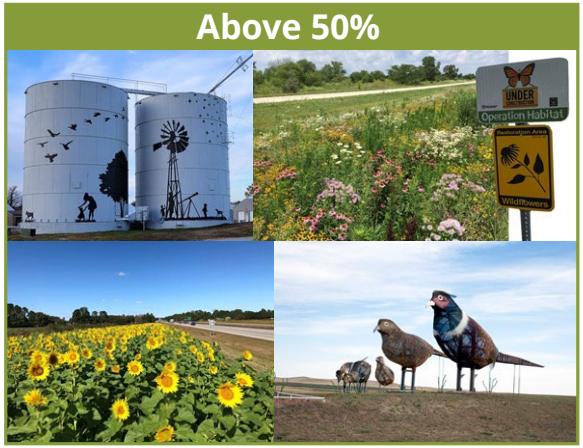
Landscape (Especially Native Landscaping)
Landscaping, particularly native landscaping, was a popular enhancement. This includes support for IDOT's "Operation Habitat" program, which restores and maintains native grasses and forbs. Native landscaping is seen as a strong opportunity along the Route 3 corridor due to the availability of large right-of-way areas and the potential for lower-cost maintenance.

Murals
Murals were well-received by both groups, although preferences varied slightly. The Advisory Committee favored themes reflecting rural and agricultural character.

Sculpture
Both groups expressed interest in large-scale sculptures, citing the Enchanted Highway in North Dakota as an inspiring example.

Bridge and Infrastructure Enhancements
Open House attendees responded more positively to bridge and infrastructure enhancements than the Advisory Committee. This may be due to the Committee's more detailed understanding of the limited opportunities for infrastructure improvements. However, both groups agreed that the new bridge at Route 3 and Interstate 270 presents a key opportunity for enhancements and could serve as a gateway to Route 3, Madison County, and Illinois.





Above Top: Photo of dot voting at the Open House #2 for preferred art and enhancements.
Above Bottom: Results of Advisory Committee voting from earlier in the Spring about preferred art and enhancements.

ADVISORY COMMITTEE

An advisory committee that included representatives of Route 3 businesses and property owners, community members, elected officials, and regional stakeholders from the transportation, economic development, and tourism sectors, worked with the planning team to help guide the process.

The advisory committee included more than twenty-five members, listed in the acknowledgments. The committee met regularly, and meeting dates included:

- July 11, 2024
- October 10, 2024
- January 23, 2025
- April 17, 2025
- August 12, 2025

ART & ENHANCEMENTS MASTER PLAN

- Introduction and Overview
  - Why Art And Enhancements Are Important
  - Goals And Principles For Route 3
  - Existing (And Scheduled) Art Installations

- Organization Options
- Criteria For Site Evaluation
- Opportunity Areas
- Other Corridor Aesthetics

Introduction

The section of Route 3 for this art and enhancement master plan stretches from the McKinley Bridge in the south to Interstate 270 in the north. For many, it is simply a pass-through space — a stretch of roadway connecting point A to point B — primarily used by commuters and commercial vehicles. But for others, it is a critical gateway to the communities of Venice, Madison, and Granite City; to the businesses that are vital to the region's economic health and growth; to America's Central Port and its extensive transportation network; and to the natural and recreational spaces of the American Bottoms.

In this way, Route 3 serves as the community's front door. Art, along with enhancements such as improved landscaping and thoughtful infrastructure design, can elevate the experience of traveling Route 3 to reflect the vital role it plays in supporting the health and prosperity of the communities it connects and the businesses it serves. It can also celebrate what makes these places unique: communities with their own stories of people and events, past and present; the industry and infrastructure that drive the region; and the remarkable natural environment along the banks of the Mississippi River.

Vision

Future art and design enhancement on Route 3 should:

- **Enhance the image of Route 3 and set the corridor apart from other parts of the region.**
- **Demonstrate the vitality of the Route 3 corridor to encourage investment by new and existing businesses.**
- **Welcome visitors and tourists to the communities along the Route 3 corridor.**

The vision was developed through conversations with the Route 3 Advisory Committee, the Art Working Committee, and during community engagement sessions, focusing on how art and design enhancements should shape the experience of the corridor.

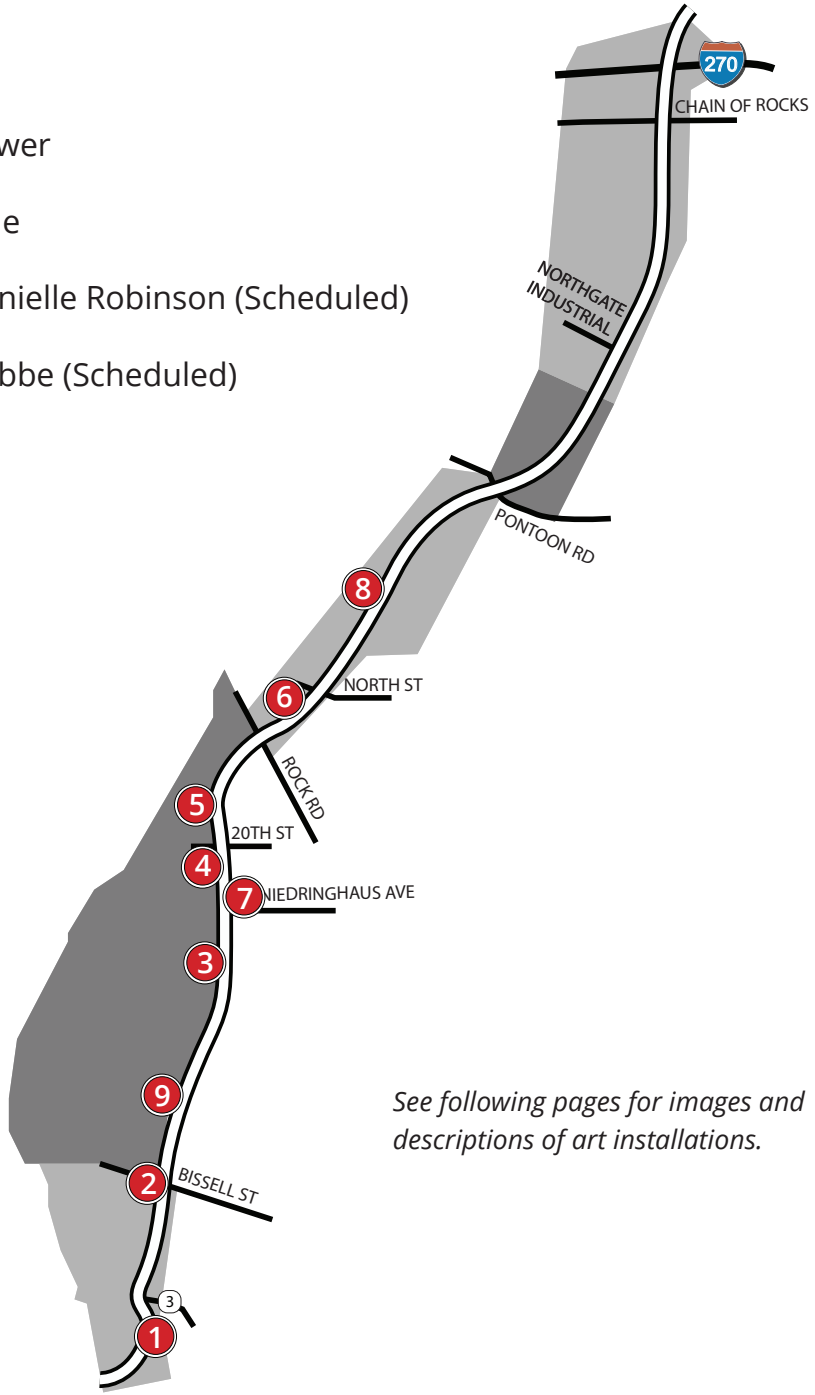
Mission

This vision will be accomplished through the concerted efforts of stakeholders along Route 3, including:

- Maintaining the corridor as a place that is clean, safe, and well cared for.
- Displaying art that celebrates the unique qualities of the area, including its community, industry, natural environment, and history.
- Incorporating design enhancements into roadway infrastructure that further develops the character of the corridor.
- Promoting the corridor as a destination for people traversing the Metro East.

Existing (and Scheduled) Art Installations

1. ***Salute to Steel***, John Celuch
2. ***Wake of the Flood***, Scott Ross
3. ***Wayfinder***, Noah Kirby
4. ***Oculus***, Noah Kirby
5. ***Intermodal Powerhouse No.1***, Noah Kirby
6. ***Tracy***, Jeffie Brewer
7. ***Rusty***, Mark Cline
8. ***Land Bridge,*** Danielle Robinson (Scheduled)
9. ***Aspire,*** Tom Wobbe (Scheduled)



See following pages for images and descriptions of art installations.

Salute to Steel, John Celuch
Funder: It Starts Here Foundation

Salute to Steel It serves as a tribute to the steel manufacturing that has historically taken place in the local communities of Granite City, Madison and Venice. The sculpture's three rings represent the three communities, with the vertical elements representing a steel pour. It serves as both a civic monument and a reminder of the community's resilience and hard work.

Wake of the Flood, Scott Ross
Funder: America's Central Port

America's Central Port, located along the Chain of Rocks Canal, is protected by a 500-year U.S. Army Corps of Engineers levee. Prior to the levee, the region would flood when the Mississippi River would rise. The artist's inspiration for this particular piece was to create something that made reference to what's left behind after a flood. When the water recedes, the high water mark leaves behind this jumble of linear elements (typically trees) on the bank of the river. It is a narrow and horizontally positioned piece by design, meant to complement the vertical nature of the surrounding space, including the various tall buildings and structures, trees, phone poles, and other infrastructure elements.

Wayfinder, Noah Kirby
Funder: America's Central Port

The *Wayfinder* sculpture was designed to address three areas of interest to America's Central Port. The use of steel as a primary material signifies the relationship between the Port and the local community and captures the significance of the Mississippi River. The boundaries of America's Central Port property span the communities of Madison, Venice, and Granite City. When the composition of these three elements come together it creates a whole that interacts and interrelates with one another in a way that is visually dynamic. The choice to paint the piece red is in reference to a theme found in river navigation. "Red right returning" is a phrase used to help remember how the system of navigational aids works in way-finding.

Oculus, Noah Kirby
Funder: America's Central Port

The piece was designed to highlight the significance and creativity within the manufacturing process of steel, which is prevalent throughout the region. The overall design incorporates multiple references to the surrounding landscape and river elements. The form makes reference to riverboat paddle wheels, locally manufactured steel coils, the wheels and tires of the trucks that move along IL Route 3, as well as being a sort of wild flower within the landscape. The title "Oculus" came about in reference to the idea that these things are critically significant parts of the Ports activity. They are a sort of lens through which to see the region and to bring into focus the Port's role as a valued participant.

Intermodal Powerhouse No.1, Noah Kirby
Funder: America's Central Port

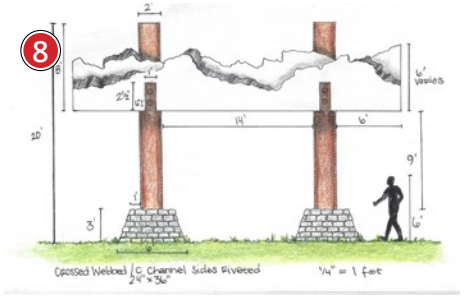
The focal point of design for this piece are the two 20' tall smoke stacks that were salvaged from the boilers of the former Granite City Army Depot power plant on property at the Port. The theme of this piece revolves around the nature of the Port as an economic engine and powerhouse of sorts. The stacks were the focal point of the design, along with the use of a grain silo and structures that make reference to shipping containers and the curved tops as seen on various Mississippi River barges. The color scheme was chosen to align with the green and blue accents of America's Central Port logo, where the color blue represents the river, green represents the road, and grey represents access to six Class-1 railroads.

Tracy, Jeffie Brewer
Funder: Agency for Community Transit

Tracy is part of Madison County Transit's (MCT) "Trail Critter" program of sculptures along the MCT Trails, as part of the recently launched "Art on the Trails" initiative. The mission of the initiative is to enhance the visual appeal of the MCT Trails while fostering a sense of playfulness and creativity. The whimsical sculptures are strategically placed in highly visible locations, providing a delightful contrast to the natural greens and browns of the MCT Trails. The triceratops is a playful reference to the tri-city area of Granite City, Madison, and Venice.

Rusty, Mark Cline
Funder: Granite City (Grant from Great Rivers and Routes)

Celebrating the "roadside attractions" of route 66 and the history of the workers in the historic Lincoln Place neighborhood of Granite City. Rusty could work on the barges or railroads, or at the steel mill. He is a celebration of the immigrant workers that helped form this community.



Land Bridge, Danielle Robinson **(Scheduled)**
Funder: America's Central Port

Land Bridge is a sculpture that utilizes salvaged bridge parts from the recently rebuilt Merchants Rail Bridge. The intention is to create large scale sculptures that reflect some aspect of the impact of the rail and shipping industry within the region. Kansas sculptor Danielle Robinson's design "Land bridge" was selected due to its focus on the landscape of the "American Bottoms" and how the land and the railroad connect this region to the rest of the country and world.

Aspire, Tom Wobbe **(Scheduled)** 9
Funder: America's Central Port

Aspire, concept design by Tom Wobbe utilizes salvaged parts from the recently rebuilt Merchants Rail Bridge. The intention of this project is to create large scale sculptures that reflect some aspect of the impact of the rail and shipping industry within the region. His design creates an aspirational composition of salvaged materials moving and growing upwards from its past.

Organization Options

Beyond this planning process, there is a need to have an entity that leads the charge. The successful implementation of the Route 3 transportation improvements, along with the art and design enhancements, will require ongoing involvement of stakeholders, and the focused attention of paid staff.

There are several types of skill sets and activities that may be needed to ensure the ongoing success of this initiative.

Advocacy: Working with IDOT to ensure that the infrastructure improvements are implemented in the spirit of this plan; keeping corridor stakeholders, including government partners and property owners, informed and connected to infrastructure and enhancement projects.

Fundraising: Seeking funding from stakeholders, writing grants, and seeking philanthropic contributions.

Acquisition and Ownership: Owning artwork and, potentially, the parcels of land that the work sits on.

Maintenance and Conservation: Overseeing the additional mowing, landscaping and trash removal along the corridor; maintaining and conserving artwork.

Curation: Facilitating the selection of artwork in conjunction with project stakeholders; working with artists through the design, fabrication and installation of artwork.

Promotion: Getting the word out about art, design and other enhancements, as well as progress on general infrastructure and safety improvements. Connecting with tourism and other efforts to promote the area.

Above: The aRT3 Planning Study Advisory Committee successfully brought together more than 25 stakeholders from the Route 3 corridor including elected officials, business and property owners, regional agencies, and other organizations to provide input on this plan. While the Advisory Committee will continue to play a crucial role during future implementation, a dedicated organization will be needed to manage the day-to-day aspects of carrying out the plan.

Organization Options

There are several options for bringing together expertise and focused attention.

Option A: New Nonprofit Organization Leads

A new, nonprofit organization could be formed that has the ongoing responsibility for stewardship of the Route 3 corridor. This nonprofit would have a board comprised of corridor stakeholders,. The organization should have paid staff to facilitate initiatives.

Pros:
- Independence from any one government agency or stakeholder.
- Organization's visibility creates the potential for greater visibility for the improvements and enhancements Route 3.
- More attractive for some grant makers and philanthropic donors.

Cons:
- Requires resources for staffing
- Takes time and resources to maintain nonprofit status
- Requires long-term commitment to sustain over time

Option B: Decentralized Working Group or Committee

Transitioning the current Route 3 Advisory Committee into an ongoing Working Group. Each member of the Working Group brings different expertise and resources.

Pros:
- Utilizes expertise of people already doing work in and around the corridor.

Cons:
- Decentralized responsibilities may create challenges for coordination and follow-through.

Option C: Utilize Existing "It Starts Here Foundation"

The "It Starts Here Foundation" was spearheaded by the Chamber of Commerce of Southwestern Madison County in 2005. Through the Foundation, the Chamber worked with local businesses to raise funds to initiate Route 3 cleanup program, which adopted this portion of Route 3 to clean, beautify and change the perception of the area; and to commission the "Salute to Steel" sculpture. The Foundation currently has an active board, but no permanent staff.

Pros:
- A track record as a convener and leader among stakeholders in the region.
- Experience commissioning artwork and spearheading clean-up and beautification efforts.
- The Foundation's existing 501c3 and track record allows for fundraising and other work to begin immediately.

Cons:
- Lack of dedicated staff.

Recommendation

A dedicated organization with the capacity to advocate, fund raise, and manage projects will be necessary to see through the recommendation in this plan. The existing "It Starts Here Foundation" is well-positioned to be this organization and take the lead.

The initiative also will require a dedicated staff person to work with the Advisory Committee to keep things on track. It may take a few years of fundraising before the "It Starts Here Foundation" has the resources to hire staff. In the interim, America's Central Port could act as a contractor to provide staff support. The Port has been a key leader in art and design enhancements and has experienced, engaged staff who could, on a limited-term basis (three to five years), manage the work and help position the Foundation to hire its own staff.

Criteria For Site Evaluation

Many ideas for public art and design enhancements are outlined in this plan, and more will continue to emerge. While the plan recommends a list of priority initiatives, there will be an ongoing need to prioritize fundraising and support as projects are completed or new ideas come forward. The following criteria provide key considerations for evaluating opportunities. Although they can be applied to each specific opportunity, they do not all necessarily carry the same weight or apply to every project.

Location
When reviewing an opportunity, it will be important to evaluate the site's appropriateness for art or design enhancements.

- The site lends itself to an artwork or design enhancement where people could safely park/walk up the work and interact with it.
- The site lends itself to an artwork or design enhancement that can be experienced from multiple vantage points.
- An artwork or design enhancement at the site would complement or enhance current and potentially future site uses.
- The area does not already have artwork and design enhancements in the vicinity.

Resources
Some priorities may take a higher priority or need to be timed to take into consideration community interest, the availability of funding, staff resources, volunteer time, and partnerships.

- There is a high level of community buy-in for art or enhancements at the site.
- The site owner is a willing partner and shares the vision for the site's use and approach to art and design enhancement OR there is the ability to acquire the site.
- There are partnerships, funding opportunities, volunteers, etc. that could strengthen the outcomes of the project.
- There is a construction project at the site that could allow for site integration and/or leveraging of resources.
- Art or a design intervention at the site supports other local plans and initiatives.
- There are sufficient resources to introduce an artwork or design enhancement that would be of an appropriate quality, durability, scale, and duration for the site.
- There is someone able to manage the project and any related engagement and programming.

Technical
Each site will have its own technical needs in terms of site work, infrastructure, safety, and future use. Before proceeding with a site, technical needs should be evaluated.

- The site does not pose concerns related to traffic or public safety.
- Future development will not change the appropriateness of the site for an artwork or design enhancement.
- The site does not pose significant concerns related to access for maintenance.
- There is access to power for lighting and the ability to meter/pay for it.

Art and Design Inspiration

As efforts to enhance the Route 3 corridor began in the early 2000s, area leaders focused on how to create an authentic sense of place and engage visitors in what makes the Route 3 corridor unique – its history and the industries that sustain the community. These ideas helped inspire the design for *Salute to Steel*, which is a tribute to the steel manufacturing that has historically taken place in Granite City, Madison and Venice.

Building on those ideas, the engagement for aRT3 asked participants to comment on what ideas should inspire future art and design. In addition to history and industry, ideas surfaced around highlighting the unique natural environment that can be accessed from the corridor, and the celebrating the communities it passes through.

History: This area, located in the American Bottom, has a rich history, with connections to important people and events that have impacted the nation. From the Native Americans that inhabited this land back to the Mississippian era, to Camp River Dubois where Lewis and Clark prepared for their journey into the Louisiana Purchase, to an being important stop on the Underground Railroad at the Mary Meachum Freedom Crossing, these lands have been at the nexus of our nation's evolution.

Industry: The Route 3 corridor is an important economic driver for the region, with strengths in both agriculture and manufacturing, and a transportation network, including America's Central Port, that ships and receives goods and materials across the globe via the Mississippi River, as well as a robust rail and roadway network.

Community: Route 3 is not just a commercial corridor. It is also a gateway to the communities of Venice, Madison and Granite City. Art and design enhancement can draw attention to these hard-working, multicultural communities and reflect the pride people have in the place that they call home.

Natural Environment: The environment of the American Bottom is shaped by its connection to the Mississippi River and the flooding that has shaped the land over centuries. As part of the Mississippi Flyway, it has the greatest concentration of bird species in Illinois. Chouteau Island, the Old Chain of Rocks Bridge and Park, and the MCT Confluence Trail provide access to natural areas along the Mississippi for hiking, biking, fishing, and birdwatching.

Above: At Open House #1, attendees discussed what they perceived as the identity of Route 3. Inspiration for future art and design includes themes of history, industry, community, and the natural environment.

Enhancement and Art Opportunities

Mural

Parcel or Right-of-Way
These areas could be one or more of several types of opportunities, including:

Landscape

Art / Sculpture

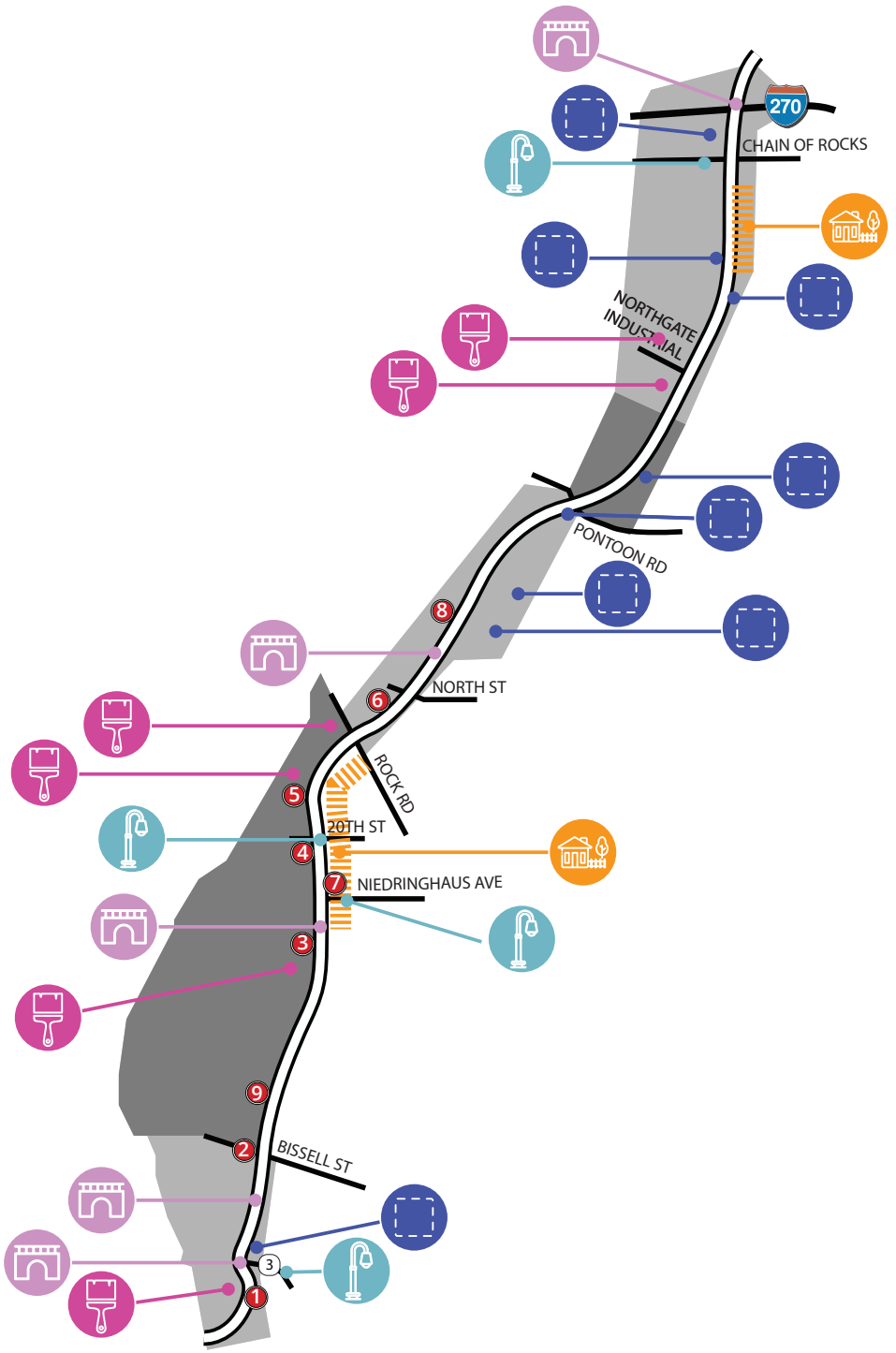
Infrastructure

Residential Edge

Streetscape

Existing (or Scheduled) Sculpture

The Enhancement and Art Opportunities map on this page serves as the master plan for the corridor. The following pages highlight the priority art and enhancement initiatives, along with detailed descriptions of each opportunity site.

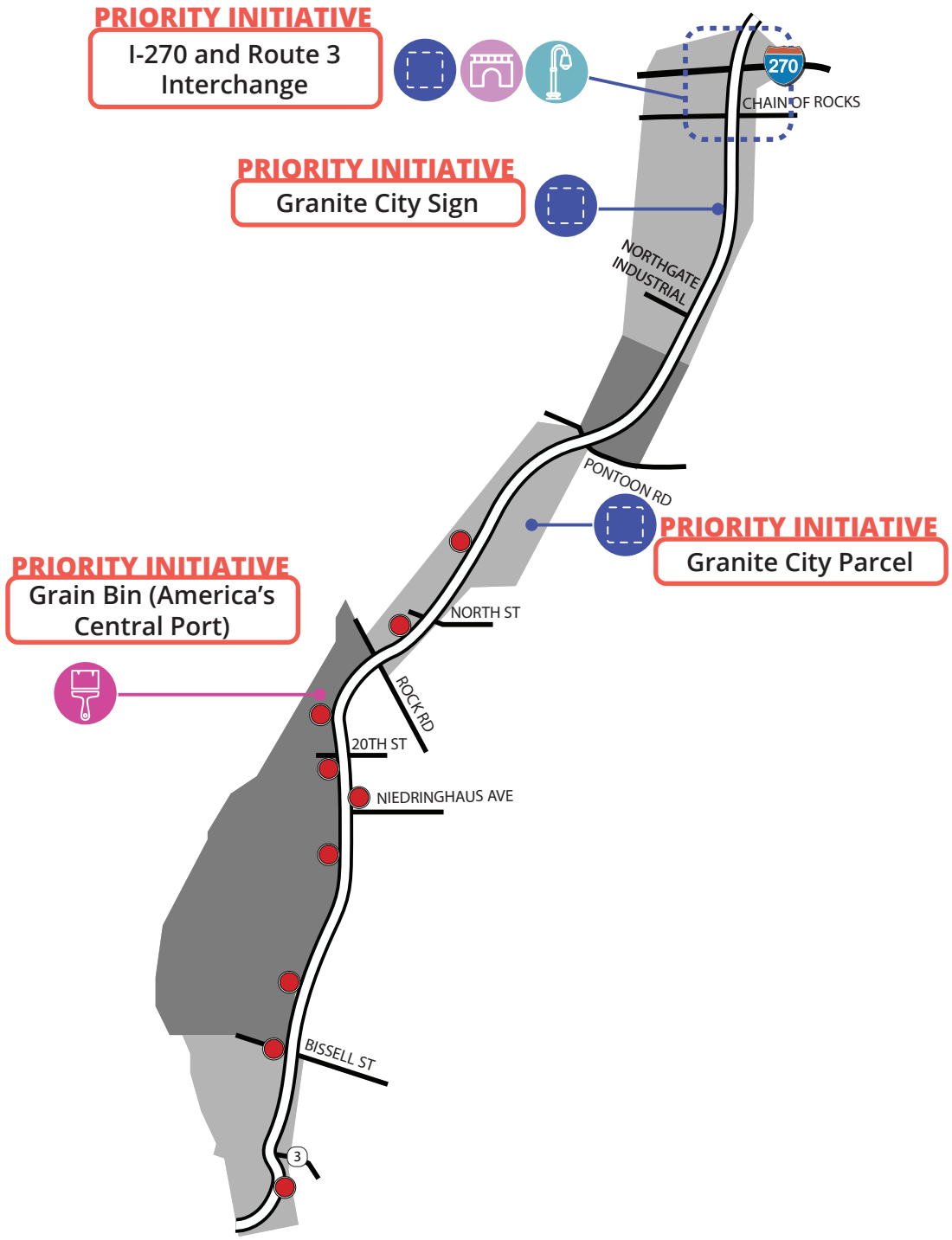


Enhancement and Art Opportunities:

PRIORITY INITIATIVES

- I-270 and Route 3 Interchange
- Granite City Sign
- Granite City Parcel
- Grain Bin (America's Central Port)
- Corridor Landscape Stewardship

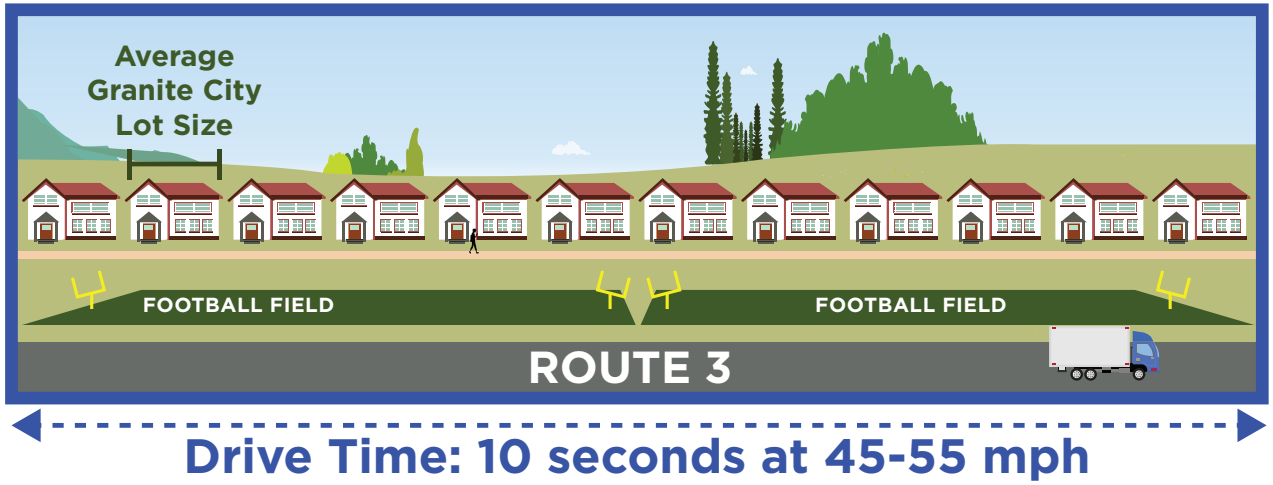
The priority initiatives are highlighted on the following page descriptions of each opportunity area. The Corridor Landscape Stewardship is included as its own section later in the document.



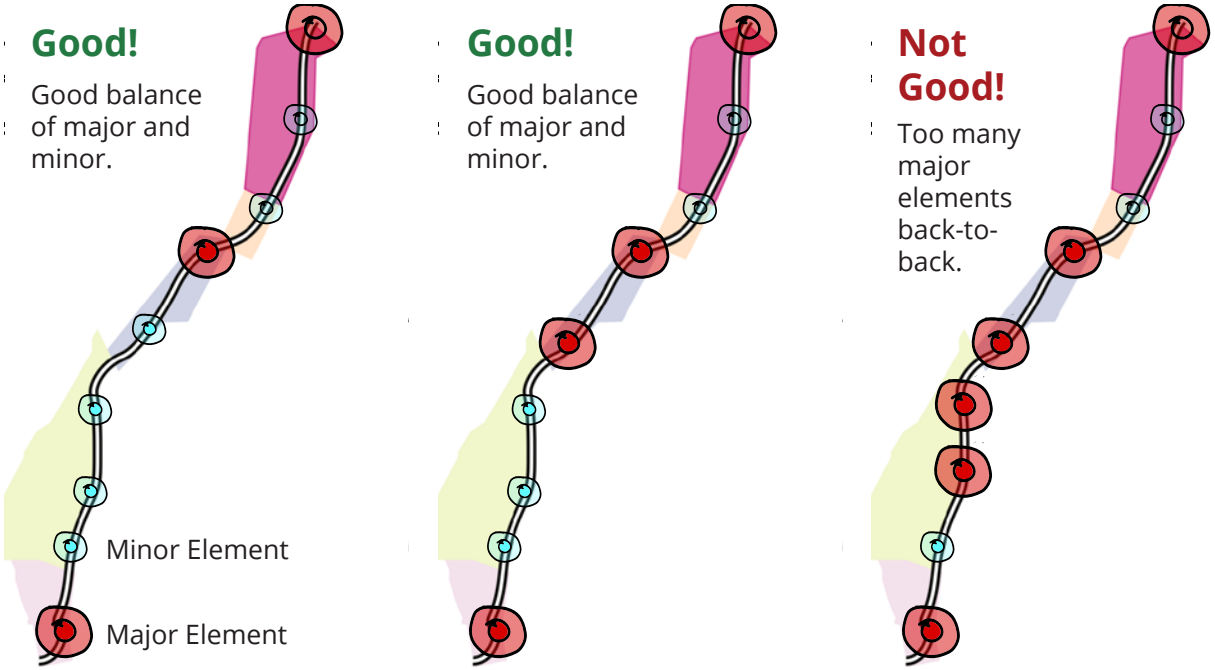
Understanding Corridor Hierarchy

There is no scientific formula for determining the frequency, distance, or scale of art and enhancements. Like many aspects of aesthetics, beauty is in the eye of the beholder. However, it is important to understand scale and the speed at which travelers along Route 3 will experience these elements.

The diagram to the right illustrates that someone **driving 45 - 55 mph will cover in ten seconds the equivalent of two football fields — or about the length of twelve houses**. This means drivers will pass by quickly and may not notice many details in that short span.



The Route 3 diagrams to the right illustrate that art and enhancements should follow a rhythm of "major" and "minor" elements. While there shouldn't be a strict template dictating the placement of these elements, since site opportunities often determine the potential scale, an overall hierarchy should be kept in mind as future art and enhancement projects are implemented.



MULTIPLE OPPORTUNITIES: I-270 / Route 3 Intersection

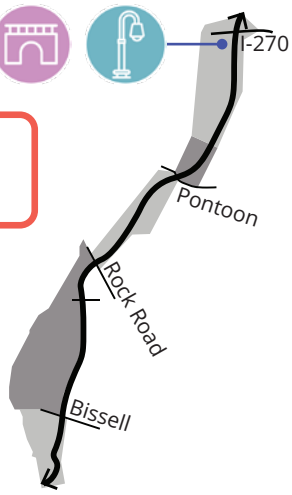
Visibility

High	Medium	Low

Ownership

Private	Public	IDOT

PRIORITY INITIATIVE



Project Goals

- Create a gateway into Illinois and Madison County as the first Illinois exit from I-270.
- Create a sense of arrival into the tri-city area.
- Make this interchange distinct from others in the region through enhanced design and elements that reflect a sense of place.

Timing

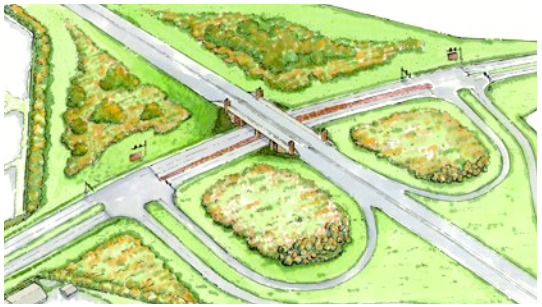
- Design of enhancements should take place in conjunction with overall design of interchange improvements.
- Stand-alone sculpture could be added later, but the siting and any needed infrastructure for sculpture should be considered during the interchange design and construction.

Technical Considerations

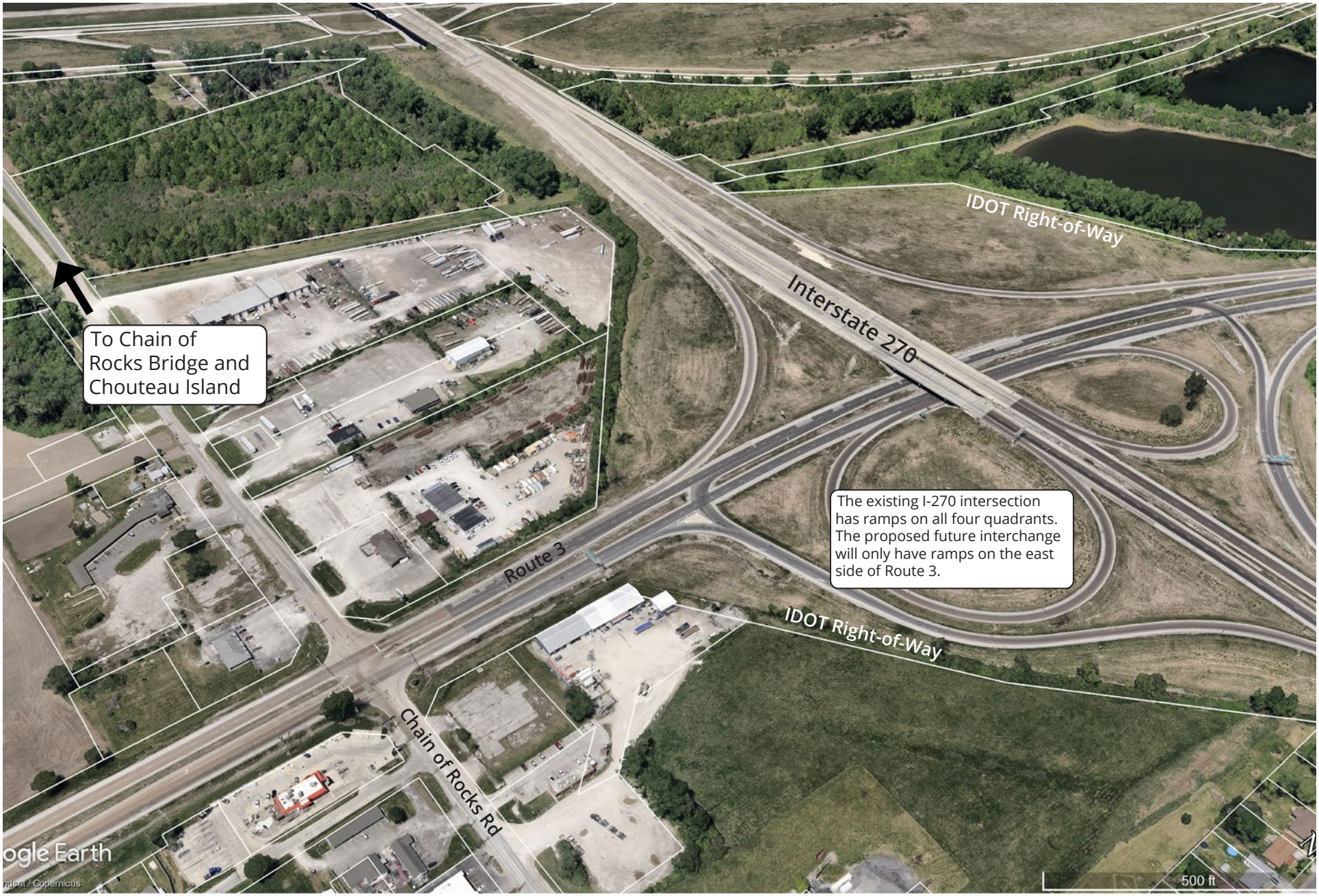
- Enhancements and artwork should meet all IDOT safety requirements.
- Ensure that art and enhancements do not pose significant concerns related to access for maintenance.

Stakeholders

IDOT, City of Granite City, Great Rivers and Routes, Madison County, MCT, Chouteau Township, and businesses along Chain of Rocks Road.



I-270 / Route 3 Intersection: Existing Site Area

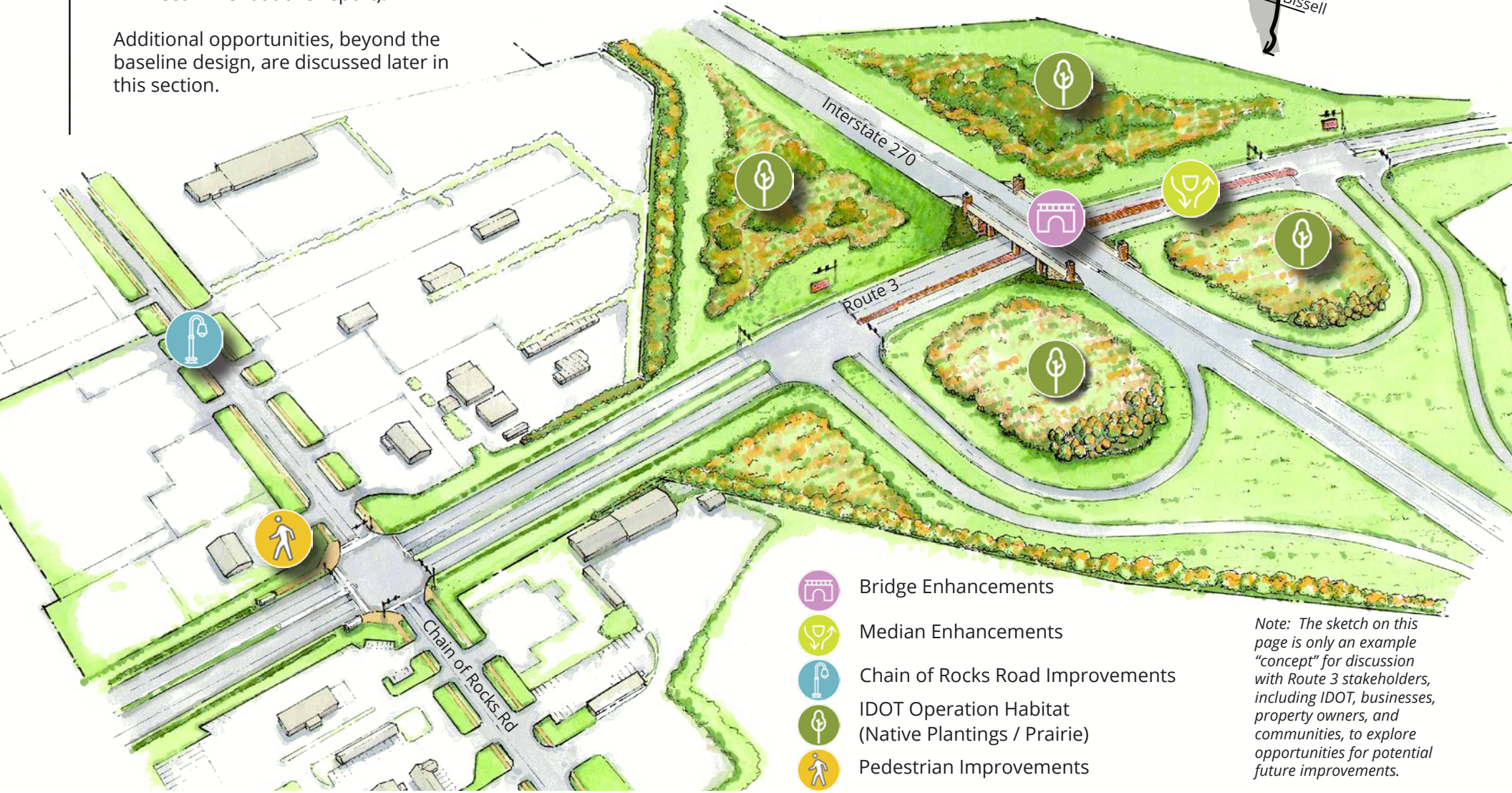


I-270 and Route 3: Baseline Design

The redesign of the Interstate 270 and Route 3 interchange is included in IDOT's future work program. As part of the base design, there are several opportunities to enhance the aesthetics of the interchange and create a more welcoming entry point into Illinois and Madison County, including:

- Bridge Enhancements (see later this section).
- Landscape (see section on Landscape Stewardship).
- Route 3 and Chain of Rocks Road Intersection crosswalk, pedestrian, and transit stops (see later this section and Transportation Recommendations report).

Additional opportunities, beyond the baseline design, are discussed later in this section.



Note: The sketch on this page is only an example "concept" for discussion with Route 3 stakeholders, including IDOT, businesses, property owners, and communities, to explore opportunities for potential future improvements.

I-270 and Route 3: With Visitor Center (Preferred Location)

The intersection of Interstate 270 and Route 3 serves as the first entry point into Illinois for visitors from the west, making it a key gateway to Illinois, Madison County, Granite City, and the Route 3 corridor.

The preferred location for a visitor center is at the intersection of Chain of Rocks Road. While not visible from the interstate, a site along Chain of Rocks Road could serve as a gateway, anchoring the intersection and enhancing the sense of arrival to Chain of Rocks Bridge and Chouteau Island. (The 2002 Chouteau Island Master Plan recommended a visitor center closer to the Chain of Rocks Bridge.)

A key factor in site availability. A minimum of five to six acres would be needed, and the existing property along Chain of Rocks Road is privately owned. While this concept envisions the visitor center at the southwest corner, the other corners could also be suitable if property becomes available.

Note: The sketch on this page is only an example "concept" for discussion with Route 3 stakeholders, including IDOT, businesses, property owners, and communities, to explore opportunities for potential future improvements.

I-270 and Route 3: With Visitor Center

The intersection of Interstate 270 and Route 3 serves as the first entry point into Illinois for visitors from the west, making it a key gateway to Illinois, Madison County, Granite City, and the Route 3 corridor.

A visitor center at this intersection would provide a welcoming entrance to Illinois and Madison County while highlighting the Route 3 corridor as an important tourism destination.

Note: The sketch on this page is only an example "concept" for discussion with Route 3 stakeholders, including IDOT, businesses, property owners, and communities, to explore opportunities for potential future improvements.

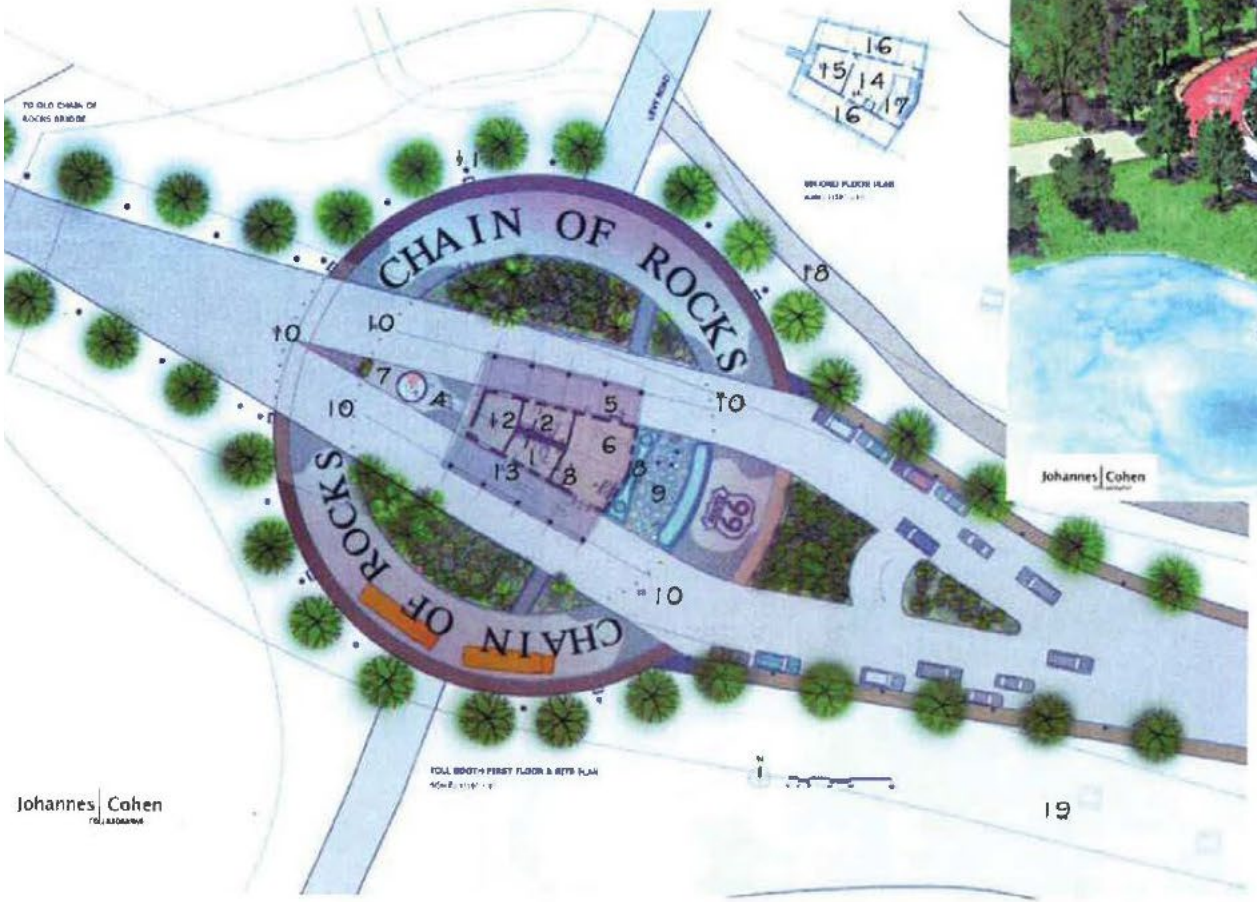
I-270 and Route 3: With Visitor Center (Alternate Location)

An alternate location for the visitor center is on the west side of the intersection. This site is visible from I-270 and would provide a welcoming entrance to Illinois and Madison County while highlighting the Route 3 corridor as an important tourism destination. The location would fall within the excess right-of-way that IDOT expects to have available as part of its planned intersection design.

An Opportunity to Implement Portions of the Chouteau Island Master Plan

The 2002 Chouteau Island Master Plan proposed a Chain of Rocks visitor center near the eastern end of the Chain of Rocks Bridge. A key advantage of locating a "Welcome to Illinois" visitor center near the intersection of Route 3 and Chain of Rocks Road is that it could serve a dual purpose: acting as both a gateway to Illinois along the I-270 corridor and as an entrance to Chouteau Island and the Chain of Rocks Bridge. This would help fulfill one of the goals outlined in the 2002 plan

This page includes two of the renderings of the proposed visitor center from the 2002 plan.



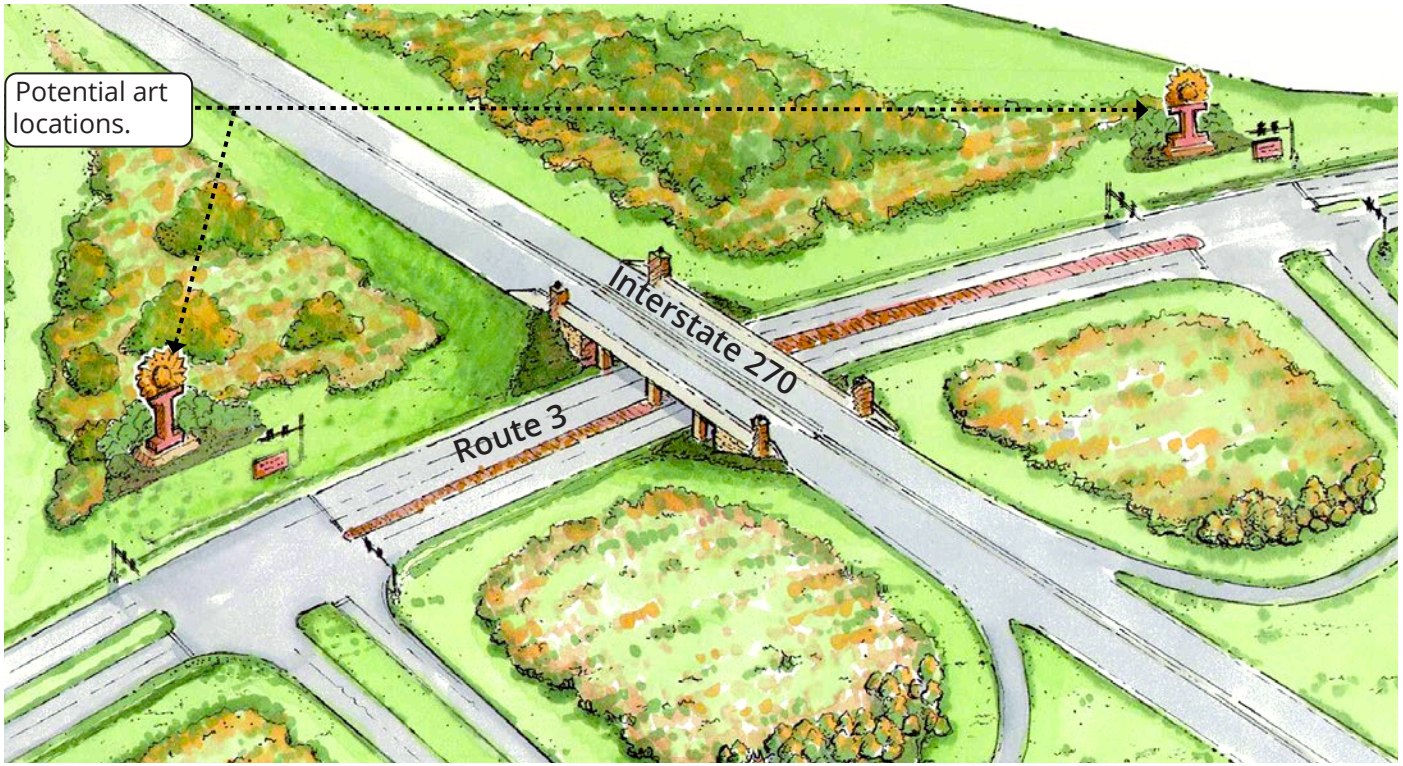
Proposed Toll Booth Visitor Center

I-270 and Route 3: Intersection Sculpture

Sculpture at the interchange would create a gateway into Illinois and Madison County as it marks the first Illinois exit from I-270. It would also establish a sense of arrival into the tri-city area. The sculpture should be positioned to ensure visibility from the Interstate, Route 3, and the exit and on-ramps.

I-270 and Route 3: Intersection Sculpture

The scale of the sculpture will need to be sufficient to ensure it is prominently visible at the interchange. The proposed interchange is fairly expansive, covering nearly 50 acres. The precedent images below are intended to illustrate examples of sculptures that are monumental in scale.

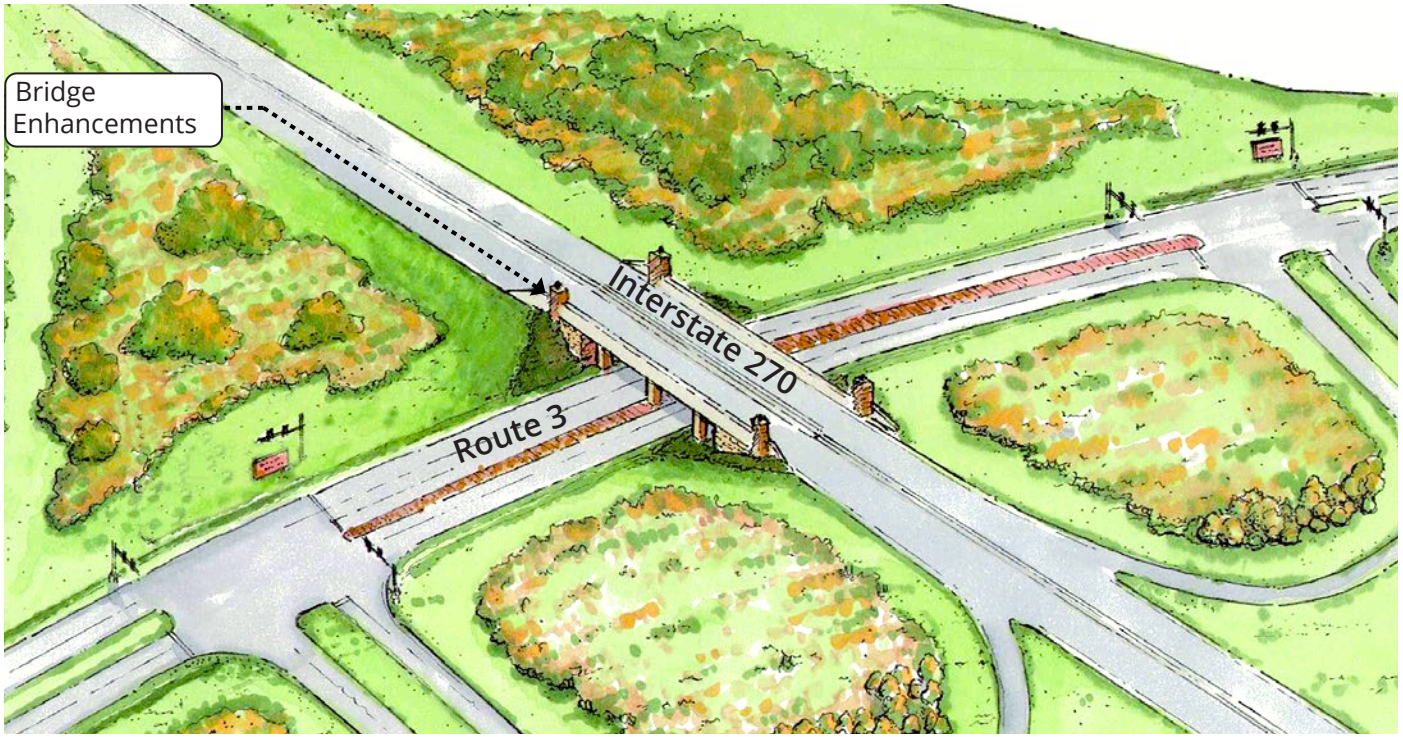


I-270 and Route 3: Bridge Enhancements

The intersection of Interstate 270 and Route 3 serves as the first entry point into Illinois for visitors from the west, making it a key gateway to Illinois, Madison County, Granite City, and the Route 3 corridor.

The design aesthetics of the I-270 bridge over Route 3 is an opportunity to create a welcoming entry into Madison County.

The images below show precedent examples of bridge enhancements from other locations along Illinois interstates.



Bridge Enhancements: Regional Precedent - Interstate 255

Left: Sign supports along I-255 have the same earth tone color as the bridge girders.

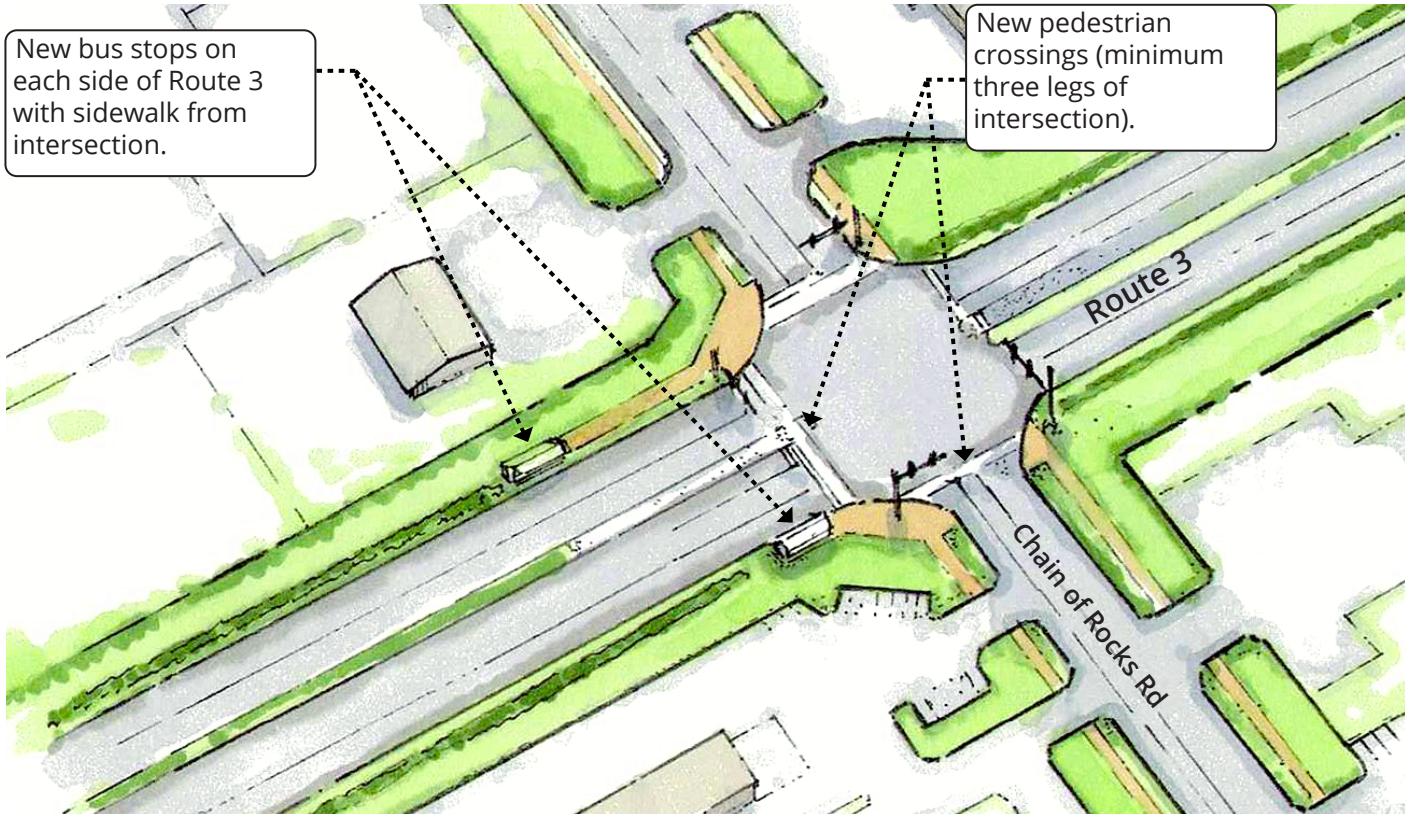
The bridges along Interstate 255 in Madison and St. Clair counties provide a good precedent for how IDOT bridges can incorporate enhancements.

Bridge Enhancements: Illinois Precedent - Interstate 57 near Champaign

Bridge Enhancements: Illinois Precedent - Interstate 55 near Bolingbrook

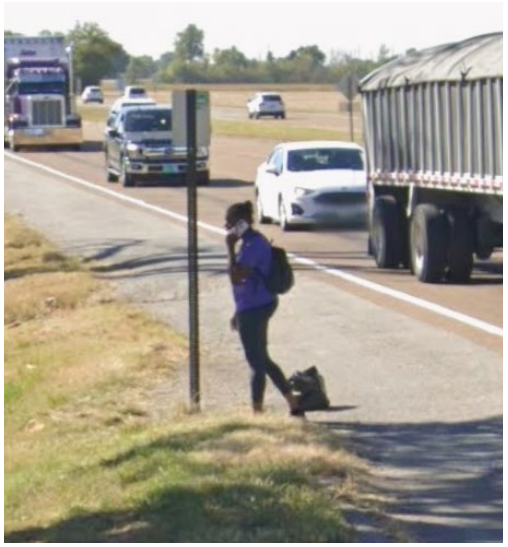
I-270 and Route 3: Pedestrian Crossing and Bus Shelters

The existing bus stops at the Chain of Rocks intersection are frequently used, however, the existing intersection lacks crosswalks, pedestrian signals, and sidewalks. Future improvements should include crosswalks, pedestrian signals, sidewalks, and new bus shelters.



Bottom Left and Center: The existing bus stops at the Chain of Rocks intersection are frequently used. However, the intersection lacks existing crosswalks and the bus stops must be accessed using the shoulder of Route 3.

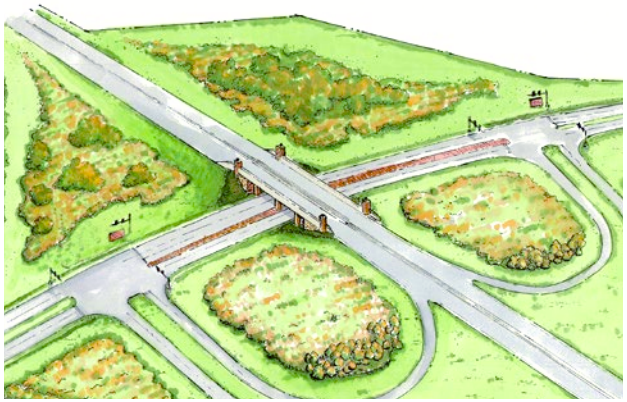
Bottom Right: Example of an enhanced bus stop.

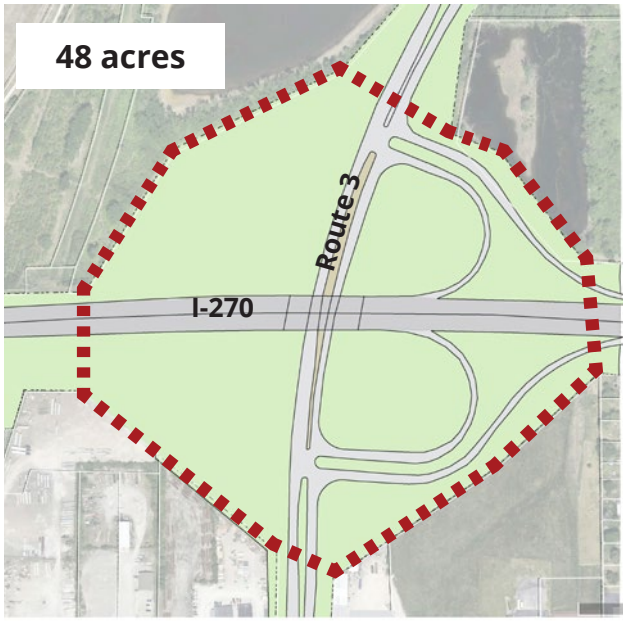


I-270 and Route 3: Importance of Native Plantings

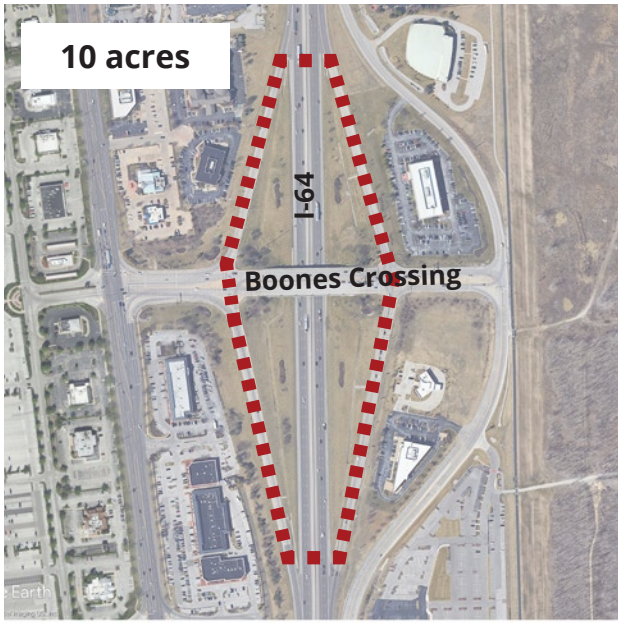
A native landscape strategy, such as IDOT's Operation Habitat, is recommended for the I-270 and Route 3 interchange due to the scale of the interchange. The concept plan includes nearly 50 acres of greenspace. Compared to other high-profile interchanges in the St. Louis region, the I-270 and Route 3 interchange will include significantly more greenspace to maintain. While Boone's Crossing and Olive Boulevard are often cited as examples of attractive interchange landscaping, their footprints are much smaller by comparison.

I-270 & Route 3 (Future)

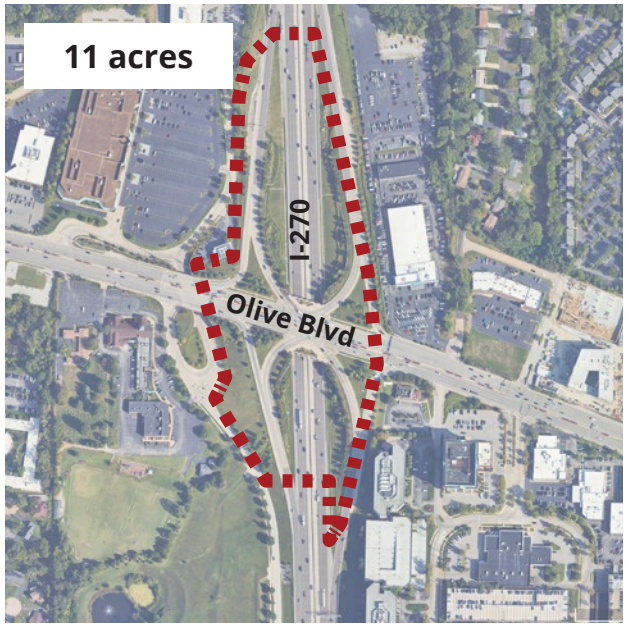




I-64 & Boones Crossing



I-270 & Olive Blvd



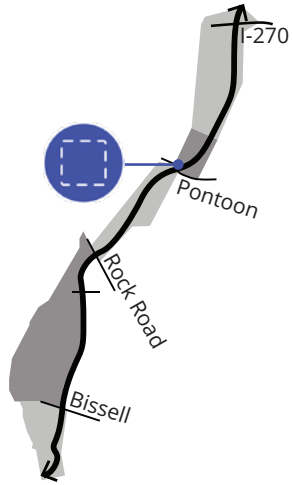
MULTIPLE OPPORTUNITIES: Pontoon Rd and Missouri Ave

Visibility

High	Medium	Low

Ownership

Private	Public	IDOT



Project Goals

- Create a destination location for travelers to have a unique experience along the corridor i.e. a selfie site or small roadside park.
- Sculpture or significant native planting and landscaping.
- Contribute to creating a sense of place with an artwork that reflects local history, nature, industry and/or community.

Timing

- Stand-alone sculpture could be added at any time, depending on the location (proposed transportation changes to Pontoon Road and Missouri Ave will impact timing). Landscaping and infrastructure for sculpture should be considered during the interchange design.

Technical Considerations

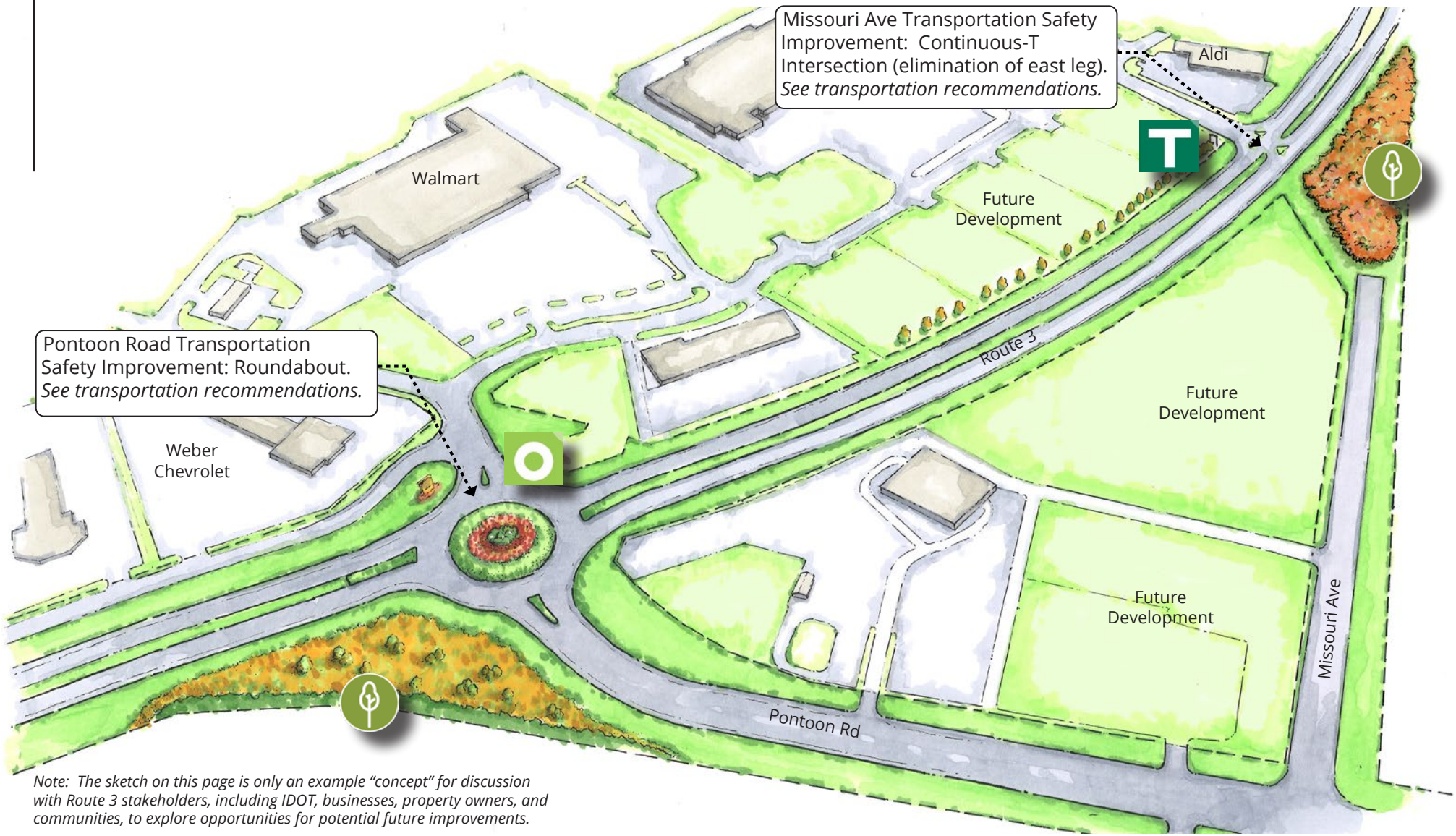
- Enhancements and artwork should meet all IDOT safety requirements.
- Ensure that art and enhancements do not pose significant concerns related to access for maintenance.
- An artwork should be scaled appropriately within the site.
- Designs should take into consideration other signage that will be on the site.

Stakeholders

IDOT, City of Granite City, Weber Chevrolet, and businesses at intersection.

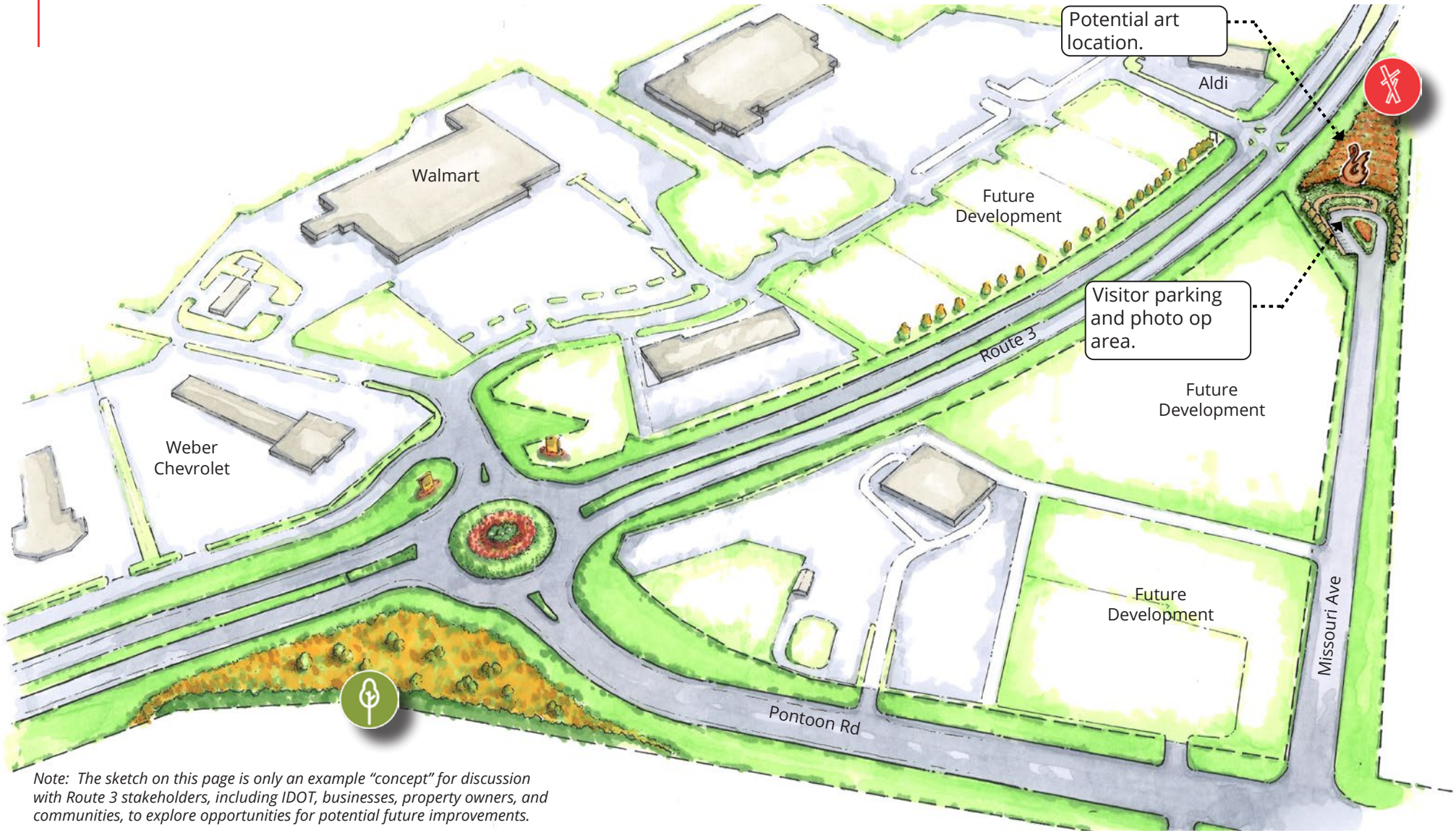
Pontoon Rd and Missouri Ave: Existing Site Area

Pontoon Road and Missouri Avenue



Note: The sketch on this page is only an example "concept" for discussion with Route 3 stakeholders, including IDOT, businesses, property owners, and communities, to explore opportunities for potential future improvements.

Pontoon Road and Missouri Avenue: Sculpture



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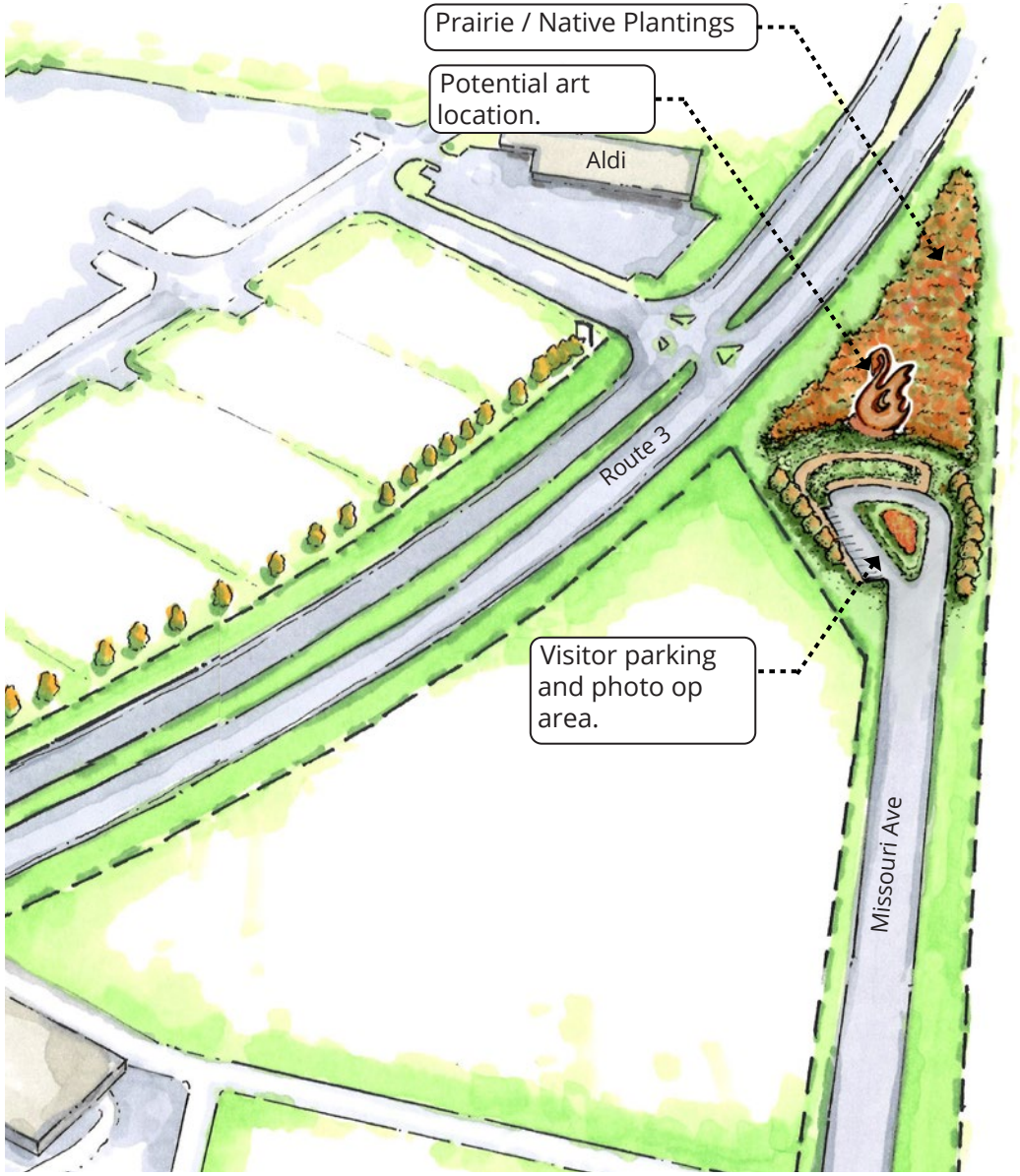
Pontoon Road and Missouri Avenue: Sculpture

This location is an opportunity to have a visitor parking area for visitors and tourists to get photos with the sculpture.

The photos below are from the Enchanted Highway in North Dakota which includes a series of large sculptures along 32 miles of Highway 21. The sculpture locations are popular with visitors for photos and "selfies."



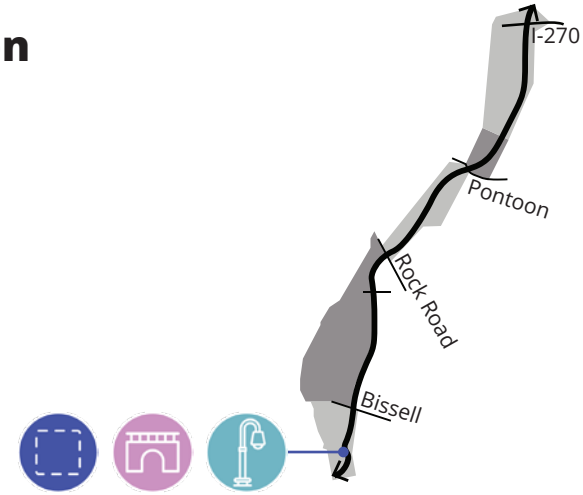
MULTIPLE OPPORTUNITIES: Route 3 / Broadway Intersection

Visibility

High	Medium	Low

Ownership

Private	Public	IDOT



Project Goals

- Create an iconic, signature image for the Route 3 corridor.
- Contribute to creating a sense of place with an artwork that reflects local history, nature, industry and/or community.

Timing

- An artwork should be commissioned in conjunction with the design and construction of the roundabout so that it can be fully integrated into the site.

Technical Considerations

- Enhancements and artwork should meet all IDOT safety requirements.
- Ensure that art and enhancements do not pose significant concerns related to access for maintenance.
- An artwork should be scaled appropriately within the site.
- Designs should take into consideration other signage that will be on the site.

Stakeholders

IDOT, City of Venice, Beelman Trucking, and MCT.

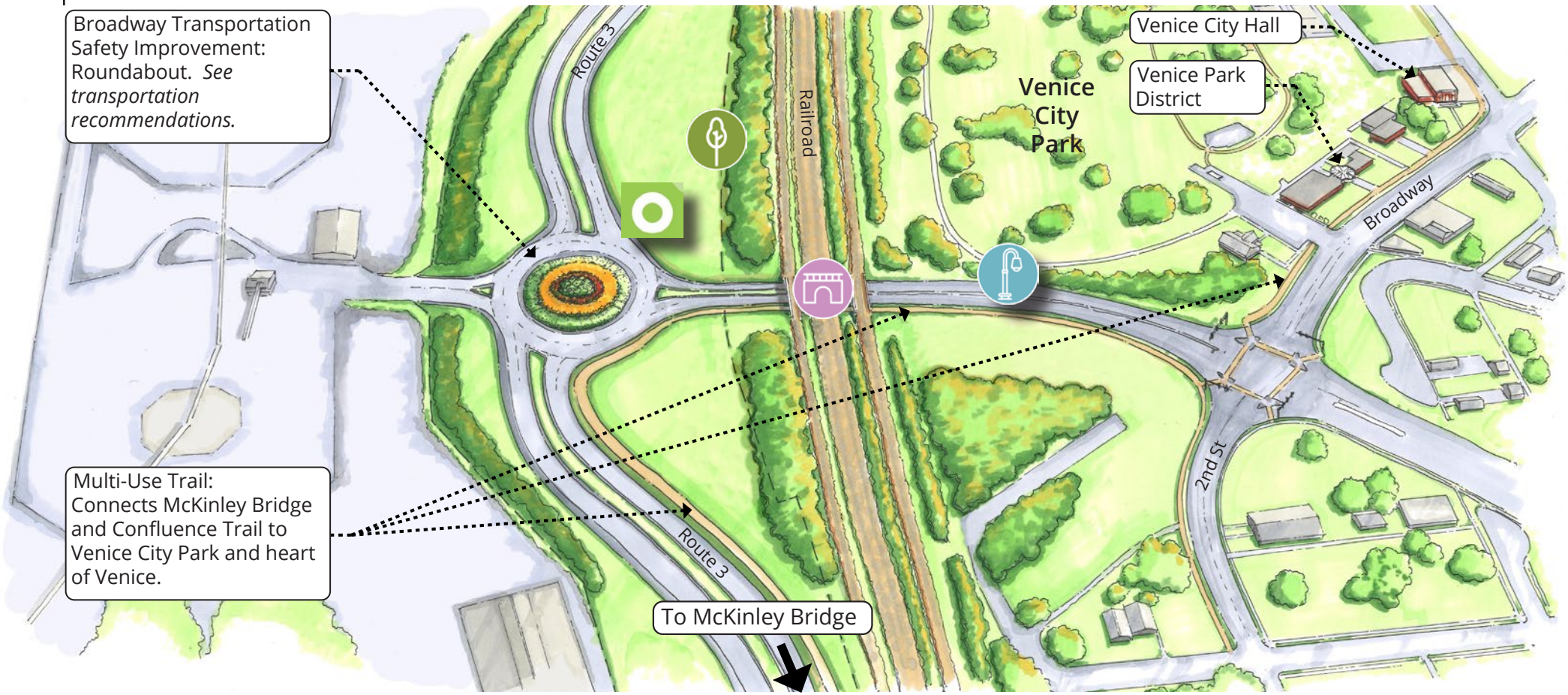



Route 3 / Broadway Intersection: Existing Site Area

Broadway Avenue

The proposed roundabout at Broadway will facilitate the opportunity for a shared use path that will help connect the MCT Confluence Trail with the heart of Venice and the Schoolhouse Trail (Connecting the Confluence Trail and the Schoolhouse Trail is a regional trail priority).

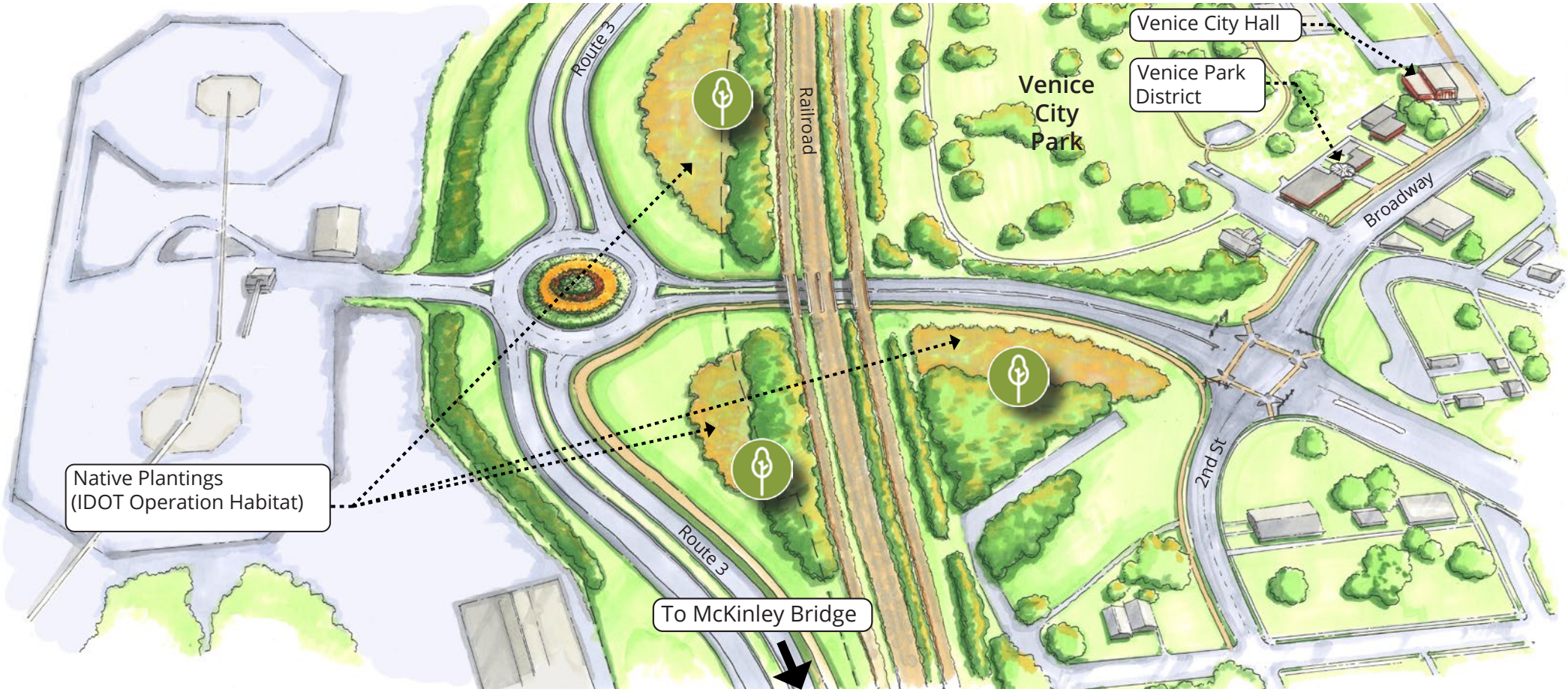
Note: The sketch on this page is only an example "concept" for discussion with Route 3 stakeholders, including IDOT, businesses, property owners, and communities, to explore opportunities for potential future improvements.



Broadway Interchange: Native Plantings

The Broadway interchange area includes large expanses of right-of-way that would be ideal for native plantings (such as those promoted by IDOT's Operation Habitat) offering benefits like attractive roadsides and reduced mowing needs.

Note: The sketch on this page is only an example "concept" for discussion with Route 3 stakeholders, including IDOT, businesses, property owners, and communities, to explore opportunities for potential future improvements.



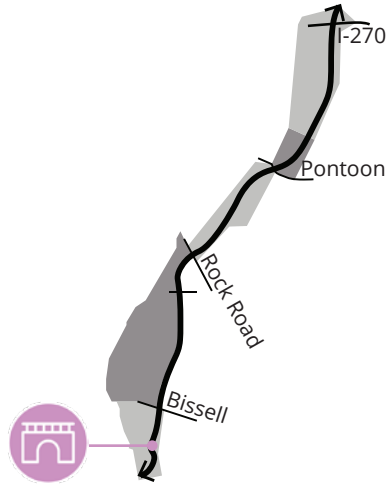
INFRASTRUCTURE OPPORTUNITY: Broadway Ave Railroad Trestle

Visibility

High	Medium	Low

Infrastructure Ownership

Private	Public	IDOT



Project Goals

- Enhance the appearance of the existing railroad infrastructure.
- Create a welcoming gateway to the Venice community.
- Honor the role of the railroad in the history and economy of the region.

Timing

- Could be implemented at any time, with consent of the railroad.

Technical Considerations

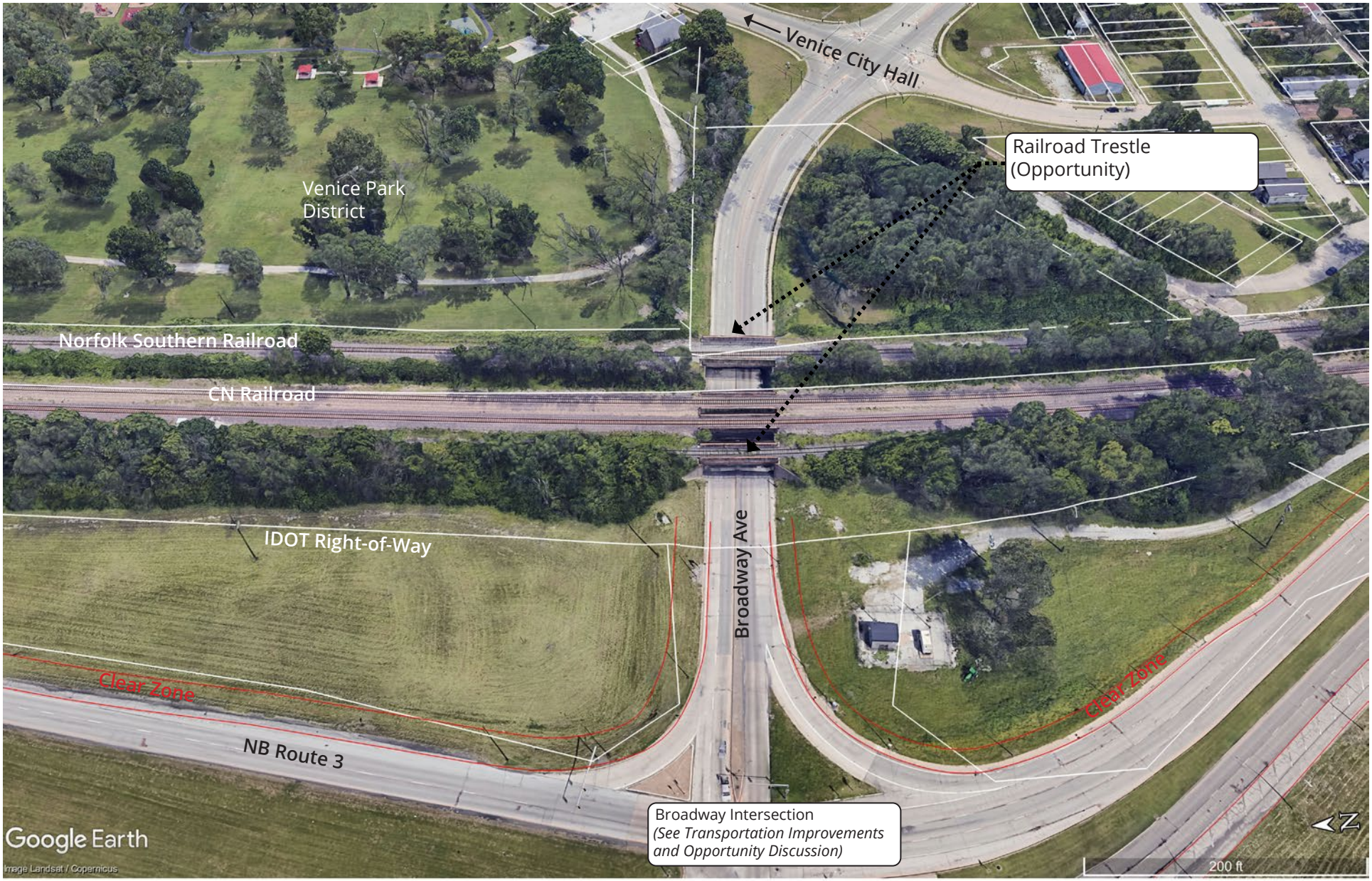
- Technical needs for the railroad in terms of safety and inspection should be adhered to.
- Designs should take into consideration safety for passing motorists.
- Artwork could be on the bridge over Broadway Avenue and/or the concrete embankment.
- For the bridge, materials could include paint or a vinyl appropriate for outdoor application.
- For painted murals, see technical considerations for murals (see 'Murals' section).

Stakeholders

Norfolk Southern Railroad, CN Railroad, IDOT, and City of Venice.




Broadway Ave Railroad Trestle: Existing Site Area



Broadway Ave Railroad Trestle: Existing Photos

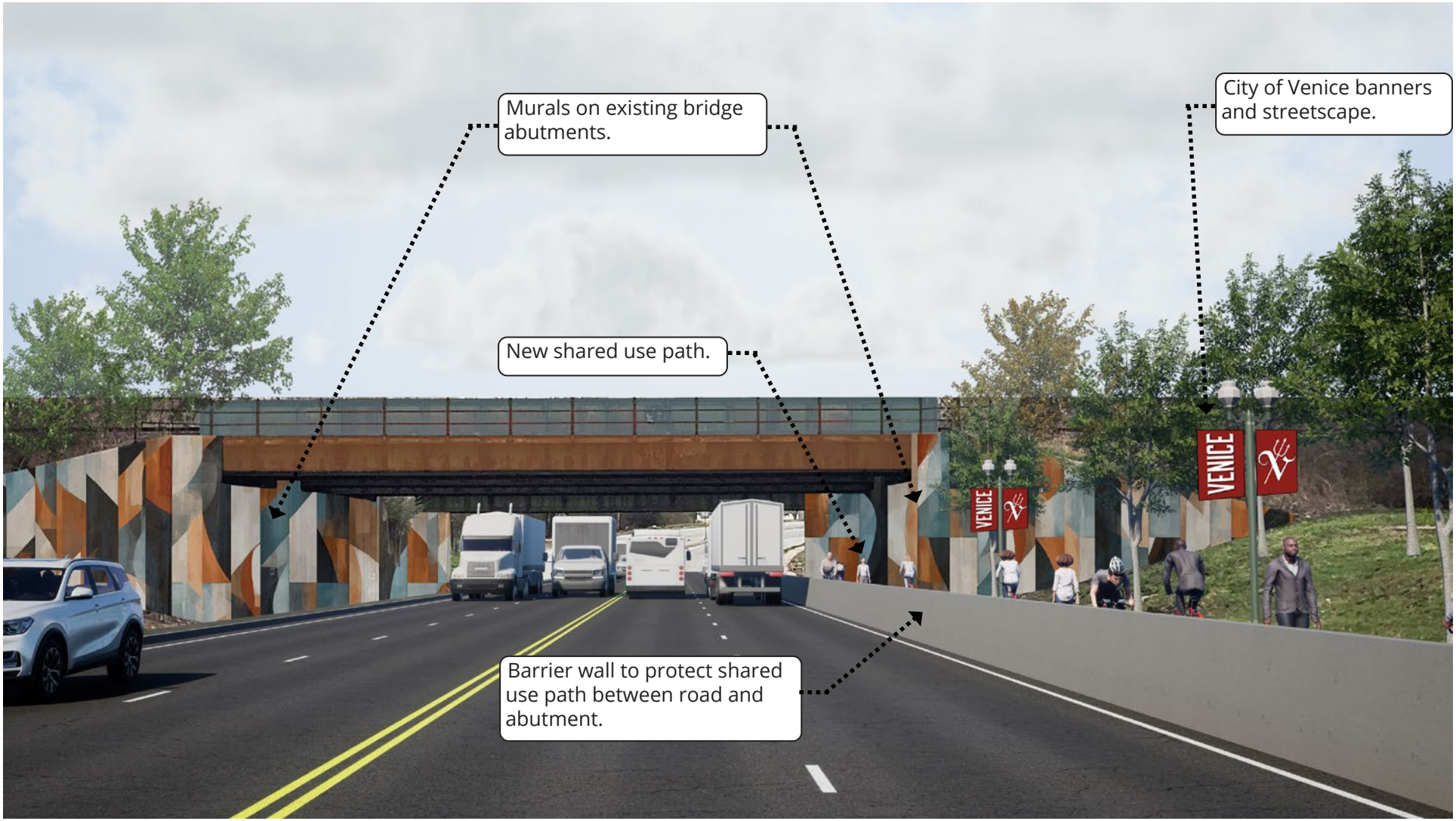
Looking west toward the Route 3 and Broadway intersection.

Close up of the underneath the railroad trestle, looking west toward the Route 3 and Broadway intersection.

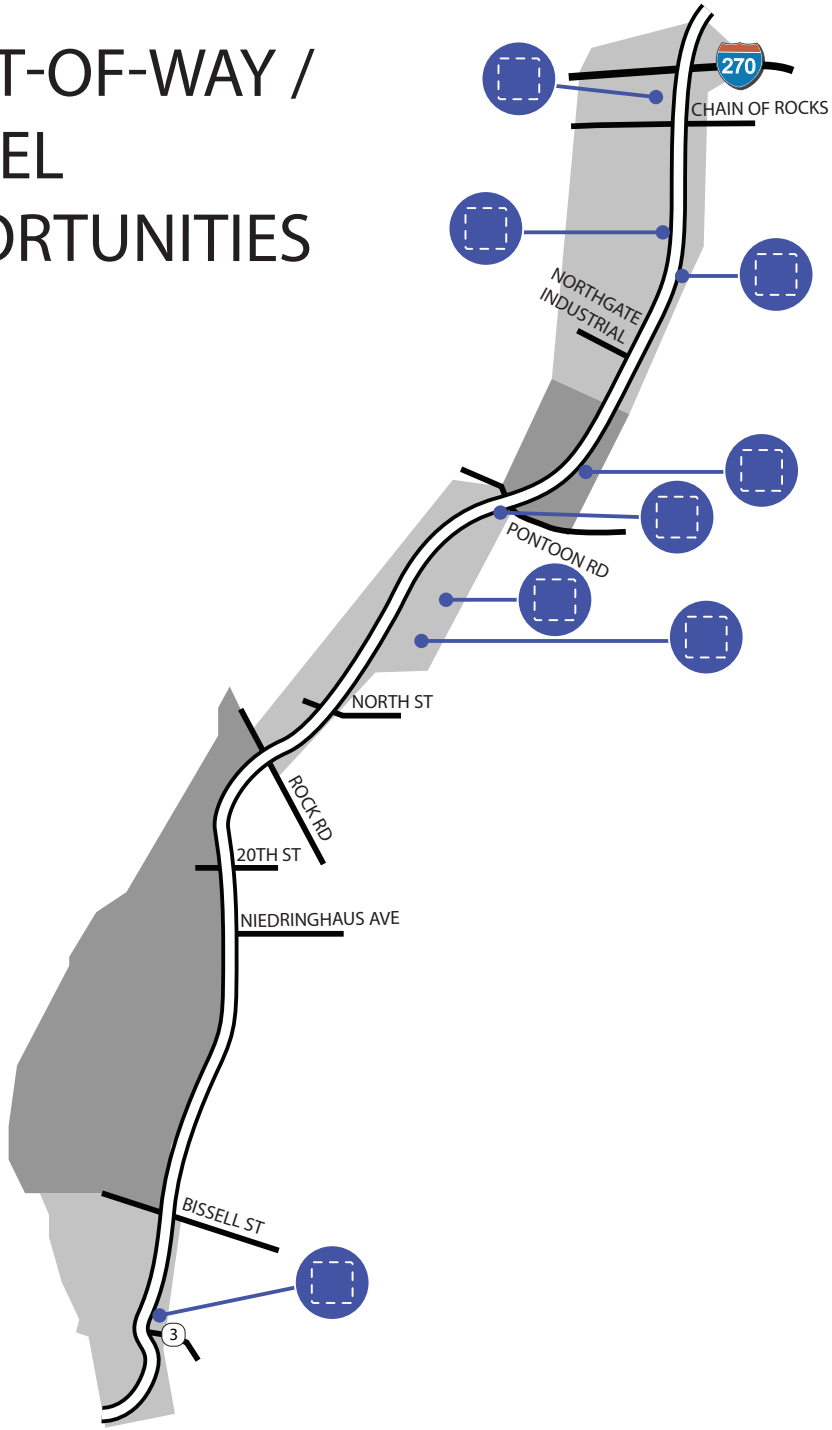
Broadway Ave Railroad Trestle: Concept Rendering

The transportation recommendations include reconfiguring Broadway to accommodate four lanes of traffic and a shared-use path between the existing bridge abutments. The rendering below illustrates this concept, which also features an opportunity for murals on the bridge abutments and enhanced streetscape elements that create a welcoming entry into the City of Venice.

Note: The sketch on this page is only an example "concept" for discussion with Route 3 stakeholders, including IDOT, businesses, property owners, and communities, to explore opportunities for potential future improvements.



RIGHT-OF-WAY / PARCEL OPPORTUNITIES



RIGHT-OF-WAY / PARCEL OPPORTUNITY: Granite City Welcome Sign

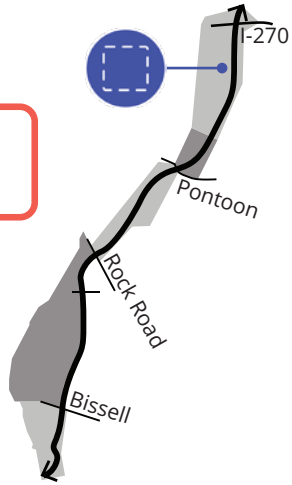
Visibility

High	Medium	Low

Parcel Ownership

Private	Public	IDOT

PRIORITY INITIATIVE



Project Goals

- Elevate the visibility of the existing welcome sign through an artwork that introduces scale, color, lighting, and/or landscape.
- Welcome people to Granite City with a work of art that reflects the unique character of the community.

Timing

- Any time. Not contingent on external construction projects.

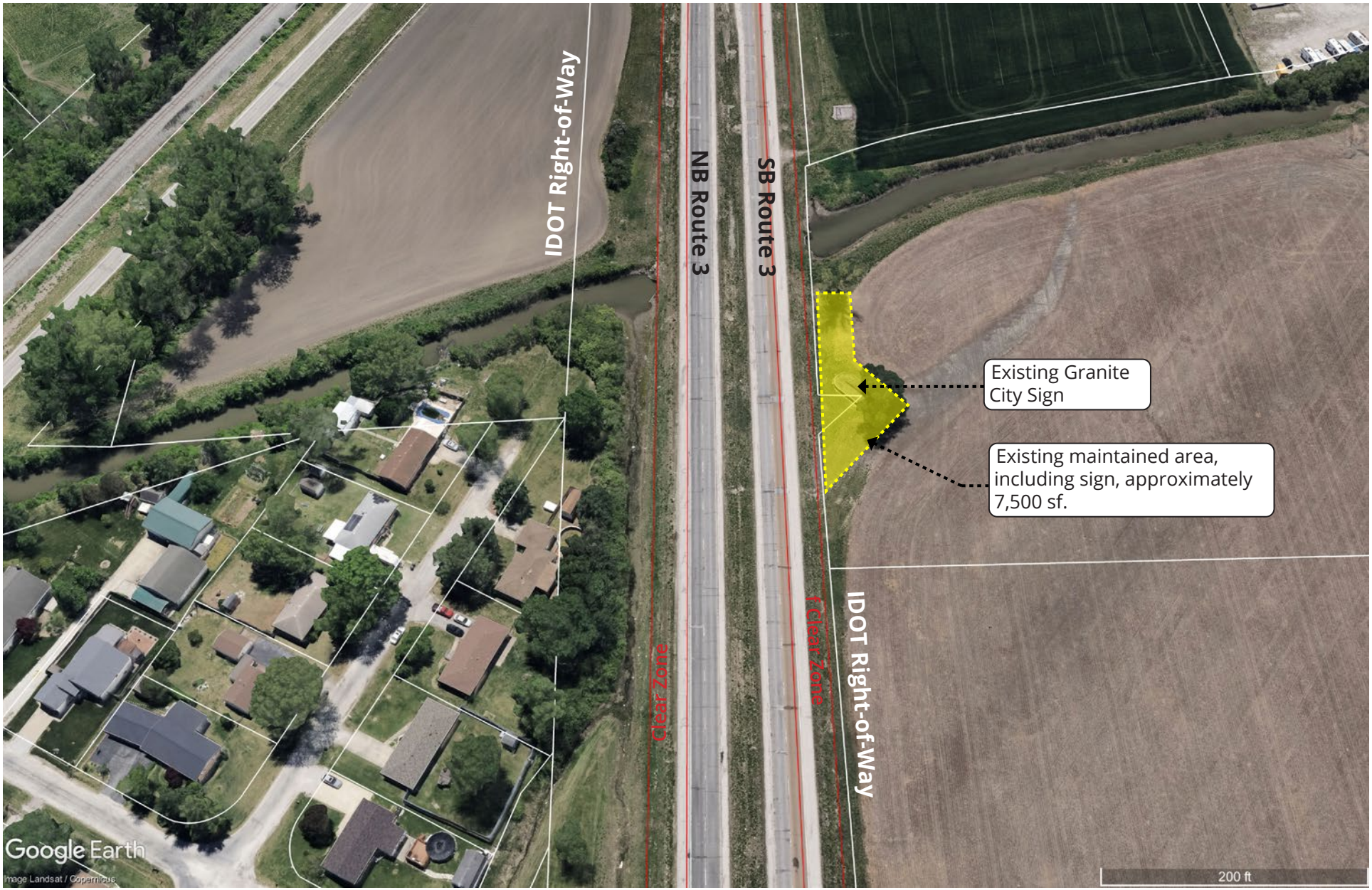
Technical Considerations

- Enhancements and artwork should meet all IDOT safety requirements.
- Enhancement and artwork should be scaled to be visible from a moving vehicle.
- Ensure that the siting does not pose significant concerns related to access for maintenance.
- Consideration should be given to access to electrical for lighting.

Stakeholders

IDOT, property owner, and City of Granite City.

Welcome Sign Area: Existing Site Area



Welcome Sign Area: Existing Photos

Looking south at the existing Granite City sign and surrounding area.

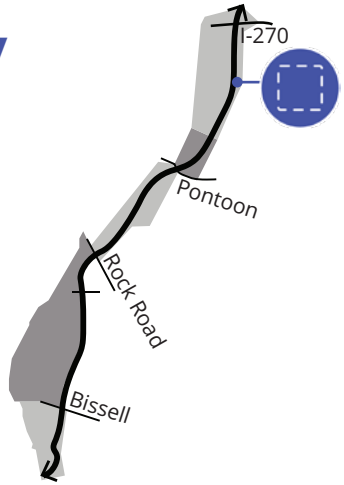
RIGHT-OF-WAY / PARCEL OPPORTUNITY: St. Thomas Road Right-of-Way

Visibility

High	Medium	Low

Parcel Ownership

Private	Public	IDOT



Project Goals

- Create a sense of entry into a small pocket of housing.
- Contribute to creating a sense of place with an artwork that reflects local history, nature, industry and/or community.

Timing

- Any time. Not contingent on external construction projects.

Technical Considerations

- Enhancements and artwork should meet all IDOT safety requirements.
- Enhancement and artwork should be scaled to be visible from a moving vehicle.
- Ensure that the siting does not pose significant concerns related to access for maintenance.
- Consideration should be given to access to electrical for lighting.

Stakeholders

IDOT and nearby residents.

St. Thomas Road Right-of-Way: Existing Site Area

St. Thomas Road Right-of-Way: Existing Photos

Looking north along Route 3 (the moving van is on St. Thomas Road) with the opportunity area to the right. The existing railroad tracks are screened by existing vegetation.

Looking east from St. Thomas Road intersection (west side) toward the opportunity area.

RIGHT-OF-WAY / PARCEL OPPORTUNITY: Granite City Parcel (South of Pontoon Rd)

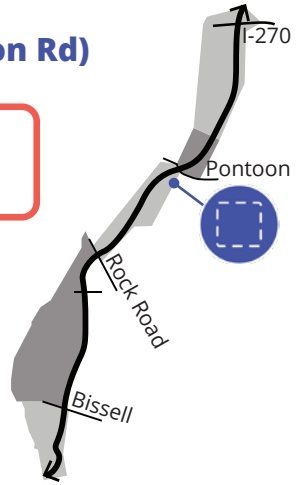
Visibility

High	Medium	Low

Parcel Ownership

Private	Public	IDOT

PRIORITY INITIATIVE



Project Goals

- Rotating sculpture installation that can change in response to calls for art.
- Bring color and visual interest to the Route 3 corridor.
- Capture the spirit of the Route 3 corridor and the communities it passes through, including its history, nature, and industry.

Timing

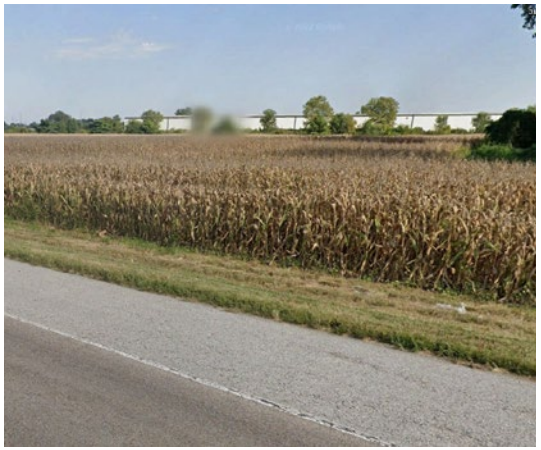
- Any time. Not contingent on external construction projects.

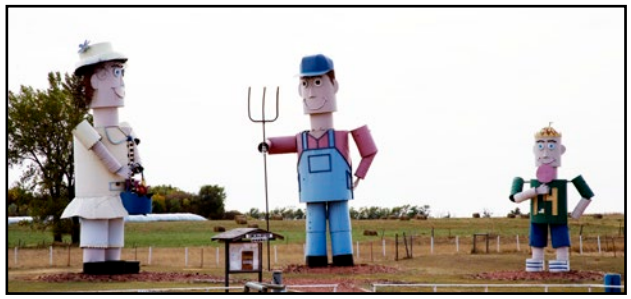
Technical Considerations

- Enhancements and artwork should meet all IDOT safety requirements.
- Enhancement and artwork should be scaled to be visible from a moving vehicle.
- Ensure that the siting does not pose significant concerns related to access for maintenance.
- Consideration should be given to access to electrical for lighting.
- Parcel may have existing stormwater infrastructure whose location would need to be verified (stormwater from west of Route 3 is piped to the east side of Route 3).

Stakeholders

IDOT and City of Granite City.





Granite City Parcel (South of Pontoon Rd): Existing Site Area

Granite City Parcel (South of Pontoon Rd): Existing Photos

Looking north along Route 3. The City of Granite City parcels are adjacent to several parcels that are all being farmed.

Looking south along Route 3.

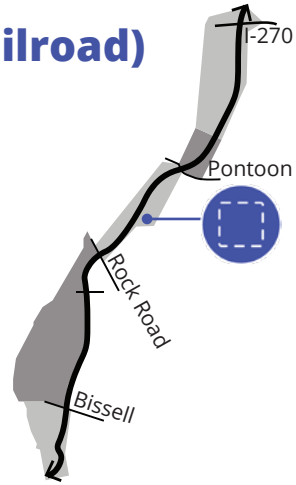
RIGHT-OF-WAY / PARCEL OPPORTUNITY: Granite City Parcel (North of Railroad)

Visibility

High	**Medium**	Low

Parcel Ownership

Private	**Public**	IDOT



Project Goals

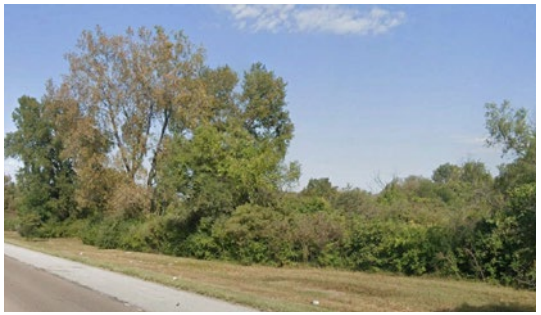
- Experimental Sculpture Park and Nature Site.
- Sculpture installations from students at regional universities.
  Projects can change in response to interest from students.
  Ad hoc projects.
  Self funded by artists or local stakeholder.
  Sculptures created from Granite City Public Works salvaged materials i.e. cut trees, storm debris, landfill materials.
- Landscape Design projects.
  Projects that explore experiments in landscaping design. Pathways.
  Landscape modifications created from Granite City Public Works materials.
- Capture the spirit of the Route 3 corridor and the communities it passes through, including its history, nature, and industry.
- Creating a "park like" environment that allows for informal access and use of space.

Timing: As resources present themselves and as Granite City improves the site and lake.

Technical Considerations

- Enhancements and artwork should meet safety requirements.
- Enhancement and artwork should be scaled to be visible from walking or highway scale.
- Ensure that the siting does not pose significant concerns related to access for maintenance.
- Consideration should be given to access to electrical for lighting

Stakeholders: IDOT, City of Granite City, and local universities.



Granite City Parcel (North of Railroad): Existing Site Area

Granite City Parcel (North of Railroad): Existing Photos

Looking north along Route 3 just past the bridge. At this point, Route 3 is significantly higher than the parcel, thus the visibility of the parcel is low. The existing vegetation is within IDOT's right-of-way on the road slope.

Looking north along Route 3 near the north end of the opportunity parcel.

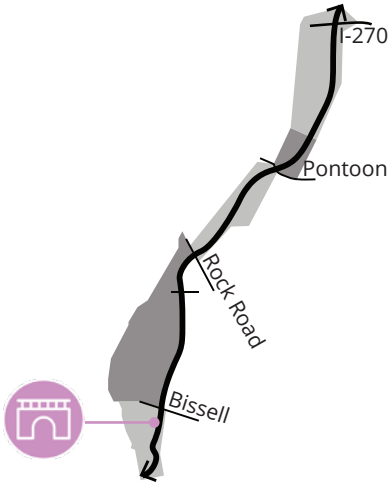
INFRASTRUCTURE OPPORTUNITY: Terminal Railroad Trestle

Visibility

High	Medium	Low

Infrastructure Ownership

Private	Public	IDOT



Project Goals

- Enhance the appearance of the existing railroad infrastructure.
- Honor the role of the railroad in the history and economy of the region.
- Create a welcoming gateway and landmark along Route 3.

Timing

- Could be implemented at any time, with consent of the railroad.

Technical Considerations

- Technical needs for the railroad in terms of safety and inspection should be adhered to.
- Designs should take into consideration safety for passing motorists.
- Artwork could be on the bridge and/or incorporate lighting of the stone bridge supports.
- For the bridge, materials could include paint or a vinyl appropriate for outdoor application.
- Any enhancements should include clearing up the planted areas around the bridge supports.

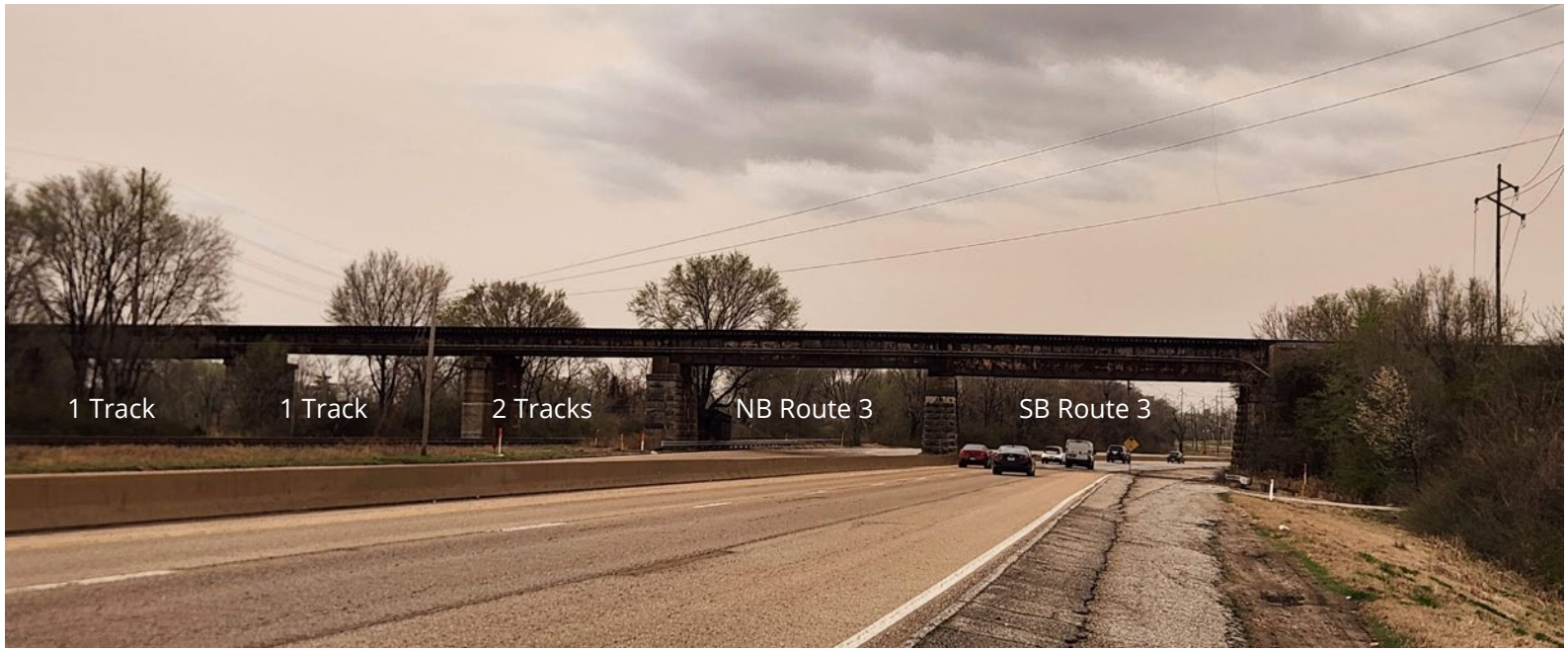
Stakeholders

IDOT and Terminal Railroad Association.

Terminal Railroad Trestle: Existing Site Area

Terminal Railroad Trestle: Existing Photos

Looking south along Route 3 toward the railroad trestle. The trestle expands Route 3 and four railroad tracks to the east. The trestle includes 4 piers.



Looking north along Route 3 toward the railroad trestle.

MURAL OPPORTUNITIES: Multiple Locations

Visibility

High	Medium	Low

Building/Structure Ownership

Private	Public	IDOT

Project Goals

- Bring color and visual interest to the Route 3 corridor.
- Capture the spirit of the Route 3 corridor and the communities it passes through, including its history, nature, and industry.

Timing

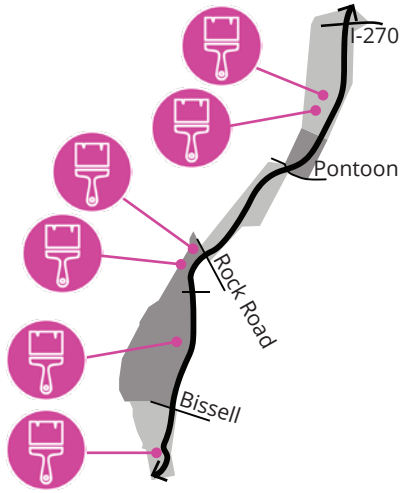
- Projects can proceed at any time. Murals can generally not be painted when it is below 40 degrees Fahrenheit.

Technical Considerations

- The wall(s) should be sound with no visible water seepage, stains, rust or peeling paint.
- There should be a safe area where an artist can work, with level ground, away from traffic and other potentially dangerous adjacent activity.
- Ensure there are no overhead wires or other obstacles that would interfere with painting.
- In addition to paint, other materials such as vinyl or painted polytab could be considered.

Stakeholders

Private property / building owners.

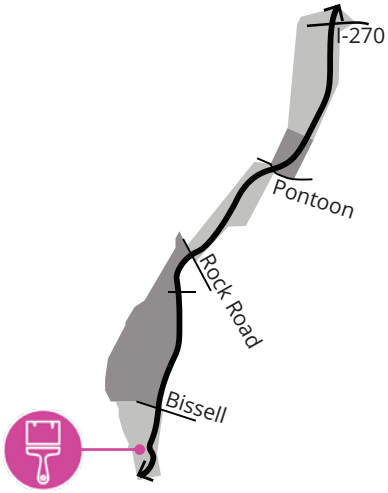


Existing Buildings
(Potential Opportunities)

Precedent Images

Mural Opportunity

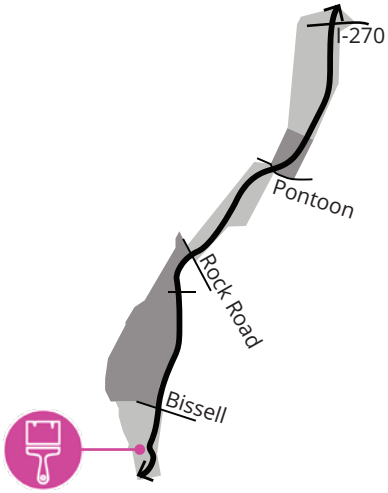
Existing Views



Potential Idea (Example Only)

Mural Opportunity

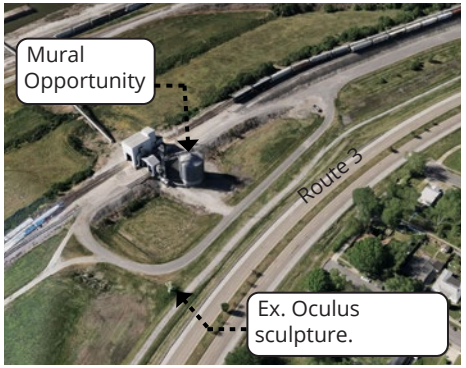
Existing Views



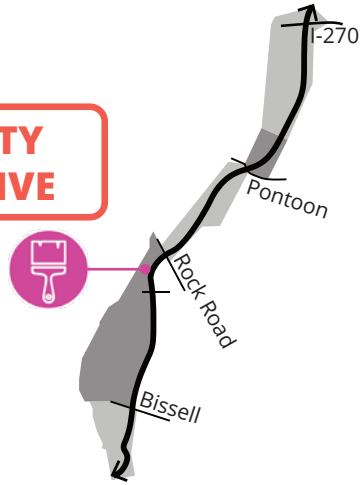
Potential Idea (Example Only)

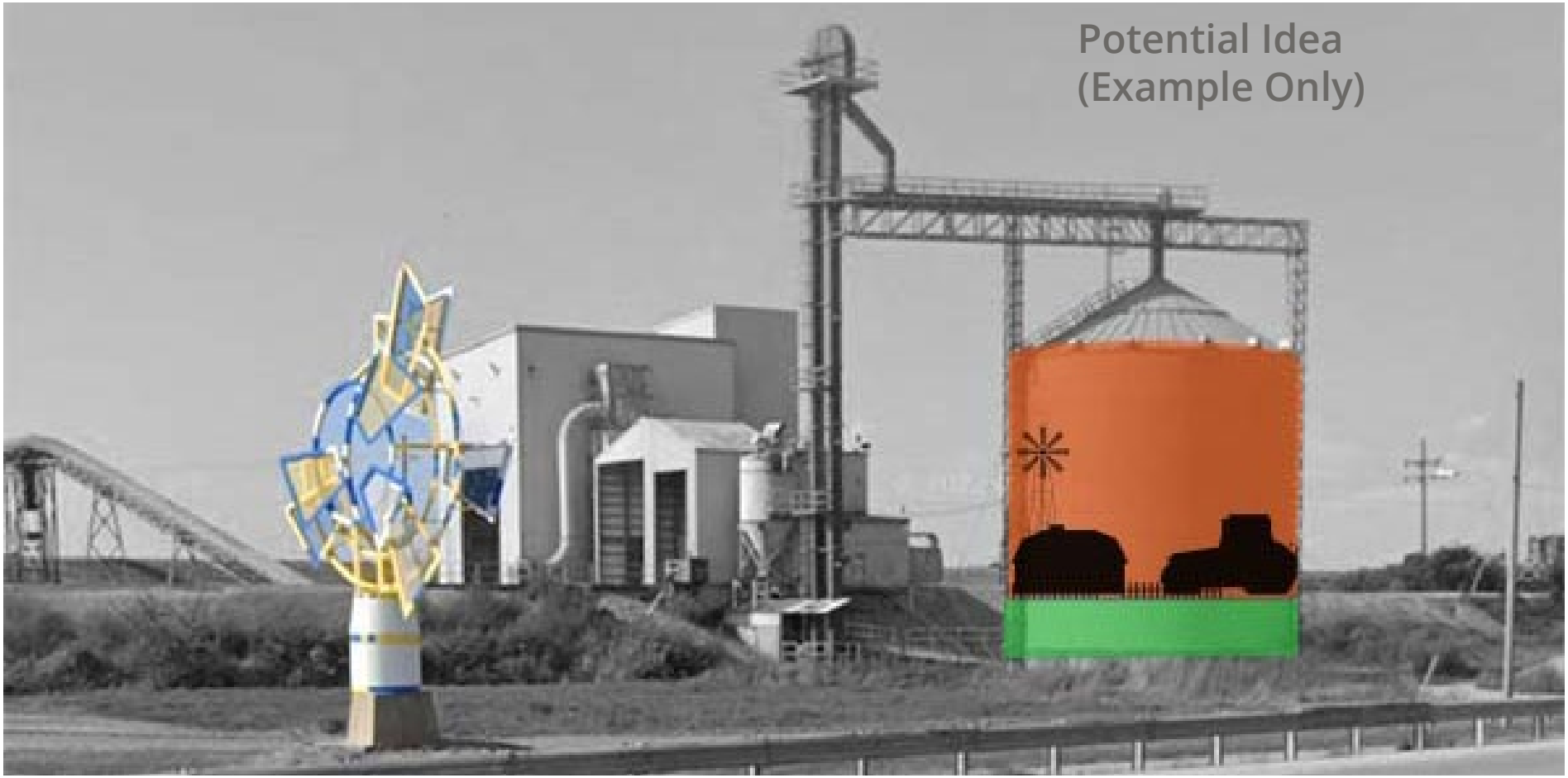
Mural Opportunity

Existing Views



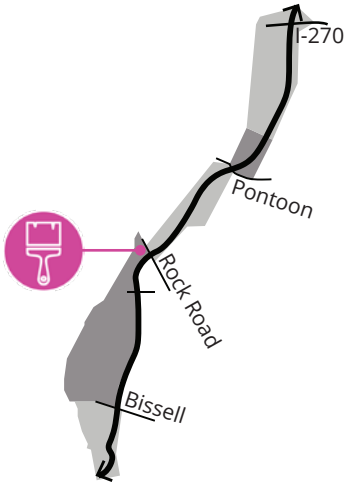
PRIORITY INITIATIVE

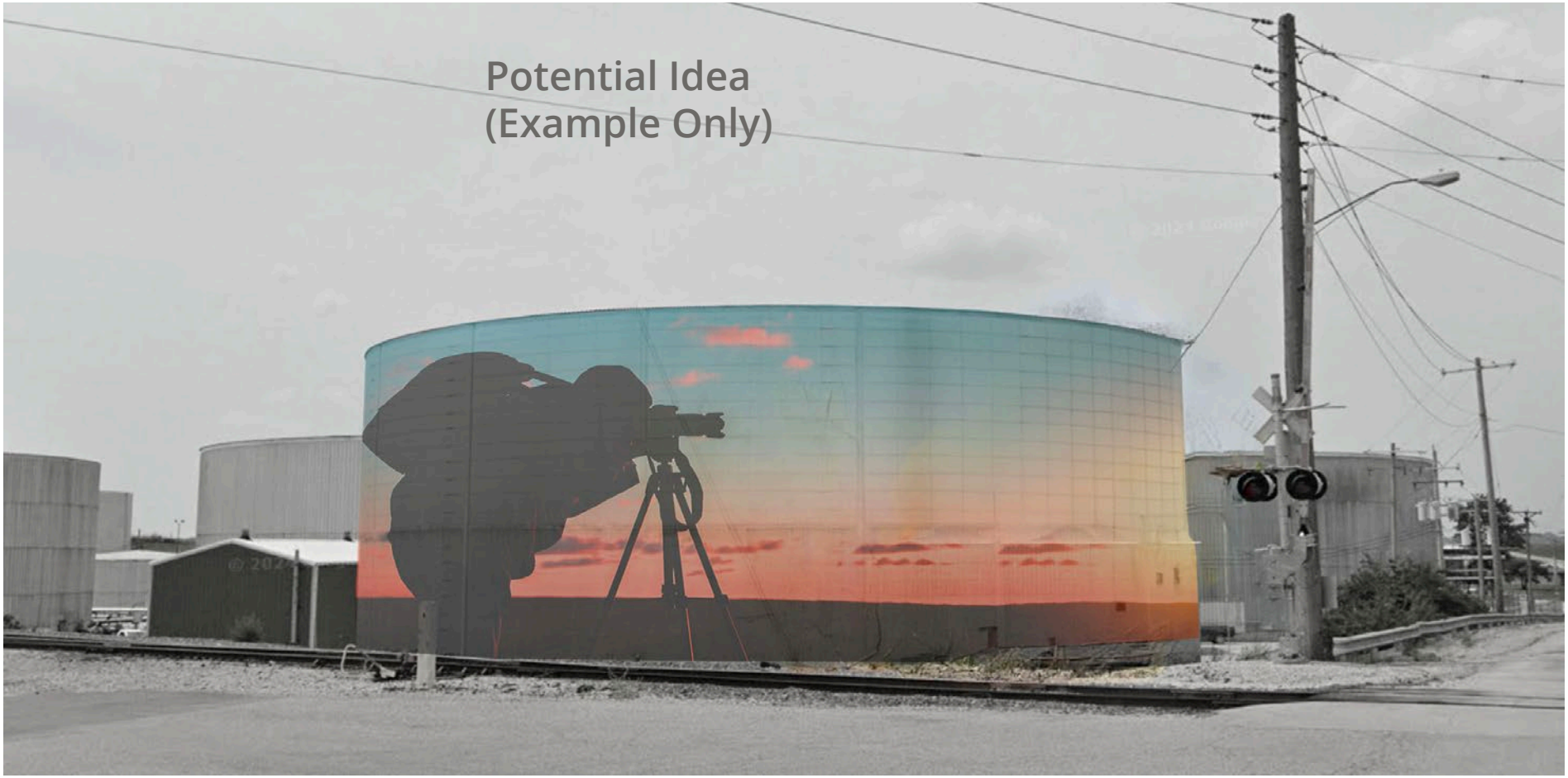




Mural Opportunity

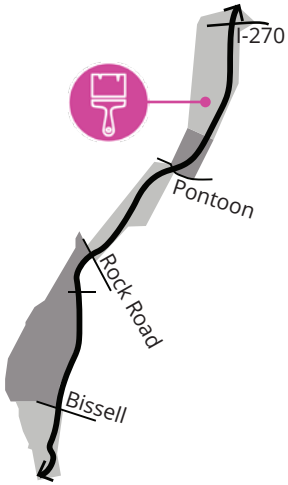
Existing Views





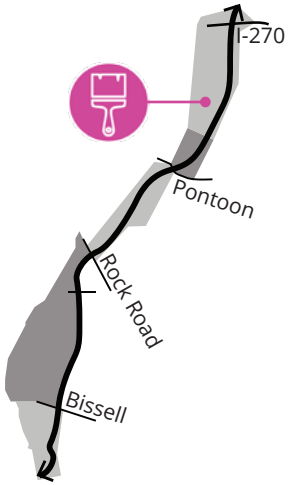
Mural Opportunity

Existing Views



Mural Opportunity

Existing Views



RESIDENTIAL EDGE: Multiple Locations

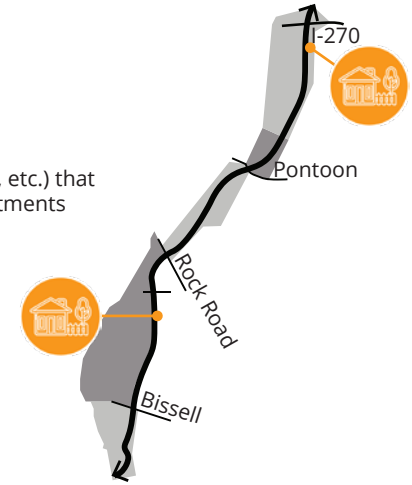
Visibility

High	Medium	**Low**

Ownership

Private	Public	**IDOT**

Unless required by IDOT criteria (soundwalls, etc.) that will be on IDOT right-of-way, other edge treatments will be on private (homeowner) property.



Project Goals

Utilize landscaping and artistic barriers to create an aesthetically pleasing edge. Provide a clear separation between the Route 3 corridor and adjacent residential and community spaces.

Timing

- Consider the visual and sound barriers as part of overall Route 3 infrastructure improvements.

Technical Considerations

- Enhancements and artwork should meet all IDOT safety requirements.
- Access for maintenance on both sides of the edge.

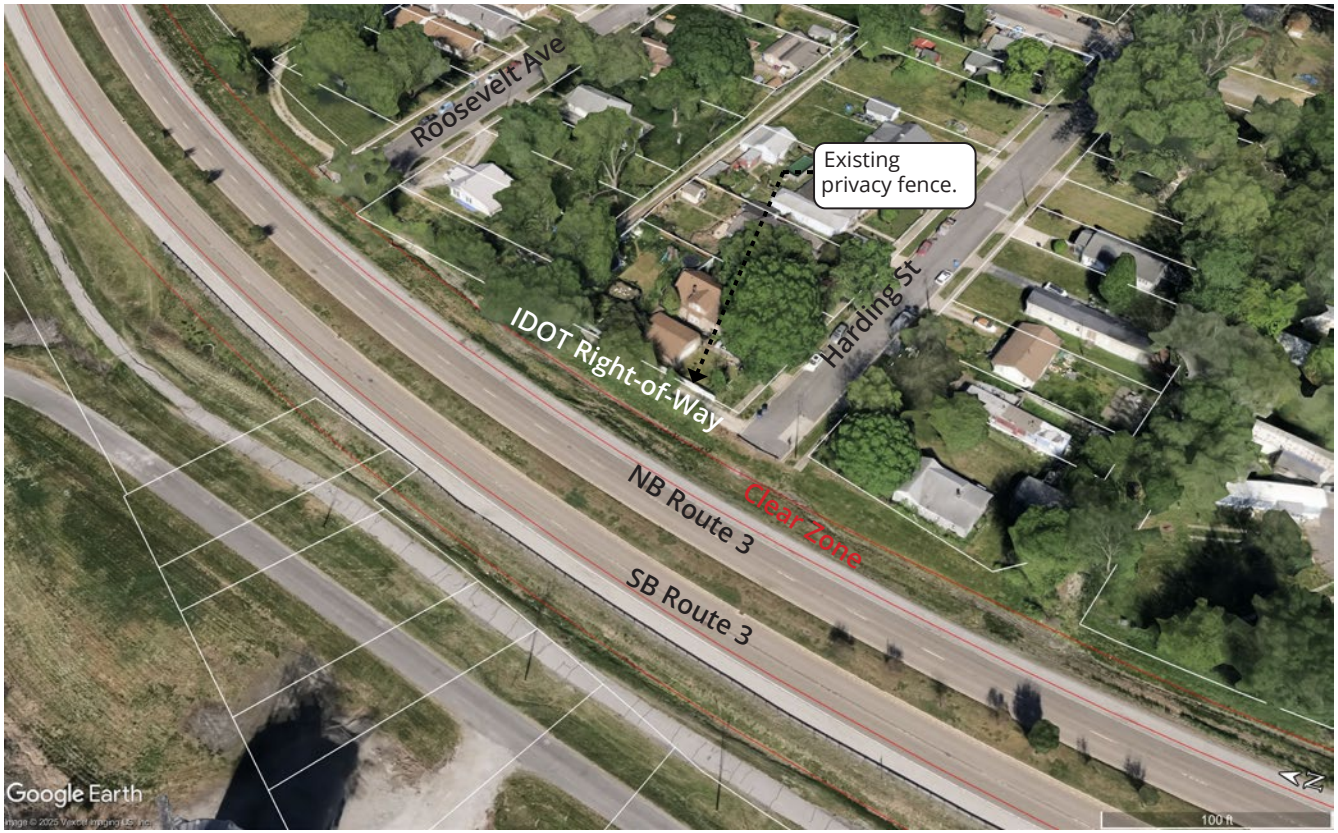
Stakeholders

IDOT and residents / property owners.

RESIDENTIAL EDGE: North of Niedringhaus

Looking northeast along residential edge.

RESIDENTIAL EDGE: Near Harding Ave



Looking northeast along residential edge. The property north of Harding Avenue has an existing privacy fence.

RESIDENTIAL EDGE: Near Harding Ave

Looking northeast along residential edge.

Landscape Stewardship

PRIORITY INITIATIVE

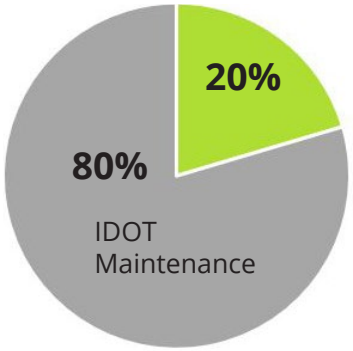
The appearance of the Route 3 corridor has consistently been identified by the Advisory Committee and community members as a top priority. This concern is often voiced in terms of wanting a "clean" corridor - meaning a roadway free of trash, litter, and overgrown or uncut grass.

A key consideration in addressing this issue is the limited capacity of the Illinois Department of Transportation (IDOT) to maintain the corridor to the level expected by local stakeholders. With thousands of miles of roadway and right-of-way to manage across the state, IDOT faces significant resource constraints. This challenge is not unique to Illinois; departments of transportation across the country grapple with similar issues. In many places, volunteer efforts and partnerships (such as Adopt-a-Highway programs) have helped bridge the gap.

Fortunately, along this section of Route 3, a significant portion of the right-of-way is already being maintained by adjacent businesses and property owners. It is estimated that approximately 20% of the right-of-way from the McKinley Bridge to Interstate 270 is maintained in this way. This reflects the strong commitment of local stakeholders to enhancing the appearance and identity of the Route 3 corridor.

This section includes recommendations for an overall landscape stewardship strategy, including:
1. Focus on Interchanges (and simplify the landscape at the interchanges).
2. Focus on clean edges between the interchanges.
3. Utilize IDOT's Operation Habitat program at select locations.

Pride among Route 3 businesses is evident in the fact that over <u>20%</u> of the Route 3 right-of-way is already being maintained by adjacent business and property owners!



3rd Party Maintenance (Business and Property Owners)

Above: These two precedent images of roadside landscapes were both highly rated by the Advisory Committee and community members as opportunities to enhance the Route 3 corridor. The top image, is an existing IDOT program (Operation Habitat). Operation Habitat was a statewide initiative launched by IDOT in 2017 to investigate opportunities to create, preserve or protect habitat areas on its rights-of-way. The bottom image is a sunflower program by the North Carolina Department of Transportation.

Overall Landscape Stewardship Strategy: *Focus on Interchanges (and simplify the landscape at the interchanges).*

As traffic slows or stops at interchanges, the landscape and right-of-way become much more visible. Mowing and litter removal should therefore be prioritized in these areas. The extent of high-frequency mowing should be guided by existing development and third-party maintenance efforts.

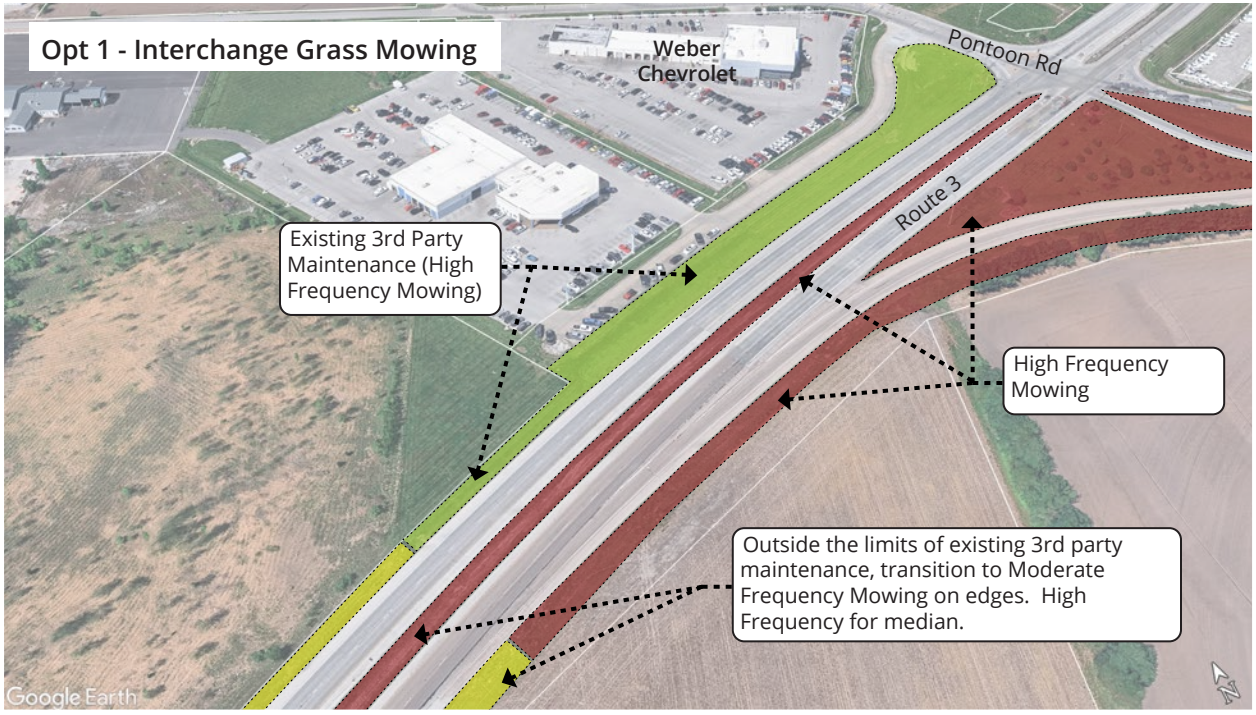
This page presents two mowing frequency approaches using the Pontoon Road interchange as an example. On the west side of Route 3, Weber Chevrolet already maintains an extensive length of the right-of-way.

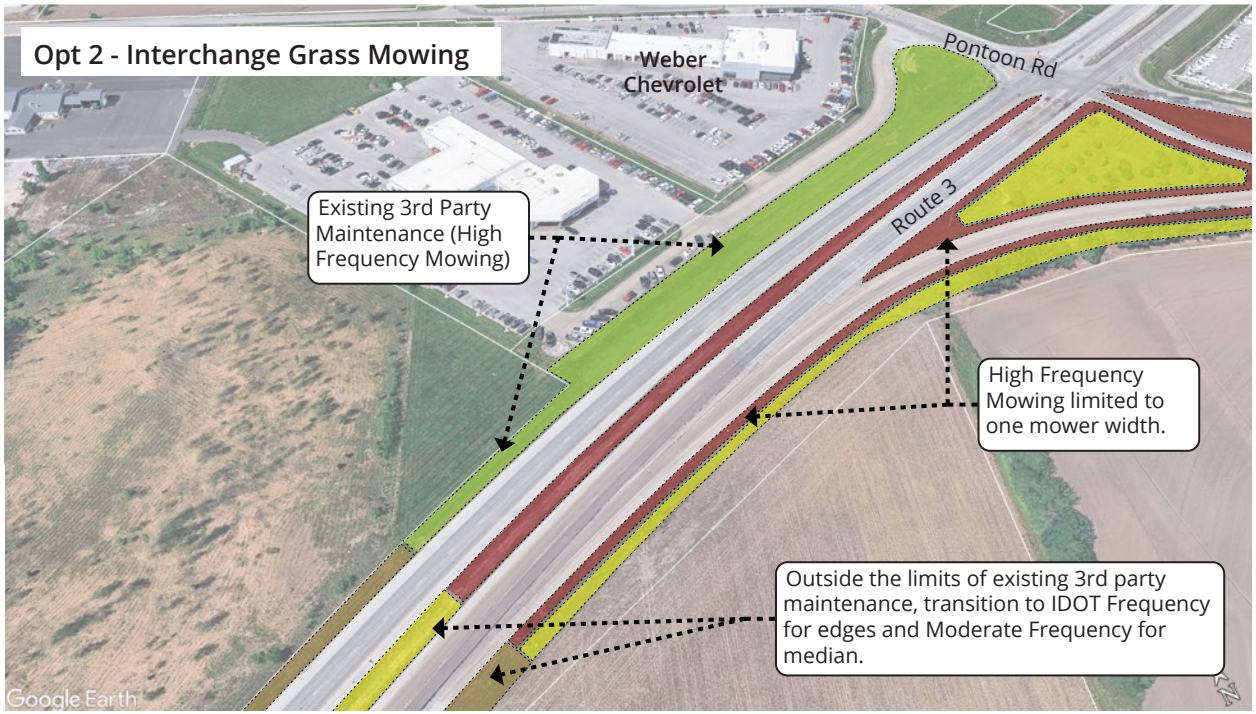
Option 1

- The east side of Route 3 is mowed at a high frequency, matching the limits and treatment of the west side.
- The median along the entire length of Route 3 is also mowed at a high frequency.

Option 2

- Instead of mowing the entire east side at a high frequency as in Option 1, only a single mower width (10–15 feet) along the pavement edge is maintained at a high frequency. Beyond this strip, mowing is done at a moderate or IDOT standard frequency.
- Within the interchange, the median is mowed at a high frequency. Outside the interchange limits, median mowing is reduced to a moderate frequency.





Legend

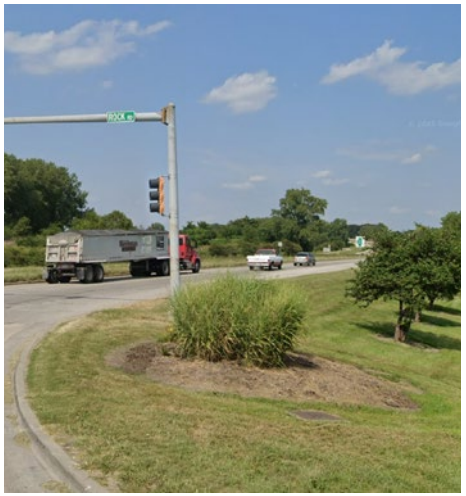
- Existing 3rd Party Maintenance (High Frequency Mowing)
- High Frequency Mowing Areas
- Moderate Frequency Mowing Areas
- IDOT Frequency Mowing Areas

Overall Landscape Stewardship Strategy: *Focus on Interchanges (and simplify the landscape at the interchanges).*

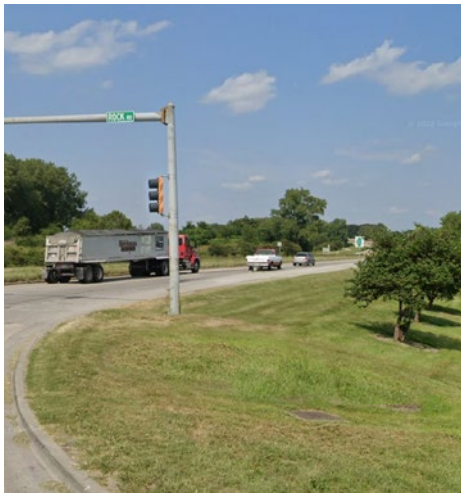
For most intersections along Route 3, a simplified landscape, consisting of grass and trees, is recommended to reduce maintenance needs. While many intersections currently have perennial or shrub beds, these are often too small in scale to be clearly visible to passing vehicles.

At intersections with pedestrian accommodations (such as Niedringhaus Avenue, 20th Street, or Chain of Rocks Road) perennial or shrub beds may be appropriate due to their value at the pedestrian scale. However, maintenance responsibilities must be clearly defined. These beds require additional upkeep, including hand-weeding, and can complicate mowing operations by introducing obstacles that reduce efficiency.

This simplified approach should also be considered for the area around 'Salute to Steel' sculpture. A ground plane of lawn will have a cleaner look than the existing narrow band of plantings around the base of the sculpture pad.



Existing



Proposed
A transition to a simplified ground plane of lawn will have a cleaner look and reduce maintenance costs.

Existing

Proposed
A transition to a simplified ground plane of lawn will have a cleaner look and reduce maintenance costs.

Overall Landscape Stewardship Strategy:
Focus on clean edges between the interchanges.

High-frequency mowing of the entire right-of-way is unnecessary to achieve a clean, well-maintained appearance. Instead of mowing the entire area, maintaining a mowed edge—typically one mower width (10–14 feet), can provide a neat, intentional look. This approach is especially effective between intersections where traffic speeds are higher (45–55 mph), and detailed roadside vegetation is less noticeable.

Benefits of focusing mowing on the edges at a high frequency include:

- **Looks intentional:** A clean, mowed edge signals active management while allowing a more natural landscape beyond.
- **Reduced maintenance cost:** Fewer acres to mow means lower maintenance costs.
- **Improved water quality and stormwater management:** Taller, deeper-rooted vegetation beyond the edge helps filter and absorb stormwater runoff.
- **Supports conservation:** Where appropriate, wider areas of naturalized vegetation provide critical habitat and food sources for bees, butterflies, birds, and other small wildlife essential to local ecosystems.

Litter removal should be coordinated with high-frequency edge mowing. If not removed, litter and debris can accumulate along the transition between mowed and unmowed areas, creating an unsightly appearance and complicating maintenance. Aligning litter cleanup with mowing ensures a cleaner, more intentional corridor.

Below: Existing mowing along Route 3.

Below: Existing raised median with trees on Route 3. A raised median, with trees and mowed grass, helps to provide a clean edge between interchanges.

Overall Landscape Stewardship Strategy:
Utilize IDOT's Operation Habitat program at select locations.

Operation Habitat is a statewide initiative launched by IDOT in 2017 to create, preserve, and protect habitat areas within its rights-of-way. Along the Route 3 study corridor, at least five locations have been identified as strong candidates for Operation Habitat. These areas feature more extensive available right-of-way, as native habitats benefit from larger, continuous tracts of land.

Importantly, Operation Habitat is more than simply not mowing. Participating areas should include a mix of native grasses and forbs (wildflowers) to establish functioning native ecosystems. Many of the candidate areas currently contain non-native, cool-season fescue grasses. A key component of habitat stewardship will be transitioning these areas from non-native vegetation to native plant communities.

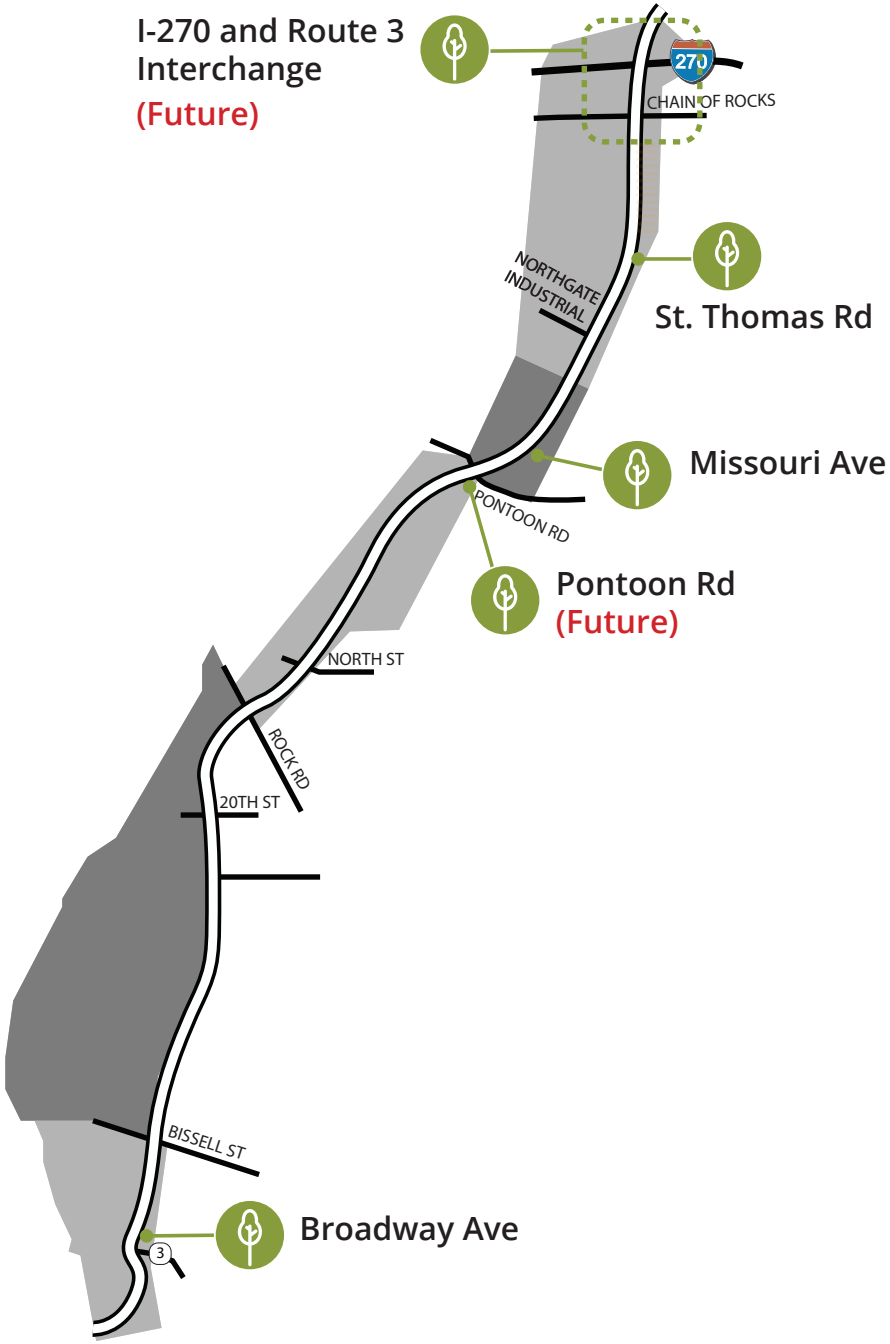
The benefits of this approach include enhanced aesthetics, improved wildlife habitat, better water quality, and reduced stormwater runoff.

Among the opportunity areas shown on the map on this page, two are dependent on future transportation infrastructure improvements:

- The I-270 and Route 3 interchange, which is part of IDOT's upcoming work program.
- The Pontoon Road intersection, where recommended alternatives (a roundabout or realignment) would result in larger, contiguous right-of-way suitable for habitat restoration.

See the previous section on Enhancements for more details on these two locations.

The remaining areas (St. Thomas Road, Missouri Avenue, and Broadway Avenue) represent current opportunities for Operation Habitat implementation. See the following pages for a discussion of the Broadway, Missouri Avenue, and St. Thomas Road areas.

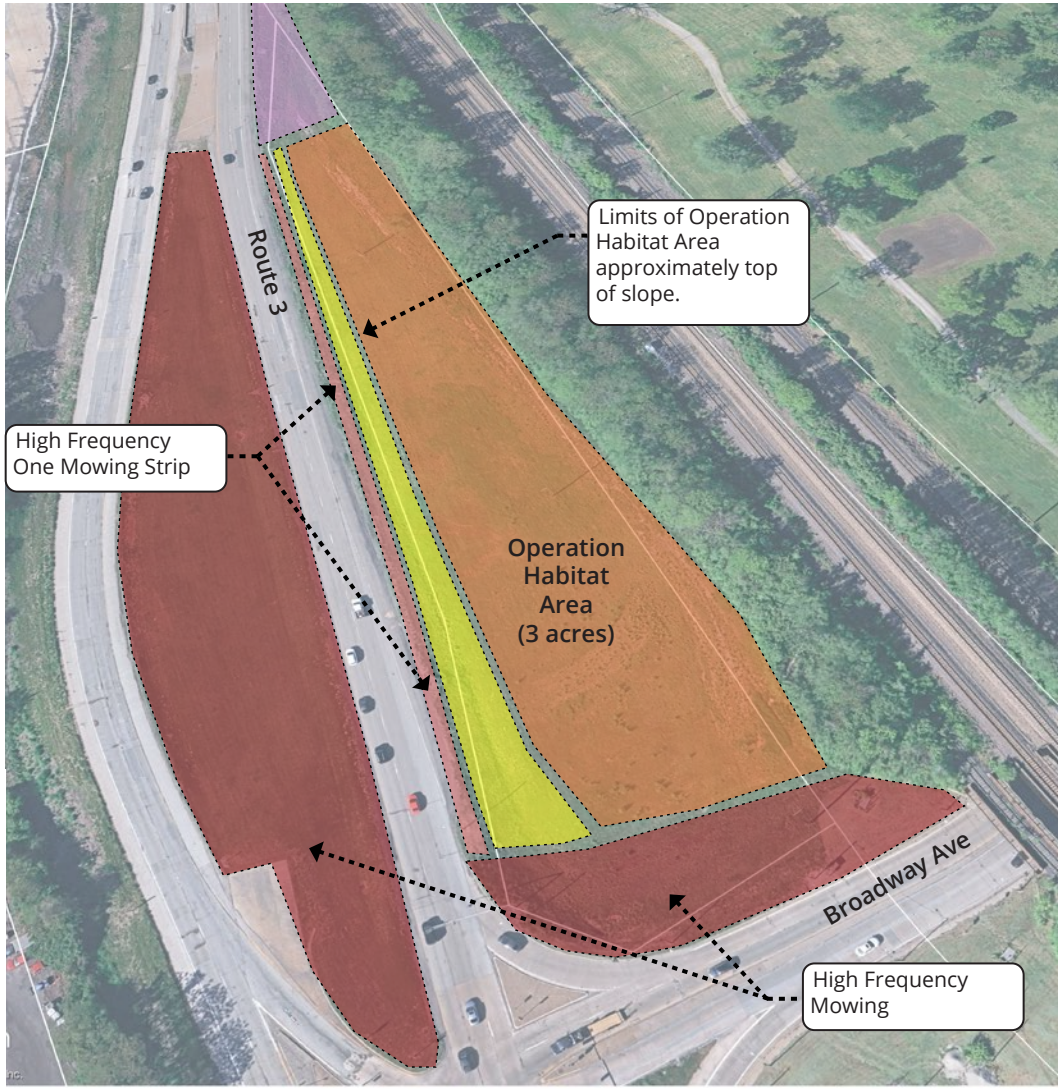


Overall Landscape Stewardship Strategy: *Utilize IDOT's Operation Habitat program at select locations.*

Location: Broadway Intersection

The map on this page shows the recommended Operation Habitat area located in the northeast quadrant of the Route 3 and Broadway Avenue intersection. Native landscaping in this area would be buffered from Route 3 by a high-frequency mowed edge along the roadway, transitioning to a zone with moderate-frequency mowing.

The proposed Operation Habitat area encompasses approximately three (3) acres. The site is large enough to accommodate not only native grasses and forbs, but also native canopy tree species such as oaks.



Legend

- Existing 3rd Party Maintenance (High Frequency Mowing)
- High Frequency Mowing Areas
- High Frequency - One Strip of Mowing
- Moderate Frequency Mowing Areas
- IDOT Frequency Mowing Areas
- Operation Habitat (Native Restoration)

Overall Landscape Stewardship Strategy: *Utilize IDOT's Operation Habitat program at select locations.*

Location: Missouri Avenue

The map on this page shows the recommended Operation Habitat area located in the northeast quadrant of the Missouri Avenue intersection. Native landscaping in this area would be buffered from Route 3 by a high-frequency mowed edge along the roadway.

The proposed Operation Habitat area encompasses approximately 1.5 acres.

The Missouri Avenue intersection is recommended for design improvements (see Transportation Recommendations); however, the Operation Habitat area could be initiated prior to any transportation work. If future intersection improvements disturb any portion of the habitat area, it can be restored or replanted. Additionally, the existing pavement segment within the right-of-way should be removed as part of either the Operation Habitat project or the future intersection improvements.

Legend

- Existing 3rd Party Maintenance (High Frequency Mowing)
- High Frequency Mowing Areas
- High Frequency - One Strip of Mowing
- Moderate Frequency Mowing Areas
- IDOT Frequency Mowing Areas
- Operation Habitat (Native Restoration)

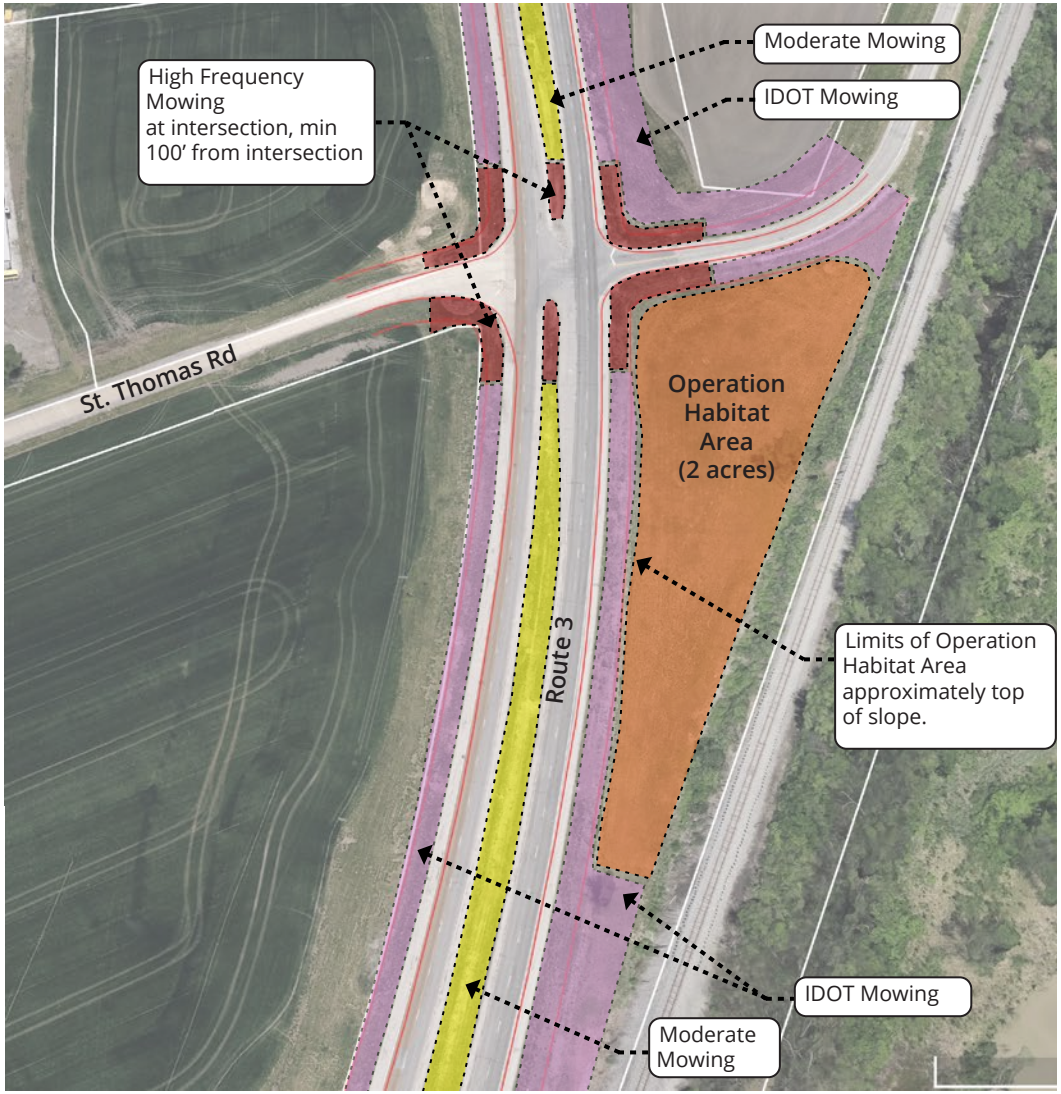
Overall Landscape Stewardship Strategy: *Utilize IDOT's Operation Habitat program at select locations.*

Location: St. Thomas Road

The map on this page shows the recommended Operation Habitat area located in the southeast quadrant of the St. Thomas Road intersection. Native landscaping in this area would be buffered from Route 3 by a high-frequency mowed edge at the intersection and regular IDOT mowing further away from the intersection.

The proposed Operation Habitat area encompasses approximately two (2) acres.

The St. Thomas Road intersection is recommended for design improvements (see Transportation Recommendations); however, the Operation Habitat area could be initiated prior to any transportation work. If future intersection improvements disturb any portion of the habitat area, it can be restored or replanted.



Legend

- Existing 3rd Party Maintenance (High Frequency Mowing)
- High Frequency Mowing Areas
- High Frequency - One Strip of Mowing
- Moderate Frequency Mowing Areas
- IDOT Frequency Mowing Areas

Litter

An important corollary to the landscape stewardship strategy is litter pick-up along Route 3. The importance of corridor cleanliness, frequently mentioned during public engagement, reflects concern about both mowing and litter removal.

Litter is not just a Route 3 issue. In 2023, IDOT estimated it spent approximately $7 million statewide on litter and large debris pick-up.

The plan recommends incorporating litter removal into the enhanced mowing strategy discussed earlier in this section. Litter removal is often included in mowing contracts. However, while this may improve conditions in enhanced mowing areas, litter is still likely to accumulate in other parts of the right-of-way or along the edges of mowed areas.

Review of Litter Removal Strategies

Adopt-a-Highway
Illinois has a well-established Adopt-A-Highway program that engages citizen volunteers in partnership with IDOT to pick up trash and maintain clean roadsides. IDOT estimates that more than 10,000 volunteers have participated statewide. However, the program may have limitations along Route 3. The corridor's high traffic volumes and vehicle speeds may pose safety risks for volunteers, and the lack of adjacent constituencies may limit the pool of potential participants. While some businesses and property owners currently maintain their frontages, expanding these efforts may be challenging.

Sponsor-a-Highway
In the Chicago region, IDOT offers a Sponsor-a-Highway program, where businesses fund litter and landscaping maintenance, typically facilitated by a nonprofit that contracts with private maintenance providers. However, this program is currently not available statewide. MoDOT piloted a similar initiative in the St. Louis area, but the administrative effort to recruit sponsors and oversee long-term maintenance can be significant.

Education
Education and outreach are essential to ensuring travelers understand that littering is unacceptable. This issue extends beyond Route 3. Regional and statewide campaigns should include educational components focused on reducing roadside litter.

Enforcement
Enforcement of anti-littering regulations is another tool to prevent and deter littering. Like education, enforcement should be addressed through local, regional, and state initiatives that evaluate existing laws and their application.

Above: Along Chicago expressways, the Sponsor-A-Highway program allows businesses to sponsor roadway segments for landscape maintenance and litter removal.

Below: Examples of litter education programs, including public advertising campaigns and school poster contests.

Signage / Wayfinding

This segment of Route 3 is home to 4,500 jobs and nearly 20% of all manufacturing jobs in Madison County, according to 2021 Census data. As a hub for employment and manufacturing, wayfinding to businesses—for visitors, clients, and shipping—is especially important. For many businesses, clients and visitors may be arriving from outside the region, making first impressions of both the corridor and each business's site signage critical.

With the rise of electronic wayfinding, some question whether traditional signage is still necessary. Why invest in physical signs and graphics? Despite technological advances, there are still several compelling reasons for a community to invest in a coordinated wayfinding system:

Sense of Pride by Businesses
Consistently branded signage signals that businesses and the broader community are investing in the public realm. However, signage should not stand alone—it should complement broader investments such as land use improvements, streetscape enhancements, and public infrastructure upgrades.

Confidence for Visitors
While visitors and tourists often rely on electronic navigation, physical signage adds an extra layer of assurance. Just as importantly, a wayfinding system communicates that visitors are welcome in the community and at its businesses.

Information Beyond Electronic Maps
A well-designed wayfinding system can convey contextual and interpretive information not easily replicated by digital maps, such as identifying business districts, cultural destinations, or historic areas.

While excessive signage can create visual clutter and distractions, the current level of signage along the Route 3 corridor is relatively minimal. A key question moving forward is whether future signage should be regulated to prevent clutter as the corridor develops. Most of the corridor falls within Granite City's jurisdiction, where signage is already regulated through zoning.

Above and right: Various existing signage along the Route 3 corridor.

Granite City should update its zoning to include modern sign regulations that reduce visual clutter along Route 3 while preserving opportunities for murals and supporting a business-friendly environment.

To avoid First Amendment challenges, sign regulations must clearly differentiate between murals (expressive art) and signage (commercial speech). A mural should be defined as artwork that does not advertise a specific product, service, or business. Sign regulations should be based not on content, but on size, location, materials, and purpose. Given Granite City's strong track record of promoting murals, particularly downtown, extending this policy along Route 3 is a logical next step.

Another consideration is whether the corridor should be branded as the "aRT3 Corridor" through signage, wayfinding, and related programs. While branding the art and enhancement **initiative** is appropriate, **physical** displays of the aRT3 brand throughout the corridor may be unnecessary and could conflict with other established brands. For example, America's Central Port already features branded signage at entrances spanning North Street to Bissell Street. Additionally, a large area of undeveloped land under single ownership in the northern part of the corridor may eventually be branded as a unified development. Lastly, given Route 3's importance as a regional tourism corridor, regional tourism agencies could consider incorporating Route 3 into a broader branded wayfinding initiative.

Above: Some branding options for the aRT3 program. While the art and enhancement **program** should be branded, physical expression of the brand in the corridor (banners, signs, etc.) is not recommended so as not to conflict with other current and future branding.

Examples of program branding are:

- Website overview of the program and art installations.
- Annual reports and publications.
- Organizational branding.

TRANSPORTATION EXISTING CONDITIONS

- Traffic Volumes
- Speed Limits
- Crash Data
- Lane Widths
- Transit
- Bicycle and Pedestrians

Gateway to Safer Roadways - Priority Projects

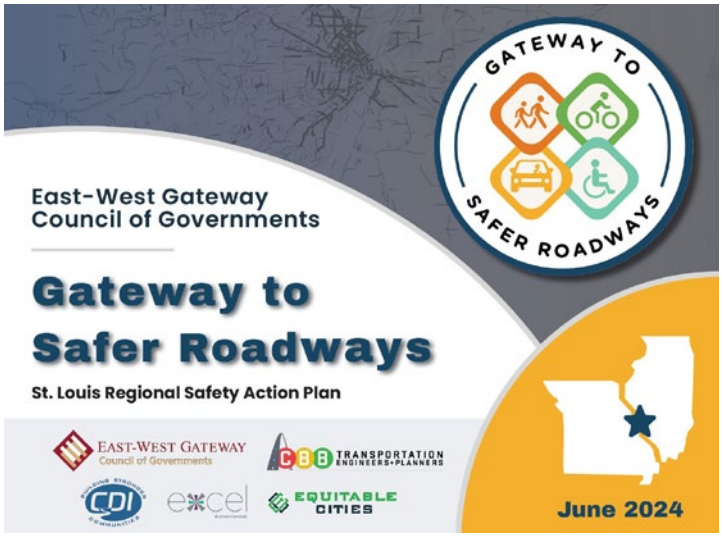
In 2024, the East-West Gateway Council of Governments (EWG) released the Gateway to Safer Roadways: St. Louis Regional Safety Action Plan (Action Plan). The plan is both a call to action and a blueprint for how the St. Louis region can significantly reduce the number of people killed and seriously injured on roadways. The Action Plan aims to eliminate all fatalities and serious injuries resulting from roadway crashes in the EWG Region. A goal for 50% reduction of fatalities and serious injuries by 2050 was set to create accountability and momentum.

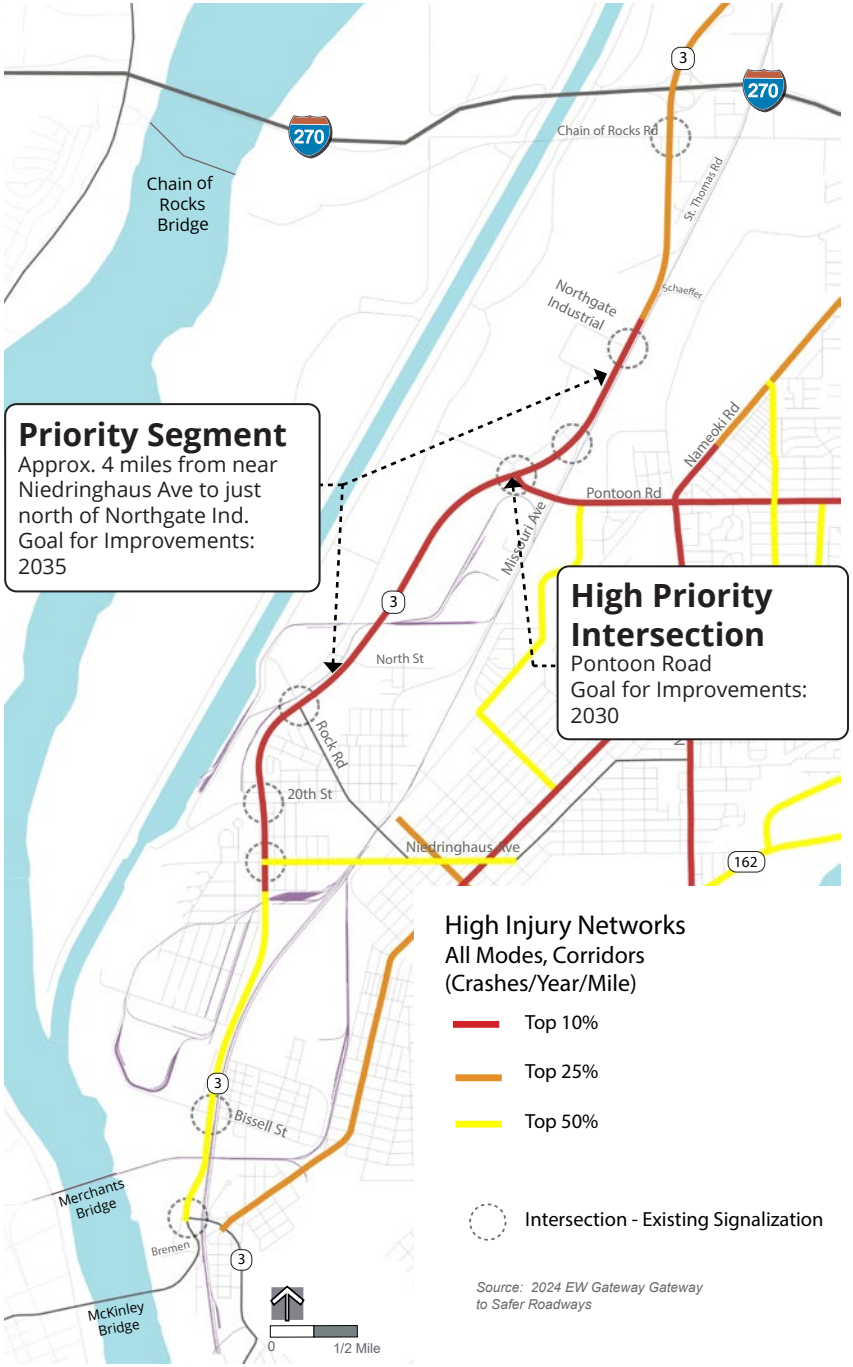
The plan recommends that by 2030, all locations on the high-injury network priority lists (top 5%) should have safety projects that are either completed or in progress. Local transportation departments should be in the process of piloting 2-4 new systemic treatments and kick-starting 2-4 new policy/ program recommendations.

By 2035, the top 10% of high-injury networks should have safety projects that are either completed or in progress.

The **Pontoon Road/Route 3** intersection ranks among the top 5% of priority intersections in the Safety Action Plan and **is recommended for safety improvements by 2030.**

The **four-mile stretch of Route 3**, from near Niedringhaus Avenue to just north of Northgate Industrial, ranks in the top 10% of priority corridors in the Safety Action Plan and **is recommended for safety improvements by 2035.**



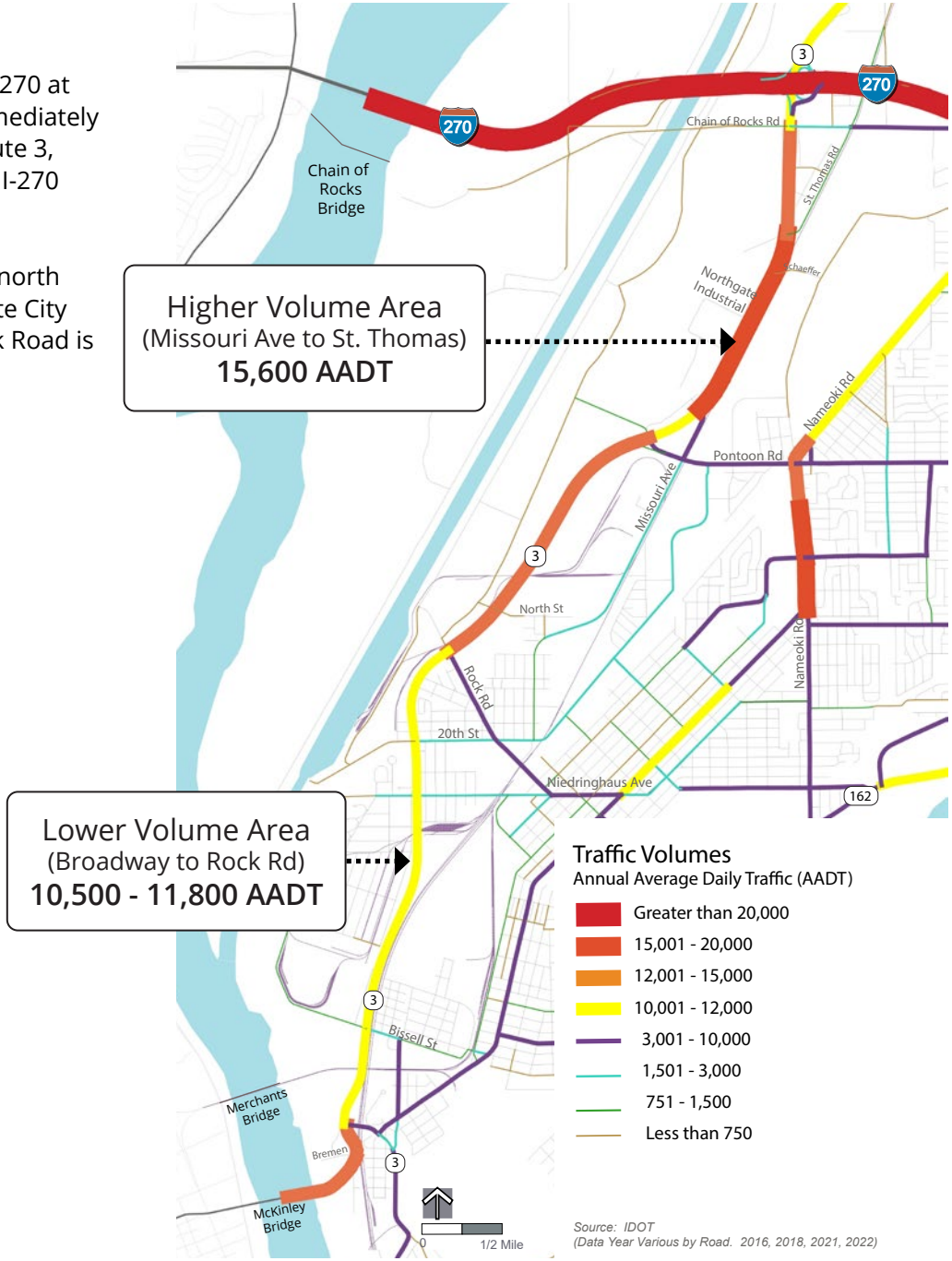


Map: Priority Projects - Gateway to Safer Roadways

Existing Traffic Volumes

A significant traffic volume enters and exits the Route 3 corridor from I-270 at the north end of the study area. The average daily traffic is highest immediately south of I-270 and Chain of Rocks Road. As one moves south along Route 3, traffic volumes decrease as the number of vehicles traveling to or from I-270 decreases.

The average daily traffic ranges from 13,000 to 15,600 vehicles per day north of Rock Road. A significant commuter traffic volume to and from Granite City uses the Rock Road intersection. The average daily traffic south of Rock Road is considerably lower, ranging from 10,500 to 11,800 vehicles per day.

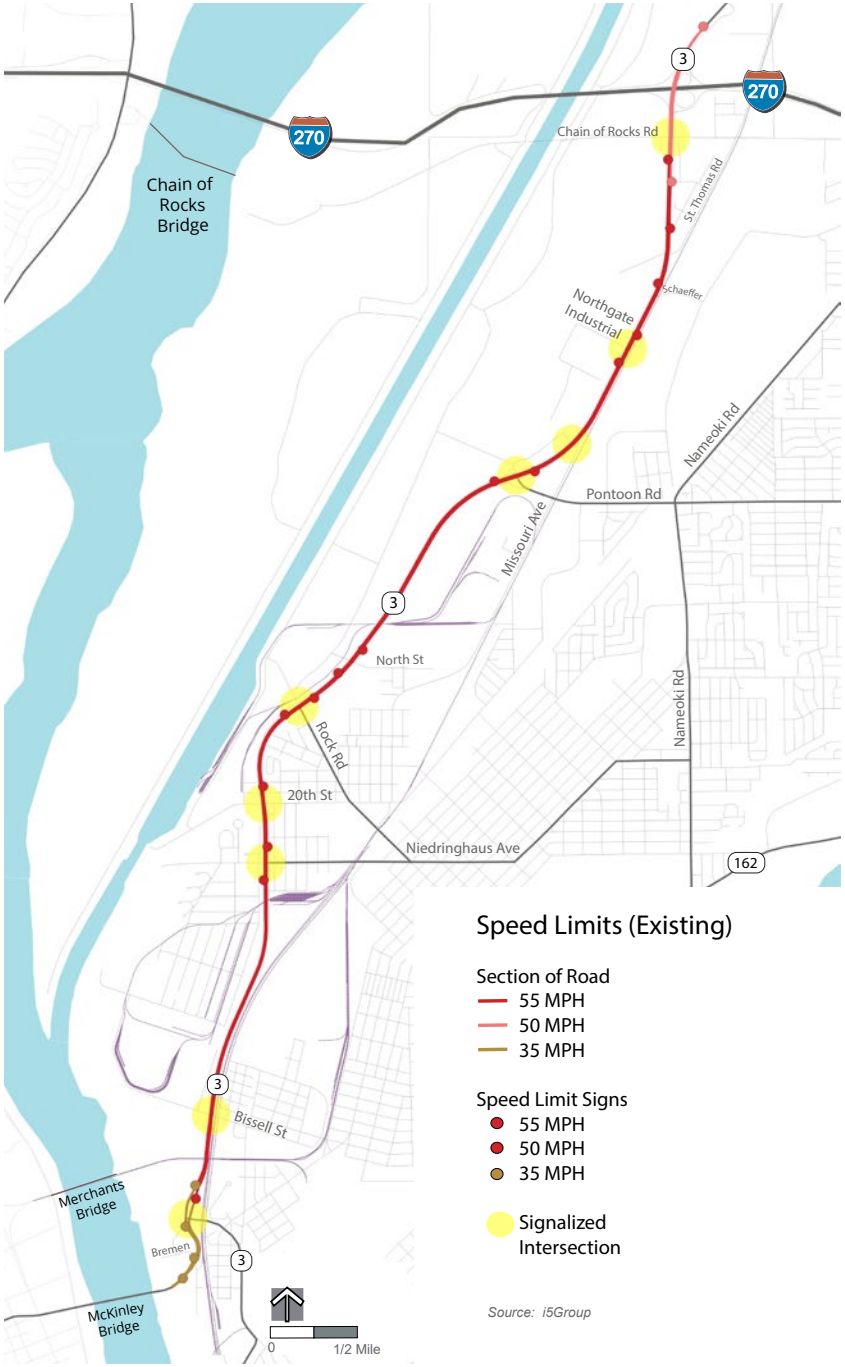


Map: Existing Traffic Volumes

Existing Speed Limits

The Route 3 corridor generally has a posted speed limit of 55 MPH, except for the northern and southern ends. A 35 MPH speed zone exists just before the McKinley Bridge, and a 50 MPH speed zone is present north and south of the I-270 interchange.

It is important to note that while 55 MPH is the posted speed limit, feedback from stakeholders along the corridor indicates that traffic speeds are frequently much higher than 55 MPH.

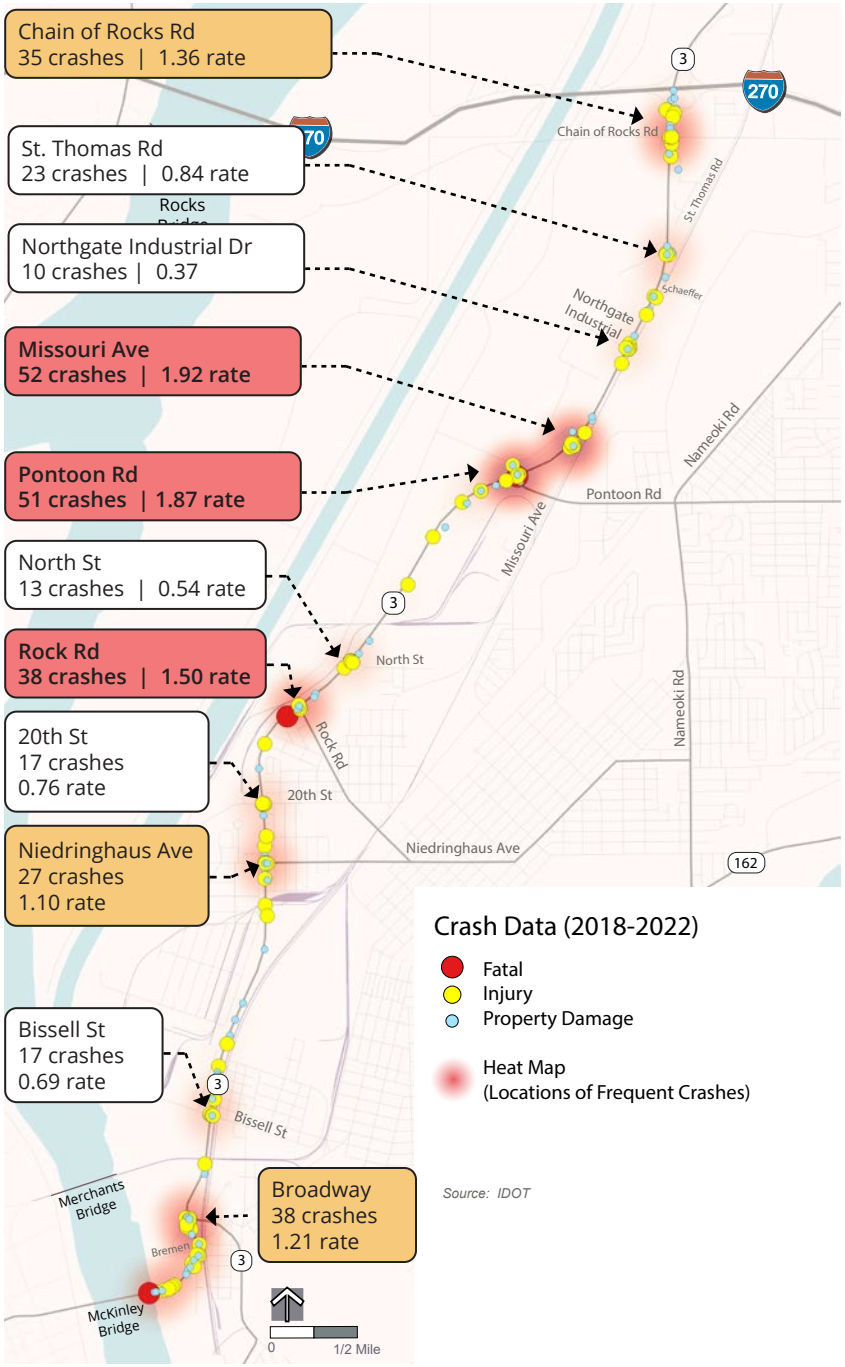


Map: Existing Speed Limits

Crash Data (2018-2022)

Crash Data was collected for a 5-year period from 2018 to 2022, which was used to calculate the average crash rate at each intersection and prioritize the most dangerous intersections. Crash rates for intersections are measured using a rate of Crashes / Million Entering Vehicles. The average crash rate is approximately 1.0, and an intersection with a crash rate of 1.0 or higher is considered a high crash rate intersection.

Six intersections along the Route 3 corridor had crash rates of 1.0 or higher, including Chain of Rocks Road, Missouri Avenue, Pontoon Road, Rock Road, Niedringhaus Avenue, and Broadway. Three of these intersections had crash rates of 1.5 or higher, including Missouri Avenue, Pontoon Road, and Rock Road. Improvements are suggested for each of the high crash rate intersections.



Map: Crash Data (2018-2022)

Crash Data (2018-2022)

The chart on this page provides details of crash data for each intersection in the Route 3 project corridor. The chart includes the number of daily entering vehicles, top three crash types, and top three crash causes.

Intersection	Daily Entering Vehicles					Total Crashes 2018 to 2022	Crash Rates (Crashes / Million Entering Vehicles)	Top 3 Crash Types			Top 3 Crash Causes		
	North Leg ADT	South Leg ADT	East Leg ADT	West Leg ADT	Daily Entering Vehicles			1	2	3	1	2	3
Broadway	12000	14300	8200	0	17250	38	1.21	Turning	Rear End	Sideswipe Same Direction	Disregarding Traffic Signals	Following too Closely	Improper Lane Usage
Bissell St	11700	12000	1700	1450	13425	17	0.69	Turning	Sideswipe Same Direction	Rear End	Failure to Reduce Speed	Failure to Yield Right of Way	Following too Closely
Niedringhaus Ave	11300	11700	2250	1600	13425	27	1.10	Rear End	Turning	Sideswipe Same Direction	Failure to Reduce Speed	Disregarding Traffic Signals	Following too Closely
W 20th St	10500	11300	1900	700	12200	17	0.76	Fixed Object	Angle	Rear End	Failure to Reduce Speed	Disregarding Traffic Signals	Failure to Yield Right of Way
Rock Rd	13000	10500	3800	525	13912.5	38	**1.50**	Turning	Rear End	Angle	Following too Closely	Failure to Reduce Speed	Disregarding Traffic Signals
North St	13000	13000	350	150	13250	13	0.54	Turning	Rear End	Sideswipe Same Direction	Failure to Reduce Speed	Failure to Yield Right of Way	Equipment-Vehicle Condition
W Pontoon Rd	10300	13000	5650	900	14925	51	**1.87**	Turning	Rear End	Sideswipe Same Direction	Failure to Reduce Speed	Failure to Yield Right of Way	Disregarding Traffic Signals
Missouri Ave	14600	10300	4350	500	14875	52	**1.92**	Turning	Rear End	Angle	Failure to Yield Right of Way	Failure to Reduce Speed	Improper Turning / No Signal
Northgate Industrial Dr	14600	14600	0	500	14850	10	0.37	Rear End	Turning	Fixed Object	Failure to Reduce Speed	Disregarding Traffic Signals	Distraction from Inside Vehicle
St Thomas Rd	14300	14600	1000	100	15000	23	0.84	Turning	Rear End	Angle	Following too Closely	Failure to Reduce Speed	Failure to Yield Right of Way
W Chain of Rocks Rd	10900	14300	1950	950	14050	35	1.36	Rear End	Sideswipe Same Direction	Angle	Failure to Reduce Speed	Following too Closely	Disregarding Traffic Signals

* Crash Data was obtained from IDOT at gis-idot.opendata.arcgis.com

Existing Number of Lanes

North of 20th Street, Route 3 consists of two lanes in each direction. Between Bissell Street and 20th Street, it expands to three lanes in each direction. South of Bissell Street to the McKinley Bridge, Route 3 alternates between two and three lanes, creating areas with wide lane widths where the number of lanes transitions.

Above: Segment or 2-lanes near North Street.

Above: Segment of 3-lanes in front of America's Central Port.

Above: Segment of a mix of 2-lanes and 3-lanes.

Map: Existing Number of Lanes

Granite City Shuttle Bus Route

Three Madison County Transit (MCT) bus routes serve this section of Route 3, including:

- Granite City Shuttle
- Riverbend
- Riverbend Express

This page provides an overview of the MCT Granite City Shuttle Bus Route. The following pages cover the Riverbend and Riverbend Express routes.

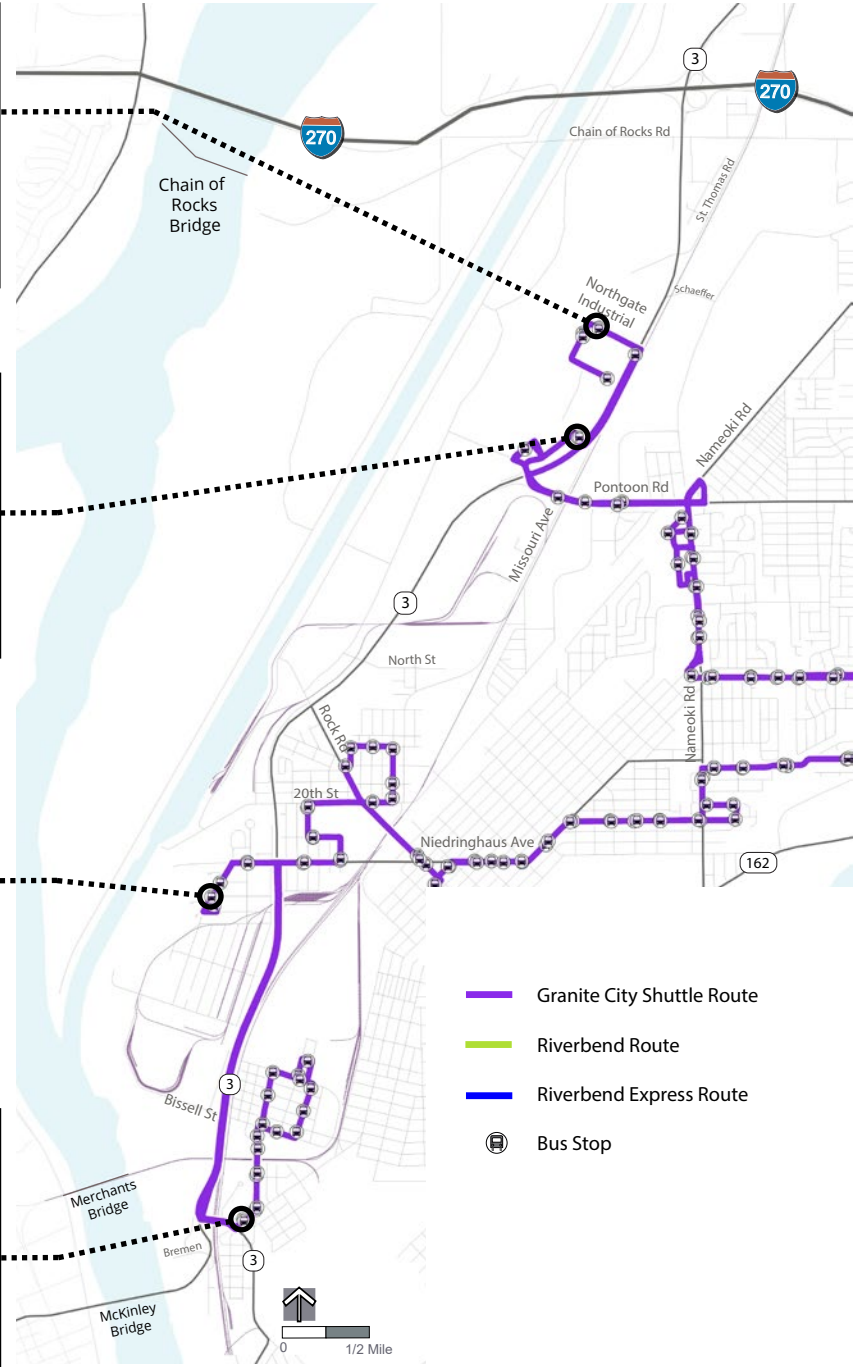
The Granite City Shuttle Bus Route serves portions of Granite City, Madison, and Venice. The northern limit of the route includes Northgate Industrial, providing access to several businesses and Chestnut Health Systems. It also connects to the Granite Park retail complex (featuring stores like Aldi and Walmart) and America's Central Port. The southern limit of the route covers areas in Venice and Madison.

Above: Northgate Industrial Park

Above: Schaefer Rd including Aldi and Walmart.

Above: Residential area of America's Central Port.

Above: Venice Park District building.



Map: Granite City Shuttle Bus Route
Madison County Transit (MCT)

Riverbend Bus Route

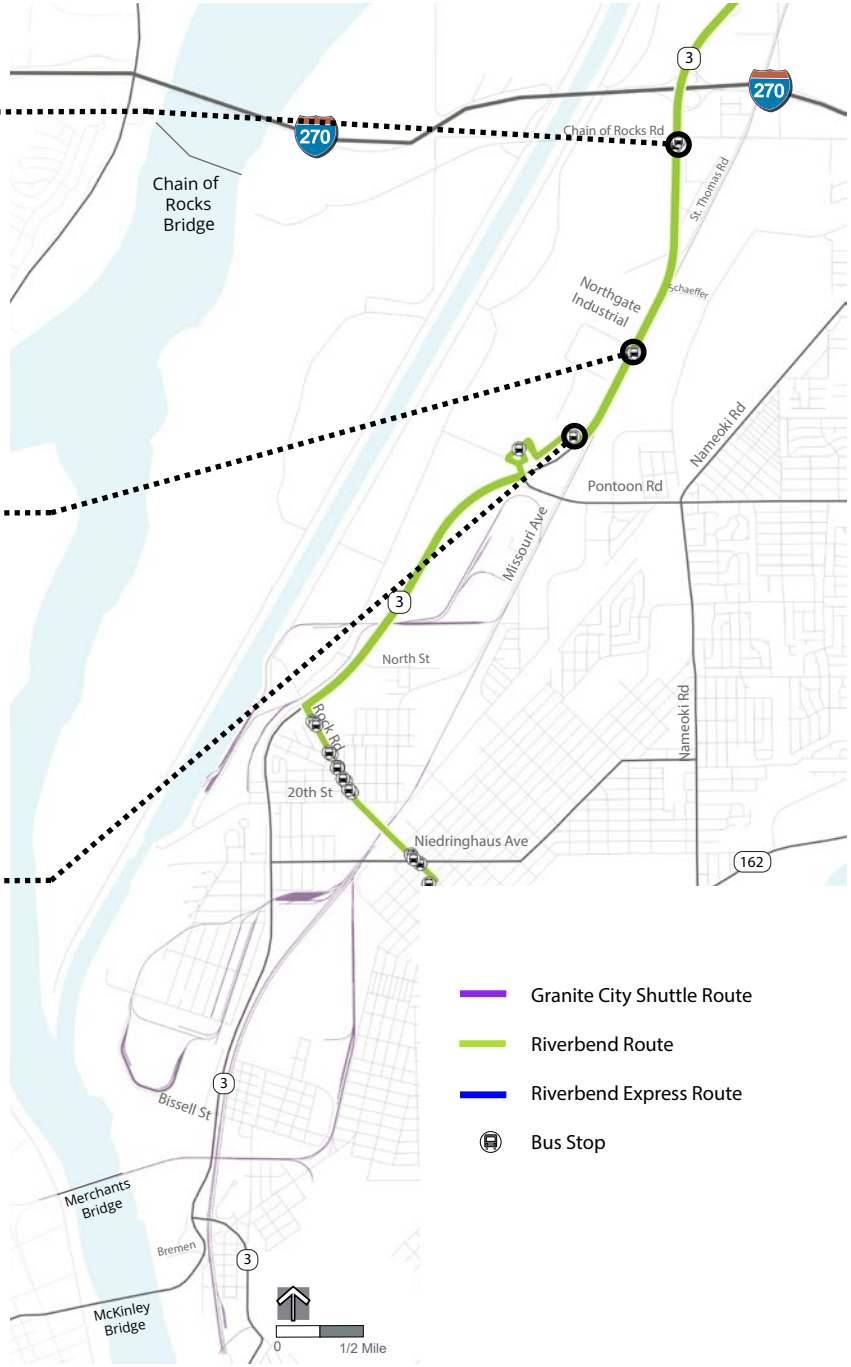
The Madison County Transit (MCT) Riverbend route connects the MCT station in Alton with the MCT station in Granite City.

Along Route 3, the route includes stops at Chain of Rocks Road, Northgate Industrial, and the Granite Park retail complex (featuring stores like Aldi and Walmart). The stops at Chain of Rocks and Northgate Industrial are located directly adjacent to Route 3, with no dedicated pedestrian facilities connecting them to nearby businesses.

Above: Chain of Rocks Road. Stop is adjacent to Route 3.

Above: Northgate Industrial complex. Stop is adjacent to Route 3.

Above: Schaefer Rd including Aldi and Walmart.



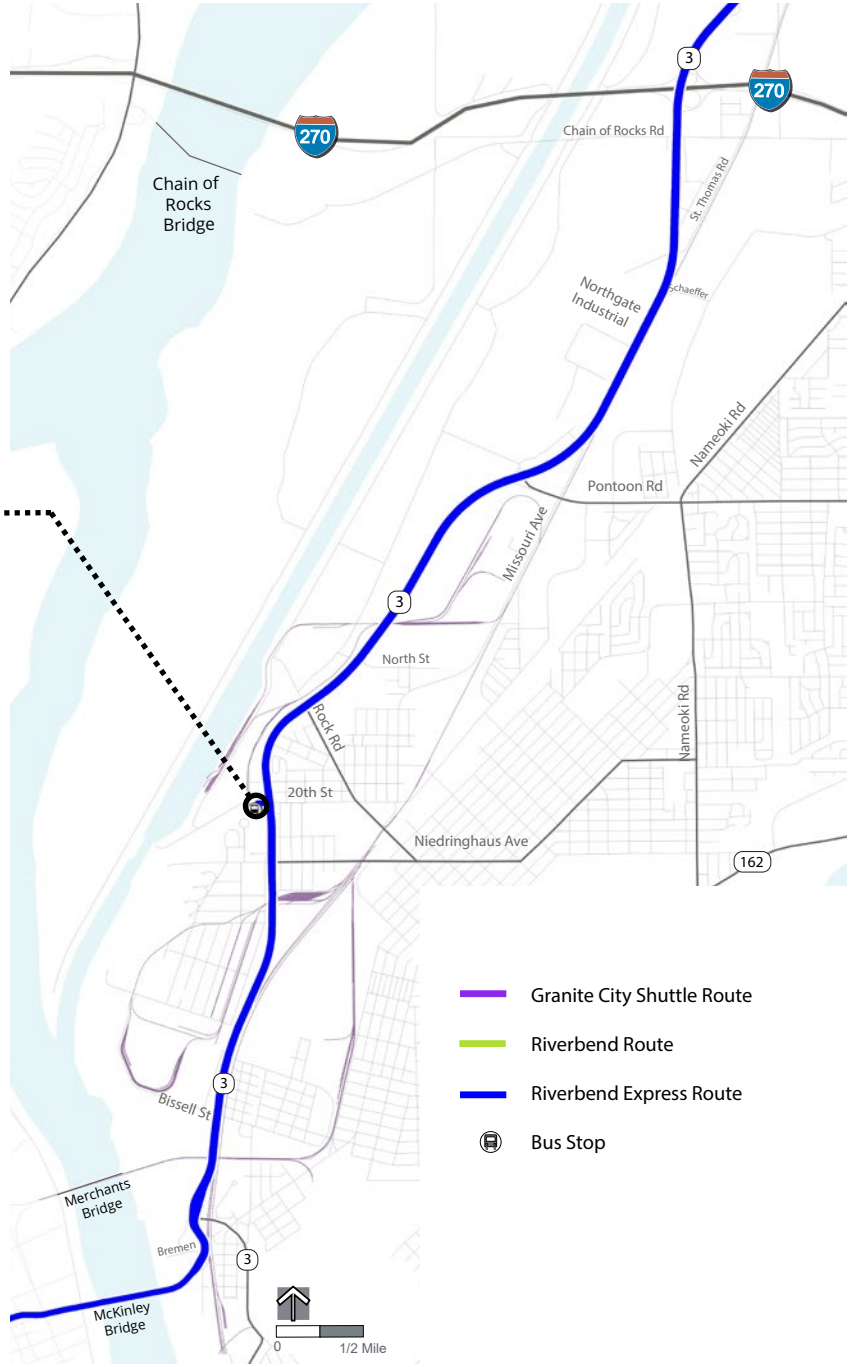
Map: Riverbend Bus Route
Madison County Transit (MCT)

Riverbend Express Bus Route

The Madison County Transit (MCT) Riverbend Express is an express route serving Godfrey, Alton, Bethalto, and other Route 3 communities, connecting them to downtown and midtown St. Louis.

This route has limited stops, with the only stop in the aRT3 study area located at the River's Edge Park & Ride in America's Central Port.

Above: River's Edge Park and Ride.



Map: Riverbend Express Bus Route
Madison County Transit (MCT)

Existing Bike Facilities and Route 3 Crossings

The aRT3 study area overlaps an important area of the regional bicycle network, featuring several key trails. Notably, it includes important north-south connections across the Mississippi River: the Chain of Rocks Bridge to the north and the McKinley Bridge to the south, both of which create a loop for the shared-use path network.

Existing Route 3 Crossings

There are only three existing designated crossing locations within the plan corridor for bicyclists and pedestrians. The existing locations include

- 20th Street (Improved in 2024 by IDOT)
- Niedringhaus Avenue
- Chicago Street: Underneath Route 3 Bridge just south of Niedringhaus. This connects the neighborhood to the MCT confluence trail.

Existing Bike Facilities

1. MCT Confluence Trail
2. Old Chain Of Rocks Bridge Trail
3. McKinley Bridge Bikeway
4. MEPRD Eagle Points Trail
5. MCT Schoolhouse Trail
6. Wilson Park Trail
7. MCT Nature Trail Spur
8. Riverfront Trail

Future Bike Facilities

- **A** Metro East Riverfront Trail Connection
  Connection to the Metro East Riverfront Trail is expected to be completed in 2026.
- **B** Schoolhouse Trail Connection
  Planning is on-going for connecting the Schoolhouse Trail to the Confluence Trail. Alignment and schedule to be determined.

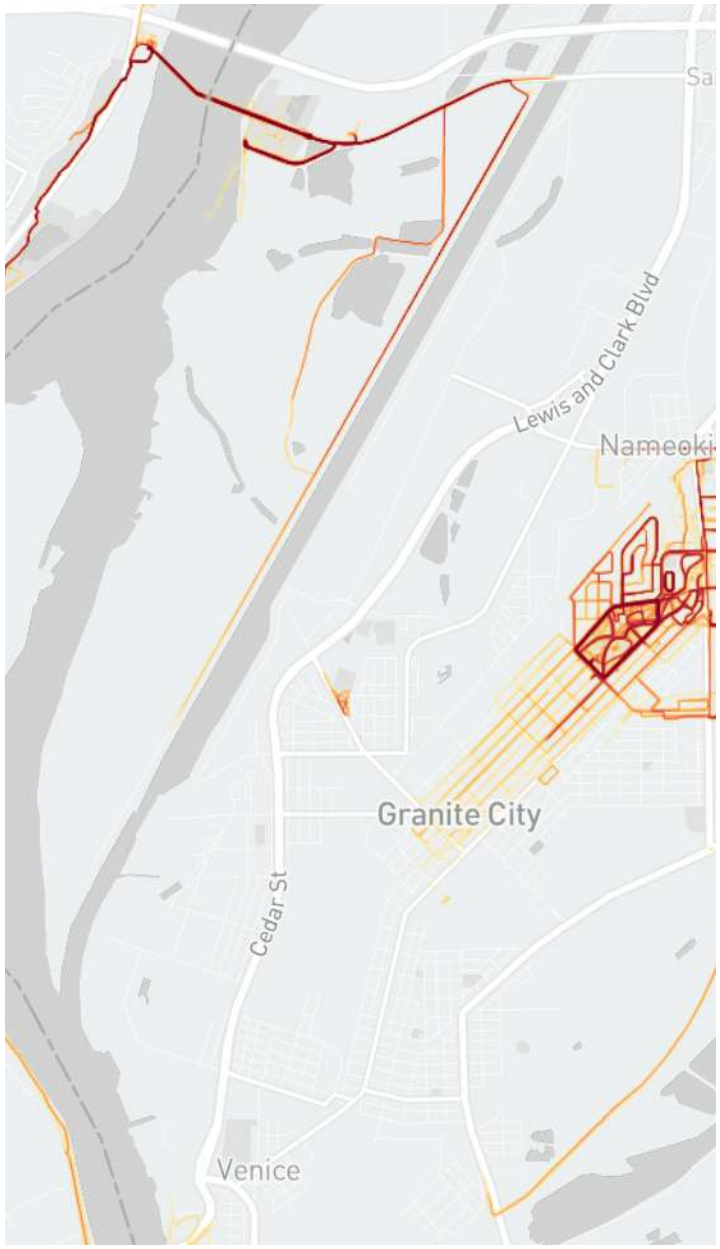
Map: Existing Bike Trails

Existing Active Recreation

The maps on this page include Strava heat maps showing pedestrian (walking, running, etc.) and cycling activity in and around the aRT3 study area.

It's important to note that this data comes from Strava, a social network and app for athletes that allows users to track and record their physical activities. As the data is self-reported, it primarily reflects individuals exercising. It likely does not capture those walking or cycling for commuting purposes (e.g., traveling to a transit stop or business).

Despite this limitation, the data provides an interesting snapshot of active recreation in the study area.



Map: Strava Heat Map - All Pedestrian Traffic (Running, Walking, Hiking, etc)

Map: Strava Heat Map - All Cycling

TRANSPORTATION SAFETY STRATEGIES

- Summary and Methodology
- Transportation Recommendations (Options 1 & 2)
- Evaluated Intersection Types
- Pedestrian and Bicycle Opportunities
- Trip Generation Analysis
- Lane Reconfiguration Conceptual Design
- Conceptual Intersection Layouts
- Other Items

Transportation Improvements: Summary

Overview

A safety study was conducted for the Route 3 corridor as part of the transportation improvement plan. Existing data such as traffic volumes and crash data were collected and used to identify high-crash rate locations within the corridor. Alternative designs were studied based on suggestions from the Illinois Department of Transportation and compared against the existing conditions. After identifying the appropriate alternatives for each segment or intersection, conceptual designs were drawn and presented to the committee, stakeholders, and public for feedback.

The safety study found that the Route 3 corridor could be divided into two main sections: the northern half from Rock Road to I-270 was designed like a rural highway and contained most of the high-crash rate intersections, including Missouri Ave, Pontoon Road, and Rock Road; the southern half from the McKinley Bridge to Rock Road was designed like an open suburban highway and contained several lower-crash rate intersections but speeding was identified as a common crash factor.

The safety study recommended geometric changes to the high-crash rate intersections found in the northern half of the Route 3 corridor and a lane reconfiguration to address speeds in the southern half of the Route 3 corridor. The alternative intersection designs recommended as part of the study included roundabouts, continuous Green-T intersections, and J-turns. The lane reconfiguration recommended for the southern half of the corridor included reducing Route 3 from six lanes to four lanes with a raised median.

Recommended Next Steps

The purpose of this study was to evaluate conceptual safety counter-measures and appropriate traffic calming practices that could be utilized for Route 3. The conceptual transportation improvements also help to inform enhancement opportunities along the corridor.

Next steps to advance the recommendations of the transportation improvements include:

1. **Intersection Design Studies and Phase 1 Alignment Study**
   The next step to advance the conceptual designs is to do Intersection Design Studies (IDS) at the proposed intersections and a Phase 1 Alignment Study for the lane reconfiguration. The studies should incorporate recent (2024) IDOT improvements at Route 3 and 20th Street, as well as planned improvements to the Route 3 bridge over Chicago Street near the Port.

2. **Incorporate recommendations for I-270 and the Chain of Rocks Intersection as part of IDOT's planned I-270 project.**
   Many of the plan recommendations will be enhancements that will be evaluated later in this study, however, pedestrian accommodations at the intersection of Chain-of-Rocks and Route 3 and coordination with transit stops are an important transportation component.

3. **Broadway Intersection**
   Future planning of the Broadway intersection by IDOT should evaluate the potential benefits of a roundabout at this location, as well as a shared-use path that could connect the Confluence Trail and McKinley Bridge to the City of Venice. This connection between Venice and the Confluence Trail is an important link at both the local and regional levels.

Development of Traffic Safety Strategy

Advisory Committee #1
July 11, 2024

- Summary of planning scope.
- Overview of existing conditions.
- Other Route 3 plans and projects.

Advisory Committee #2
October 10, 2024

- Projections on job growth.
- In-depth transportation existing conditions and crash data.
- Review of draft traffic safety strategies.

Corridor Business and Property Owner Open House #1
November 7, 2024

- Review of draft traffic safety strategies.
- Feedback on the preferred identity of Route 3.

Community Pop-ups
October 17 and 31, 2024

- Priorities and needs for the Route 3 corridor.
- Feedback on the preferred identity of Route 3.

Advisory Committee #3
January 23, 2025

- Update of transportation recommendations.
- Overview and art and enhancements including overview of potential opportunity areas and formation of sub-committee.

Traffic Safety Strategies

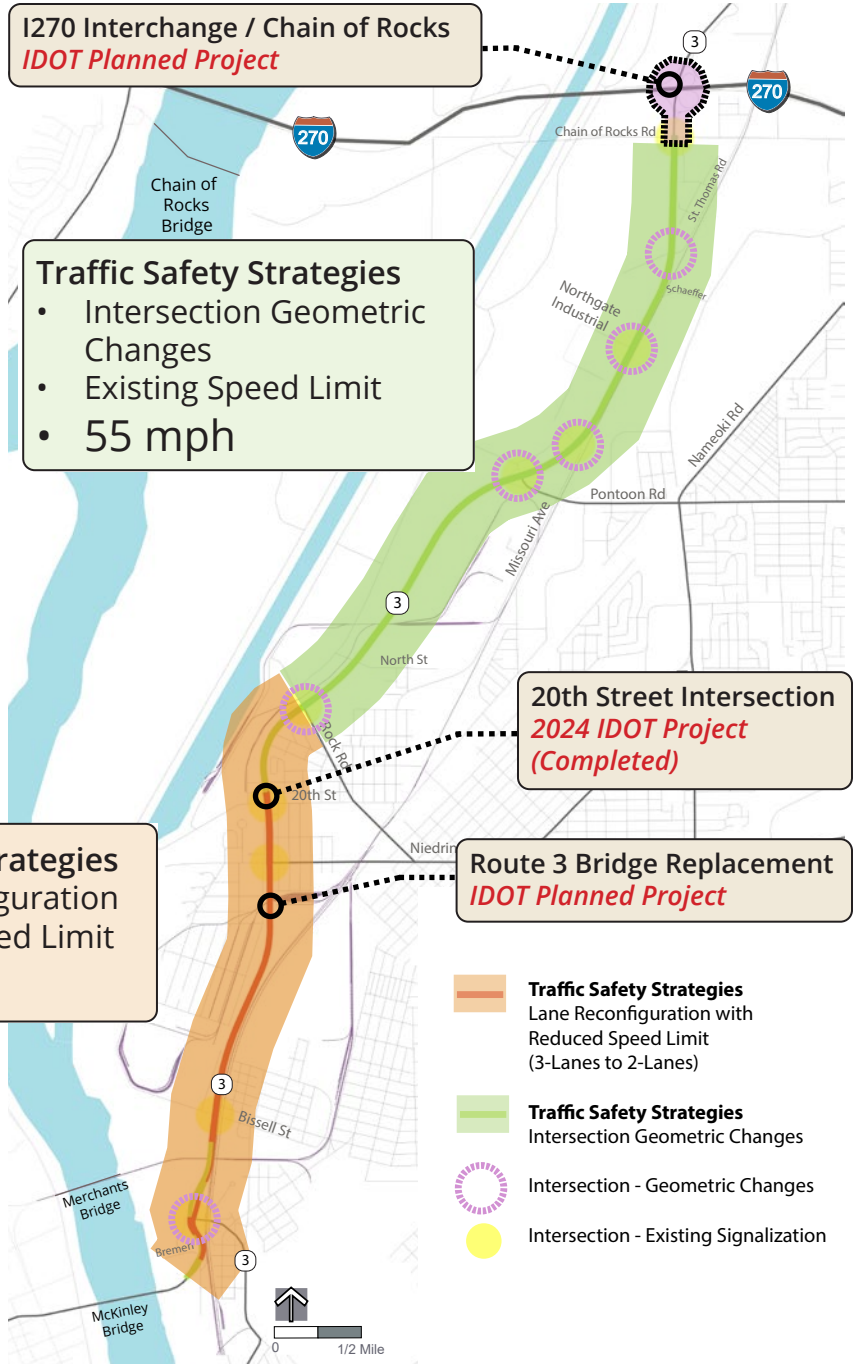
The Route 3 corridor can be divided into two main sections:

- The northern half from Rock Road to I-270
- The southern half from the McKinley Bridge approach to Rock Road

The northern half of the Route 3 corridor is designed like a rural highway, with wide, depressed medians and paved shoulders, faster speed limits, and high traffic volumes. This section includes most of the high crash rate intersections, including Missouri Avenue, Pontoon Road, and Rock Road. This study includes recommended geometric changes to these intersections to reduce the hazardous crash types identified from the historical crash data.

The southern half of the Route 3 corridor is designed like an open suburban highway, with narrower raised medians, frequent signalized intersections, and lower traffic volumes. This section includes several lower crash rate intersections, and speeding was identified as a common factor for the crashes that occurred. This study includes recommendations for lane reconfiguration from the McKinley Bridge approach to Rock Road. A lane reconfiguration would consist of removing a lane in either direction to reduce traffic speeds by visually narrowing the corridor and physically making it more difficult for vehicles to pass one another. The extra greenspace can be used to add visual traffic calming features such as wayfinding, landscaping, or art for aesthetic improvements.

Most of the existing grass median south of Rock Road features a raised curb (except for the wide grass median just north of Broadway). The transition from three to two lanes occurs between 20th Street and Rock Road, making Rock Road the northern extent of the lane reconfiguration recommendation.



Map: Segments for Transportation Recommendations

Traffic Safety Strategies

The chart on this page provides an overview of the strategies for each intersection, which were evaluated in collaboration with corridor stakeholders. Some intersections feature multiple options.

Seven intersections include options for geometric changes.

		Restricted Crossing U-Turn (RCUT) / J-Turn	Median U-Turn (MUT)	Continuous Green-T	Roundabout	Realignment	Acceleration / Deceleration Lanes	Corridor Lane Reconfigura-tion	
North	**Chain of Rocks Rd**	future IDOT project as part of I-270 Interchange - see report for pedestrian and transit recommendations							
	St. Thomas Rd	X					X		Intersection Geometric Changes
	Northgate Industrial			X					
	Missouri Ave	X	X	X	X				
	Pontoon Rd				X	X			
	North St								
	Rock Rd	X			X		X		
	20th Street							X	Corridor Lane Reconfiguration
	Niedringhaus Ave							X	
	Bissell St							X	
South	**Broadway**				X	X		X	

Traffic Safety Strategies: Methodology

The Route 3 corridor was studied to identify the existing average daily traffic volumes and crash data. After studying the crash data, intersections were categorized based on the crash frequency and severity.

High-crash rate intersections were reviewed to identify modifications that could be made to improve safety, and alternative intersection designs were researched based on suggestions from the Illinois Department of Transportation and other states' Departments of Transportation. These alternatives were analyzed to determine where they would be feasible based on the required geometry and traffic flow patterns, as well as how they address specific crash types. Once alternative designs were chosen for the high-crash rate intersections, conceptual designs were drawn and presented to the study committee, stakeholders, and the public for feedback. The comments were taken into consideration, and the designs were revised for the transportation improvement plan.

A lane reconfiguration was investigated based on the traffic volumes and prevalence of speed as a factor in crash reports. The corridor was studied and compared to the requirements in the IDOT Bureau of Design and Environment Manual (BDE), which provided justification for reducing the number of lanes and adding a raised median. Conceptual designs were drawn and presented to the study committee, stakeholders, and public for feedback. The comments were taken into consideration, and the designs were revised for the transportation improvement plan.

Transportation Recommendations: Option 1
(Preferred Option)

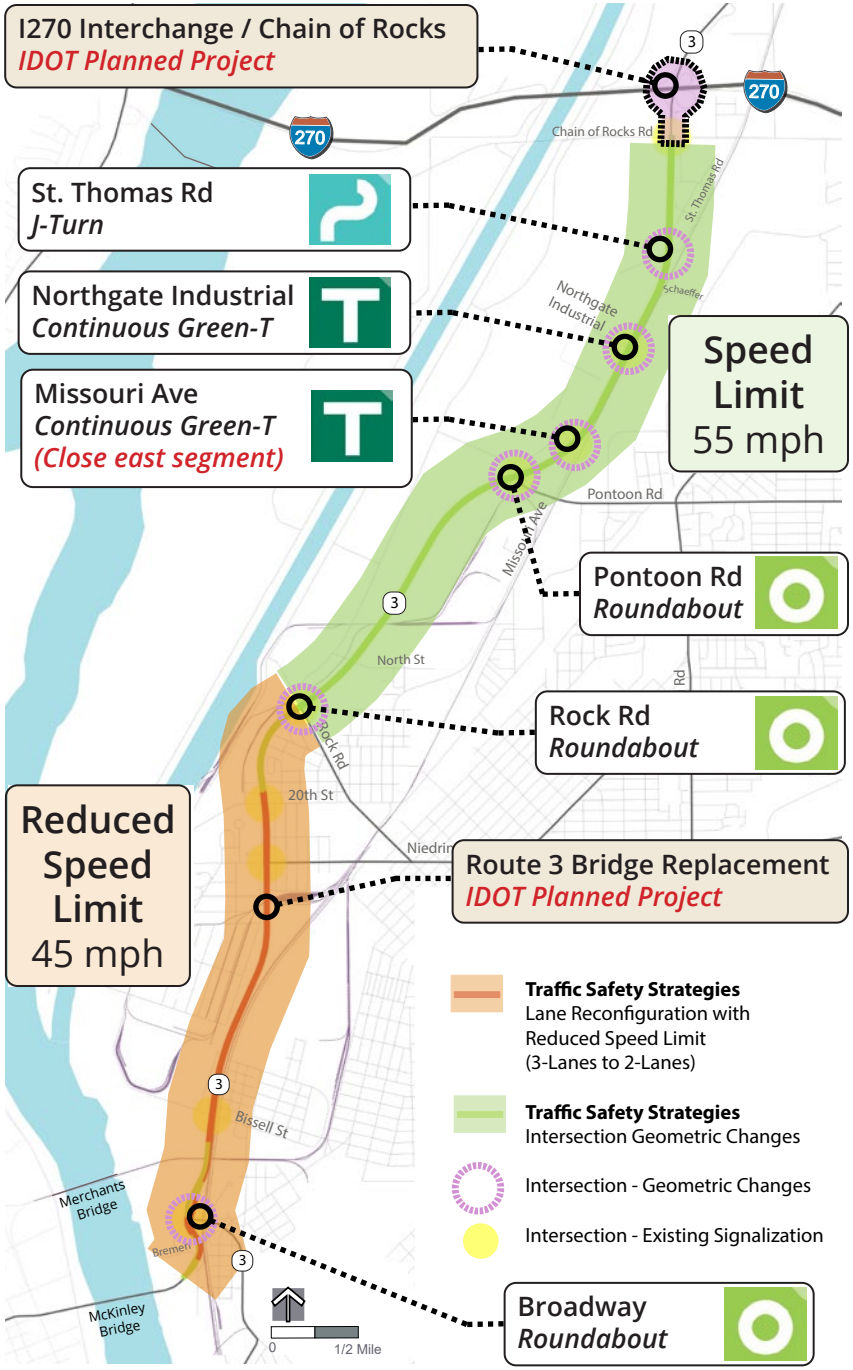
Option 1 for the Route 3 corridor prioritizes new intersection designs that promote lower speeds and decrease the number of traffic conflict points.

The proposed lane reconfiguration from McKinley Bridge to Rock Road with a raised median promotes lower speeds by reducing opportunities for speeding vehicles to weave through traffic and by visually narrowing the driver's perception of the corridor. Raised medians also provide opportunities for landscaping or other beautification methods. This design is consistent with the IDOT Bureau of Design and Environment Manual's (BDE) design guidelines for an open suburban highway, and is typical for highway speeds of 45 mph.

Large-diameter, multi-lane roundabouts at Broadway, Rock Road, and W Pontoon Road promote lower speeds along Route 3 while reducing starting-and-stopping for heavy trucks. Traffic along Route 3 is required to yield to traffic within the roundabout, and deflection in the vehicle path requires traffic to slow down to maneuver through the intersection. The roundabout also promotes safety by decreasing the number of traffic conflict points where vehicle paths cross, and the types of collisions common in roundabouts are less severe than in traditional intersections.

Continuous Green-T intersections at Missouri Avenue and Northgate Industrial Drive promote efficiency within the corridor by reducing the number of signal phases, providing more green time to each traffic movement and reducing delay. The continuous Green-T intersection also promotes safety by reducing the number of traffic conflict points.

The J-Turn intersection at St. Thomas Road promotes safety by reducing the number of traffic conflict points at the intersection and removing left-turn angle-crashes.



Transportation Recommendations: Option 2 (Alternative Option)

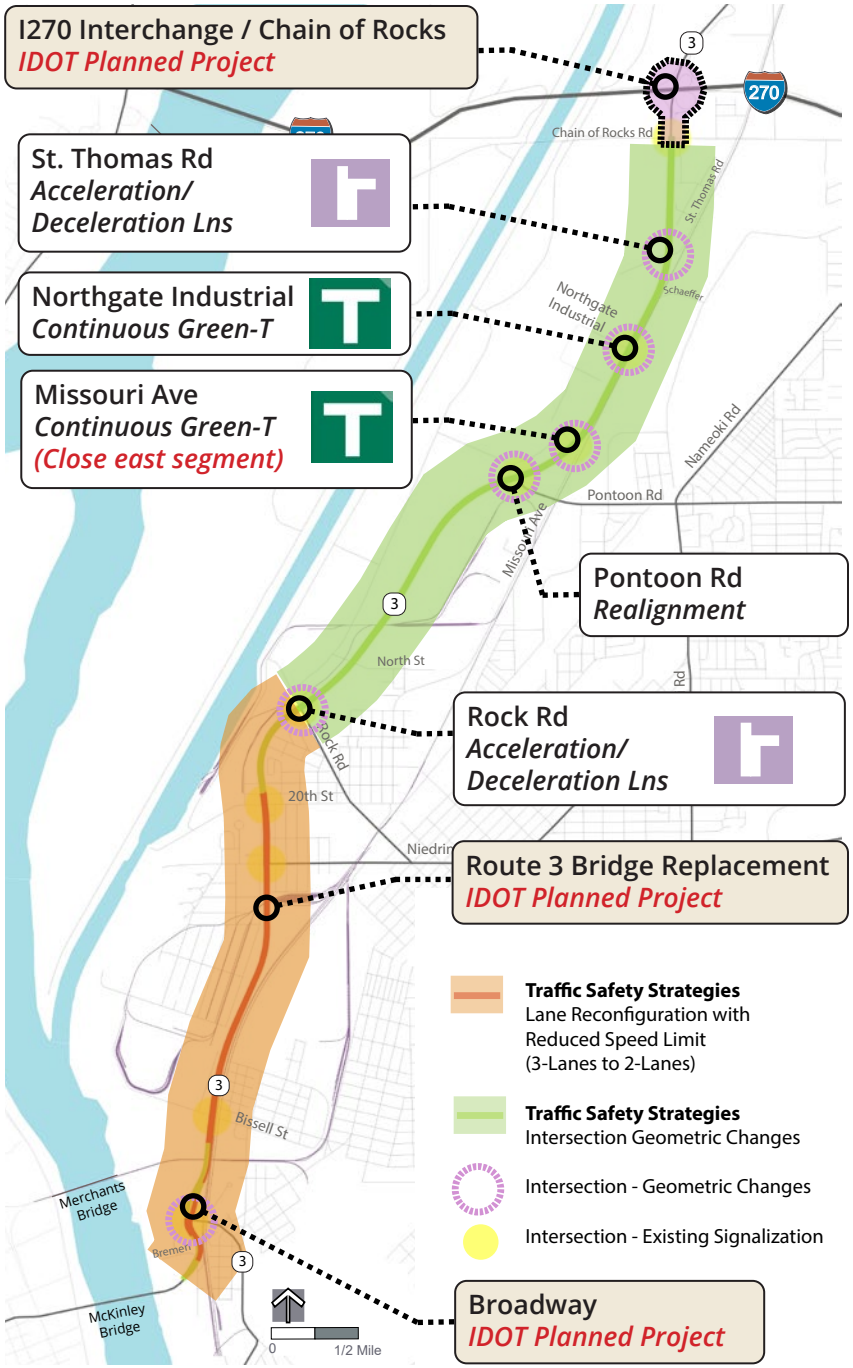
Option 2 for the Route 3 corridor prioritizes modifications to existing intersections that focus on addressing existing safety issues but have a smaller focus on lowering speeds.

The proposed lane reconfiguration from McKinley Bridge to Rock Road with a depressed median promotes lower speeds by reducing opportunities for speeding vehicles to weave through traffic. The design is consistent with a rural highway, typical for the existing highway speeds of 55 mph.

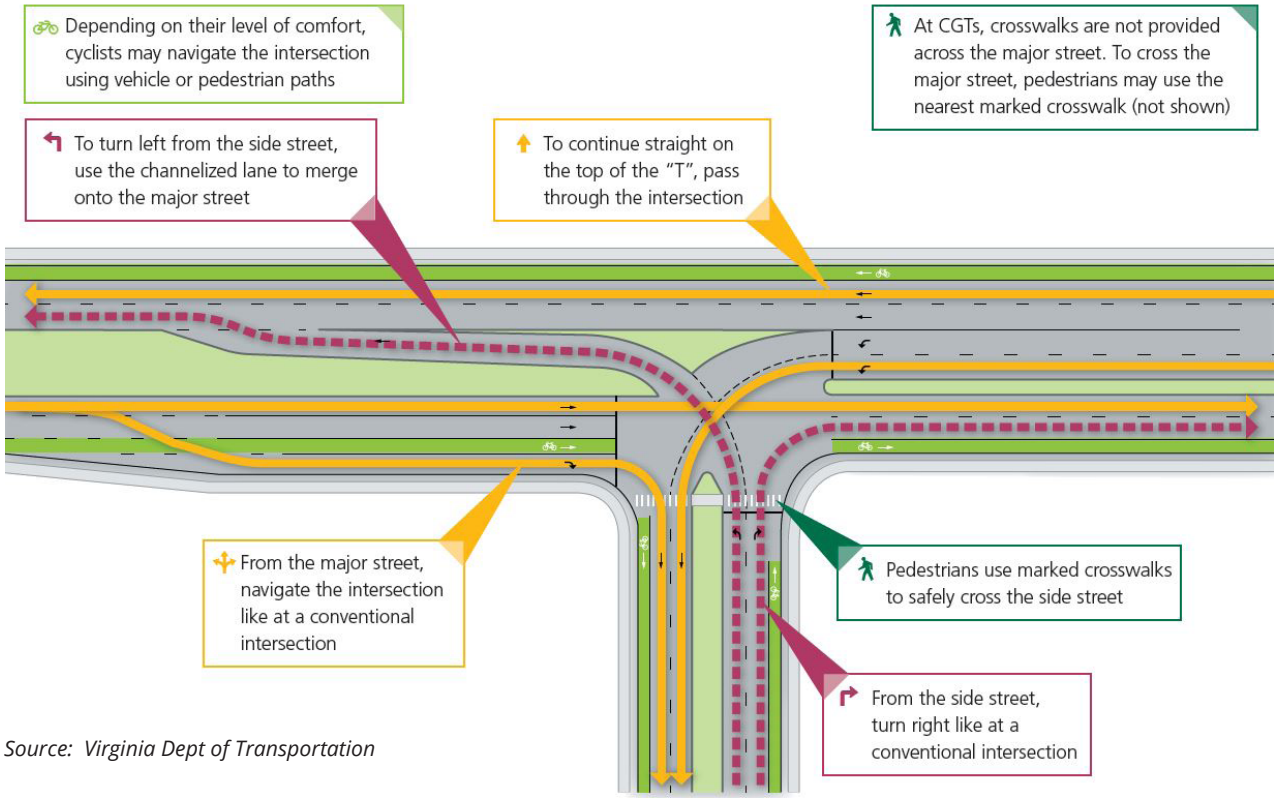
Adding acceleration and deceleration lanes at Rock Road and St. Thomas Road provides opportunities for turning vehicles to slow down at these intersections without impeding traffic. While acceleration lanes reduce the risk of rear-end collisions, they will not promote lower traffic speeds along the Route 3 corridor since the slower vehicles will be in separate lanes.

Realigning the westbound leg at the W Pontoon Road intersection helps promote safety by removing the existing skew and promoting visibility of vehicles on the southbound approach. While this design does not necessarily promote lower traffic speeds along Route 3, removing the northbound-right slip lane will require vehicles making that movement to slow down and turn at the intersection.

Continuous Green-T intersections at Missouri Avenue and Northgate Industrial Drive promote efficiency within the corridor by reducing the number of signal phases, providing more green time to each traffic movement and reducing delay. The continuous Green-T intersection also promotes safety by reducing the number of traffic conflict points.



Evaluated Intersection Options
Continuous Green-T



Source: Virginia Dept of Transportation

BENEFITS: Continuous Green-T

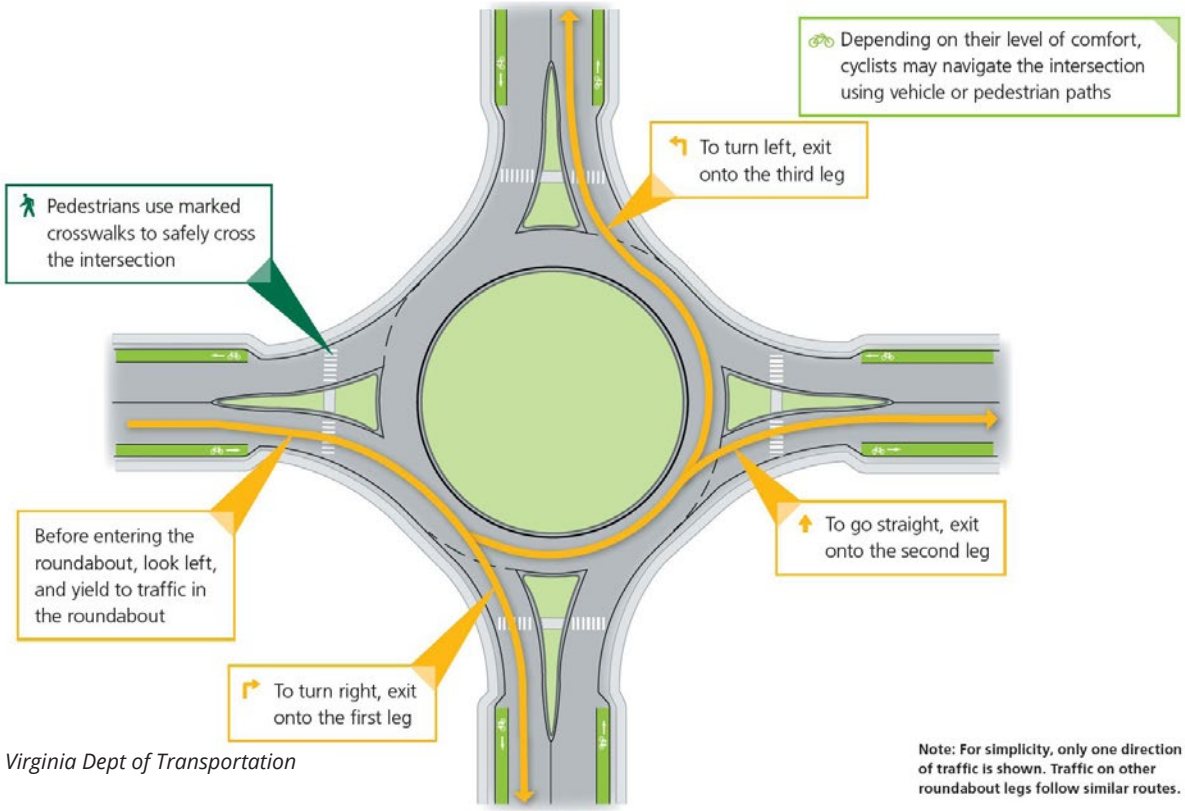
- Reduces Total crashes by **4%** (FHWA data).
- Reduces Fatal & Injury crashes by **15%** (FHWA data).
- Reduces Rear-End, Angle, & Sideswipe crashes by **8%** (FHWA data).
- Remove risk of far-side right-angle collisions.
- Lowers number of conflict points.
- Left-turning vehicles have channelized lanes, which reduces the potential of Angle crashes.
- The NB direction along Route 3 is in free-flow, which reduces the number of signal phases, reducing intersection delays.

Continuous Green-T intersections are a type of three-leg intersection in which one direction of traffic along the major road can pass through the intersection without stopping and the opposite direction of traffic is controlled by a traffic signal. Traffic turning left from the major road onto the side road and from the side road onto the major road uses channelized acceleration / deceleration lanes to merge onto the major road.

Continuous Green-T intersections improve safety by reducing the risk of far-side right-angle collisions. Since one direction of travel along the major road operates at free flow, the traffic signal can also provide more green time for the other movements and reduce delay.

Continuous Green-T intersections should be considered when there are high thru-traffic volumes along the major road and low traffic volumes on the side road. They are good options for the Missouri Avenue and Northgate Industrial Drive intersections based on the existing traffic volumes, since traffic volumes on Missouri Avenue and Northgate Industrial Drive are significantly lower than along Route 3. Closing the east leg of Missouri Avenue converts the intersection into a three-leg intersection, further lowering traffic volumes on the west leg and diverting additional traffic to W Pontoon Road. At both intersections, the northbound lanes on Route 3 would operate at free flow while the southbound legs would be controlled by a traffic signal.

Evaluated Intersection Options
Roundabout



Source: Virginia Dept of Transportation

Roundabouts are a type of intersection in which incoming traffic yields to traffic within a one-way circular intersection around a central island.

Roundabouts improve safety by reducing the number of traffic conflict points, lowering traffic speeds, and directing traffic to avoid dangerous right-angle collisions. They can also improve efficiency along the Route 3 corridor by providing additional traffic capacity and correct acute approach angles from side roads.

Roundabouts should be considered when there are high traffic volumes on multiple approaches. They are good options for Broadway, Rock Road, and W Pontoon Road which all have high traffic volumes along Route 3 and on the side roads. With a sufficiently large diameter, trucks can navigate these roundabouts without listing into adjacent lanes. Roundabouts will also make for a more comfortable ride for heavy trucks due to reducing the need to stop-and-start at red lights.

BENEFITS: Roundabout

- Reduce fatalities by up to **90%** (FHWA data).
- Reduce injury crashes by up to **76%** (FHWA data).
- Lowers number of conflict points from 42 to 24.
- Traffic must yield to vehicles in the roundabout.
- Reduce speed along Route 3 due to deflection in the alignment and yielding to other vehicles.

Roundabout Precedent Research

The use of roundabouts in Illinois has increased significantly over the past decade. However, most roundabouts in the Metro East, Southern Illinois, and the greater St. Louis region have predominantly been single-lane designs. There are few examples of two-lane roundabouts in Illinois and Missouri.

The safety benefits of roundabouts (such as a 90% reduction in fatalities and a 76% reduction in injury crashes) underscore the need to evaluate their implementation on Route 3. In addition to enhancing safety at intersections, roundabouts can help calm traffic between intersections, as vehicles must slow down when approaching and navigating through them.

The following pages present four precedent examples of two-lane roundabouts from different parts of the country. Three of these roundabouts handle traffic volumes much higher than those on Route 3, and all feature a significant amount of truck traffic, though still less than the truck traffic on Route 3.

The precedent roundabouts on the following pages include:

- South Carolina SC46 and Okatie Hwy
- New York I-587 and NY28
- Georgia GA-HWY 88
- Vermont NH-9 and Putney Rd

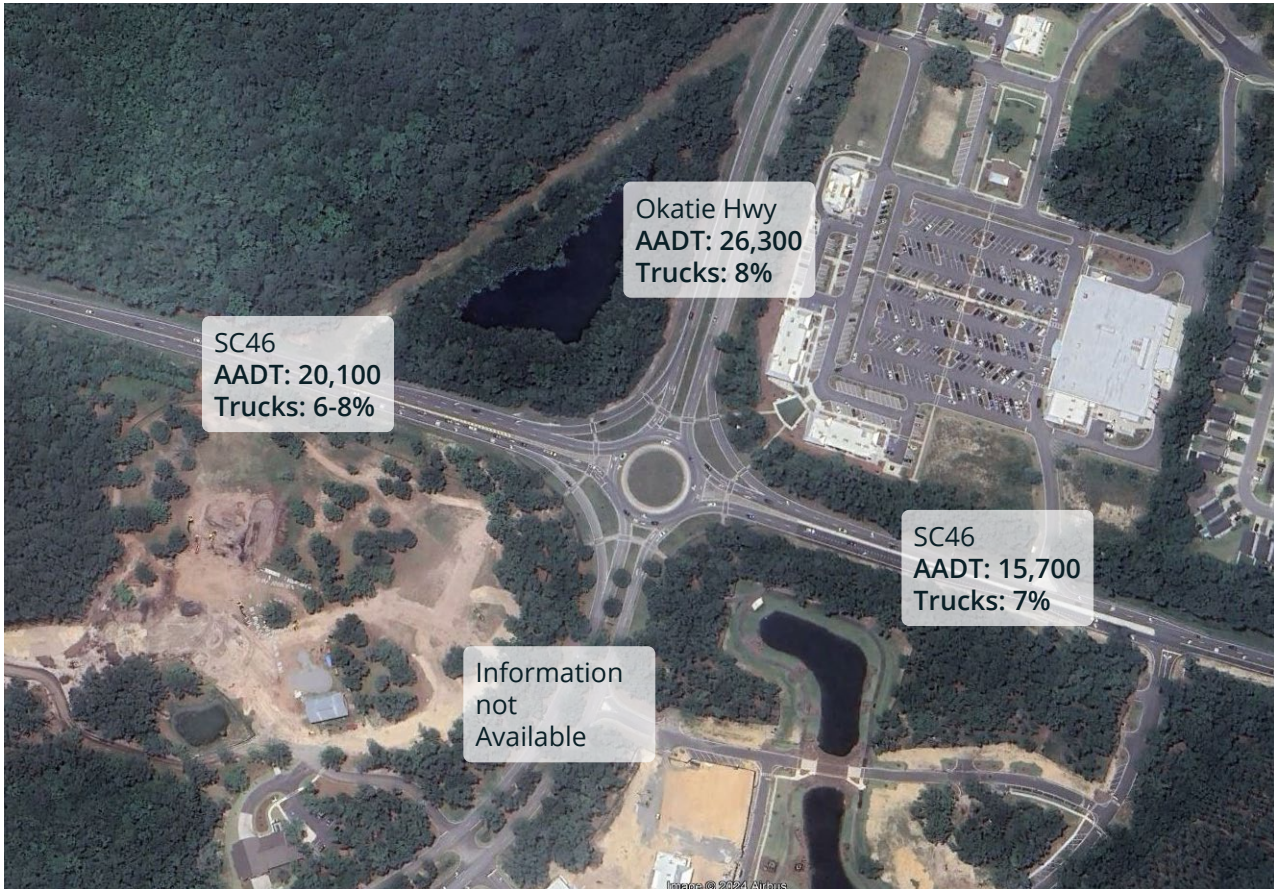
Above: A truck navigating a two-lane roundabout. The following pages provide precedent examples of two-lane roundabouts that handle high traffic volumes and substantial truck traffic.

Roundabout Precedent: South Carolina SC46 and Okatie Hwy

Coordinates: 32.241717, -80.981110

Traffic Volumes

- 26,300 to 15,700 AADT
- 8% Truck Traffic



Looking west along SC46 approaching roundabout.

Looking west along Okatie Hwy approaching roundabout.

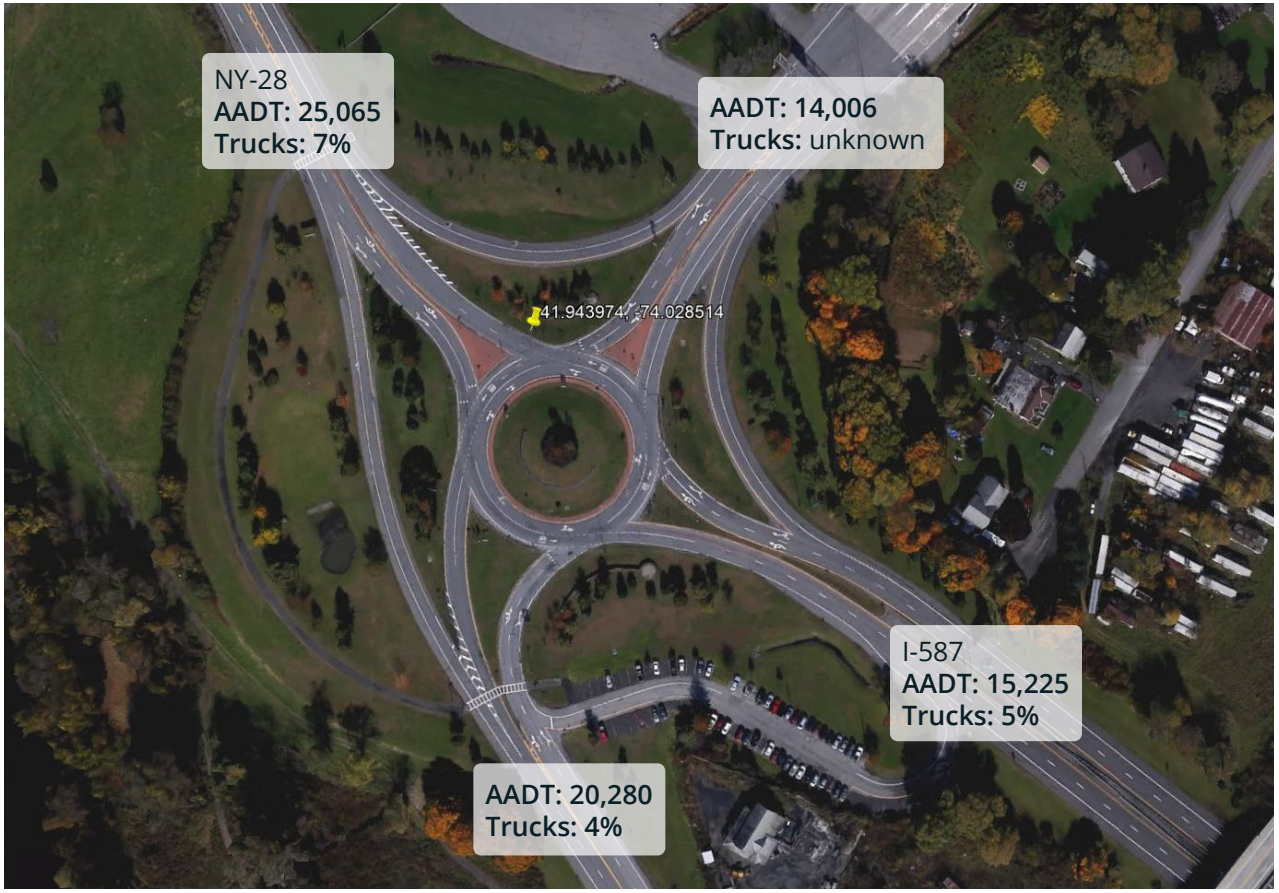
Roundabout Precedent: New York I-587 and NY28

Coordinates: 41.943884, -74.028389

Interstate-587 ends at the roundabout.

Traffic Volumes

- 25,065 to 14,006 AADT
- 7% Truck Traffic



Looking northwest at end of I-587 approaching roundabout. Interstate 587 ends at the roundabout.

Looking northwest entering roundabout from I-587.

Roundabout Precedent: Georgia GA-HWY 88

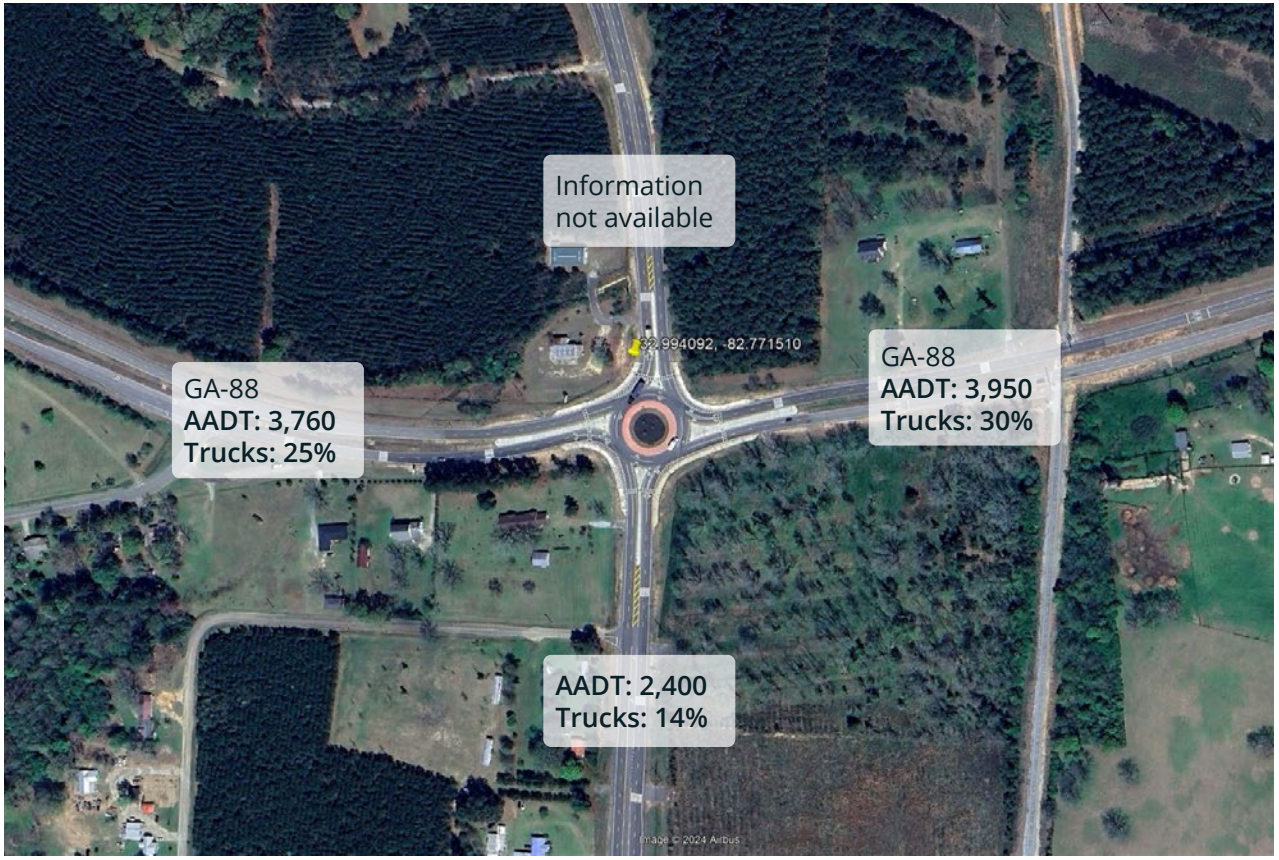
Coordinates: 32.993879, -82.771448

Limited access rural highway.
GA-88 has 55 mph speed limit.

Traffic Volumes

- **3,950 to 2,400 AADT**
- **30% Truck Traffic**

Although this example features much lower traffic volumes, it demonstrates the use of a two-lane roundabout on a limited-access rural highway with a high speed limit (55 mph)



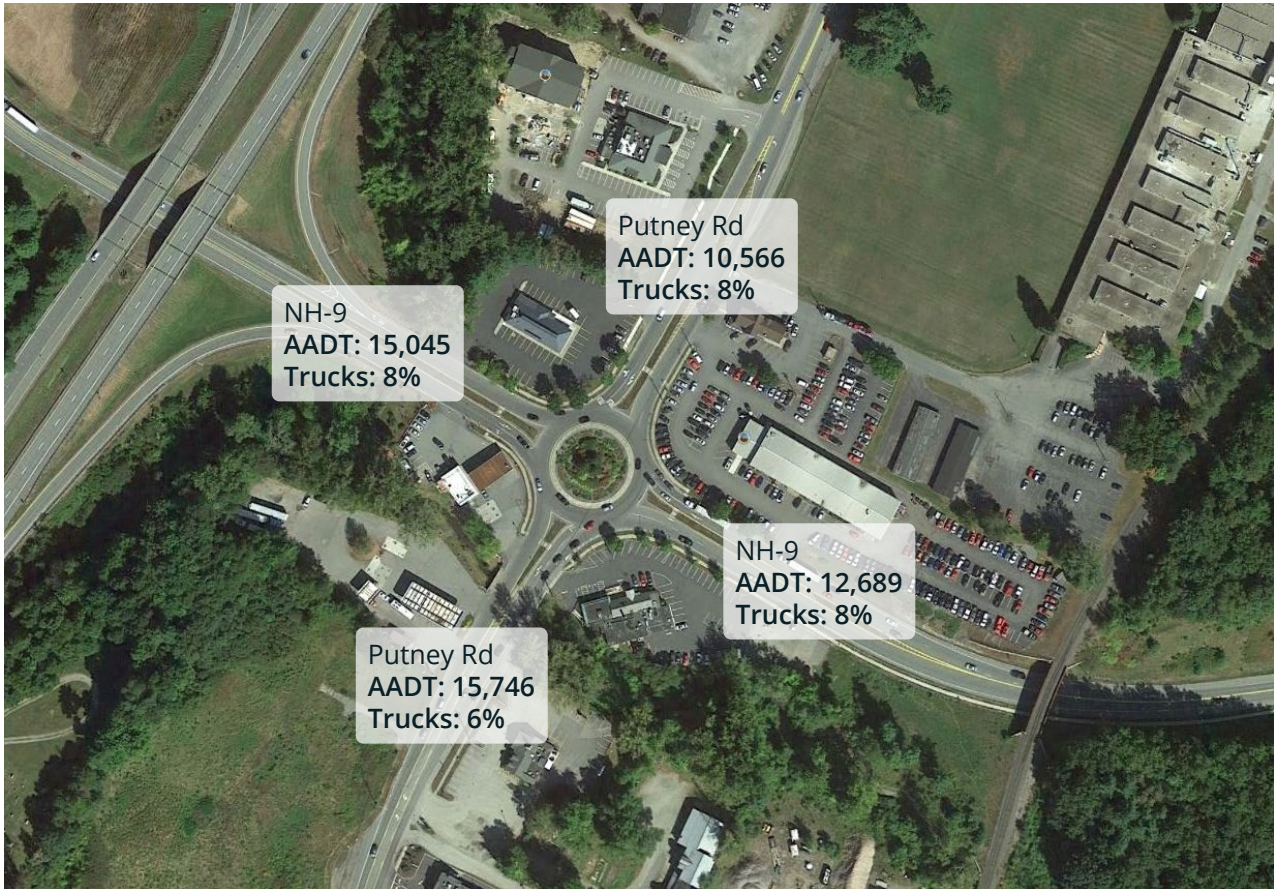
Looking east along GA-HWY 88 toward roundabout.

Roundabout Precedent: Vermont NH-9 and Putney Rd

Coordinates: 42.885217, -72.556725

Traffic Volumes

- 15,746 to 10,566 AADT
- 8% Truck Traffic



Looking at north exit from roundabout with truck navigating through roundabout.

Evaluated Intersection Options
Acceleration / Deceleration Lanes

Acceleration and deceleration lanes allow vehicles to make right turns to accelerate or decelerate in dedicated lanes separate from the main flow of traffic and merge at highway speeds.

Acceleration and deceleration lanes help improve safety along the corridor by separating low-speed and high-speed vehicles, reducing the risk of rear-end crashes. However, they do not help reduce traffic speeds along Route 3.

Acceleration and deceleration lanes were chosen as potential options for the Rock Road and St. Thomas Road intersections based on feedback from the first open house. Drivers reported having to drive on the existing paved shoulders to avoid being rear-ended when slowing down to make a right turn.

Evaluated Intersection Options
Realignment

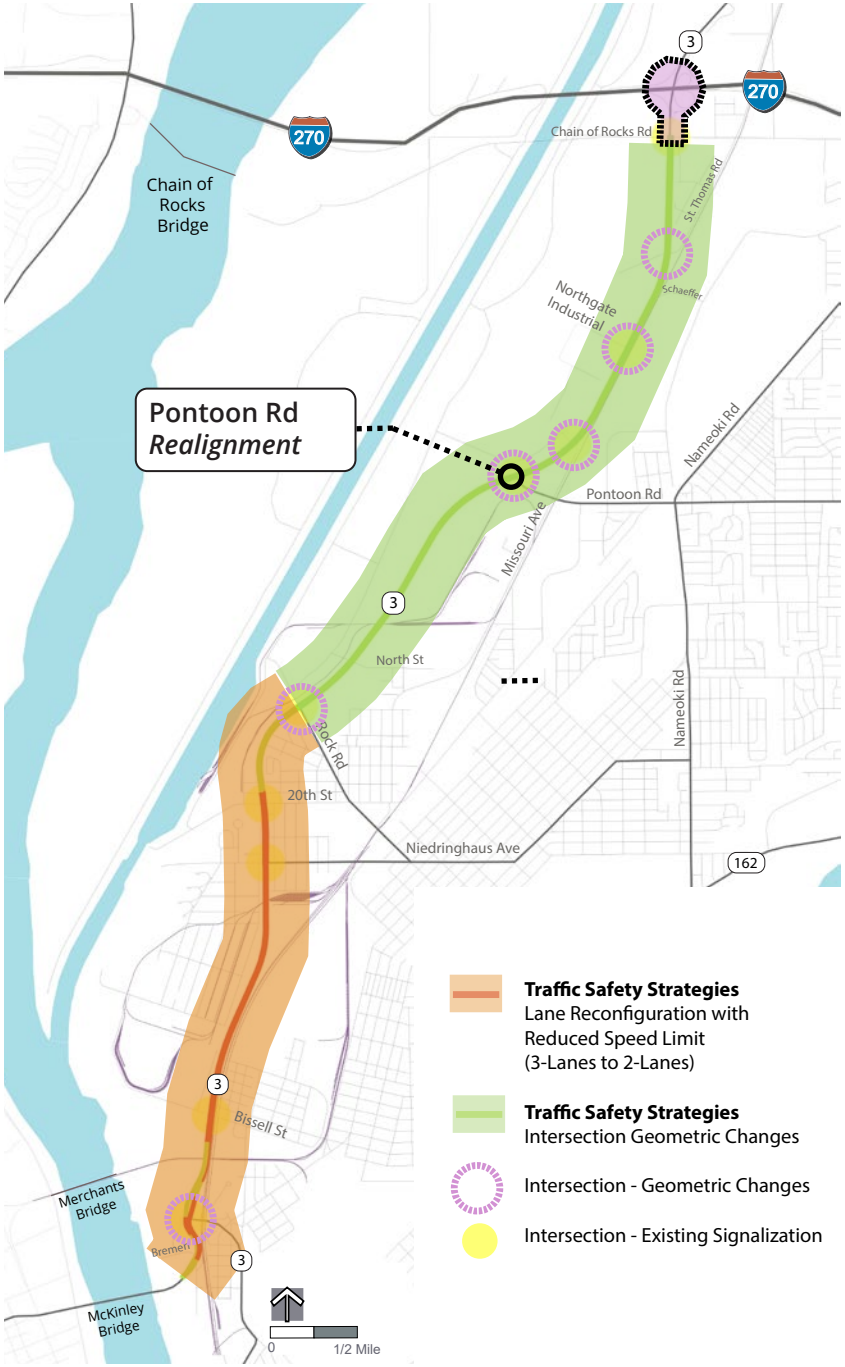
Another possible improvement to the Pontoon Road intersection is to realign the westbound approach so that all four legs are at perpendicular angles from one another and to remove the northbound-right turn slip lane. This intersection design does not require significant changes to the northbound, southbound, or eastbound approaches and is generally less expensive to implement.

The existing westbound approach is at a 67-degree angle from the Pontoon Road intersection. Perpendicular approaches are safer than skewed approaches, and the existing skew reduces the visibility of vehicles on the southbound approach. Realigning the westbound approach improves visibility by moving the field-of-view of drivers on the westbound approach. The Federal Highway Administration published a report concerning the impacts of intersection angles on highway safety and found that the critical angle at which consideration should be given to realigning an intersection is between 60 – 75 degrees.

The existing northbound-right slip lane has a 700 ft radius and existing super elevation, with a design speed of 45 mph. This allows vehicles to bypass the Pontoon Road intersection at high speeds and creates a conflict point when the slip lane merges with Pontoon Road. Vehicles traveling along the slip lane may drive at or faster than 45 mph while vehicles traveling east from the intersection are still accelerating.

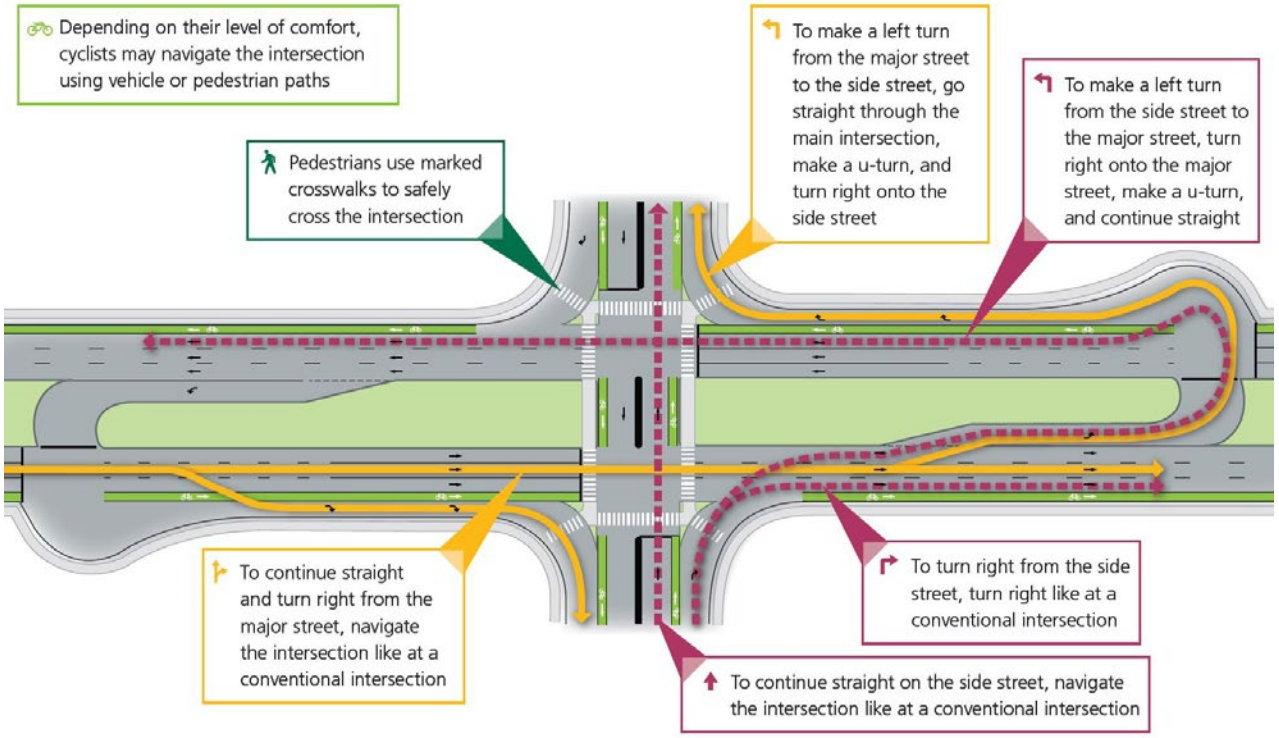
BENEFITS: Realignment

- Remove free flow NB Right lane and greatly reduce the turn radius, reducing driver speeds.
- Realign the WB approach so that each leg of the intersection is at 90 degrees.



Evaluated Intersection Options

Median U-Turn (MUT)



Source: Virginia Dept of Transportation

Median U-Turns (MUT) are a type of four-leg intersection where vehicles on all approaches complete left-turn movements by making U-turns at dedicated median openings on the major road.

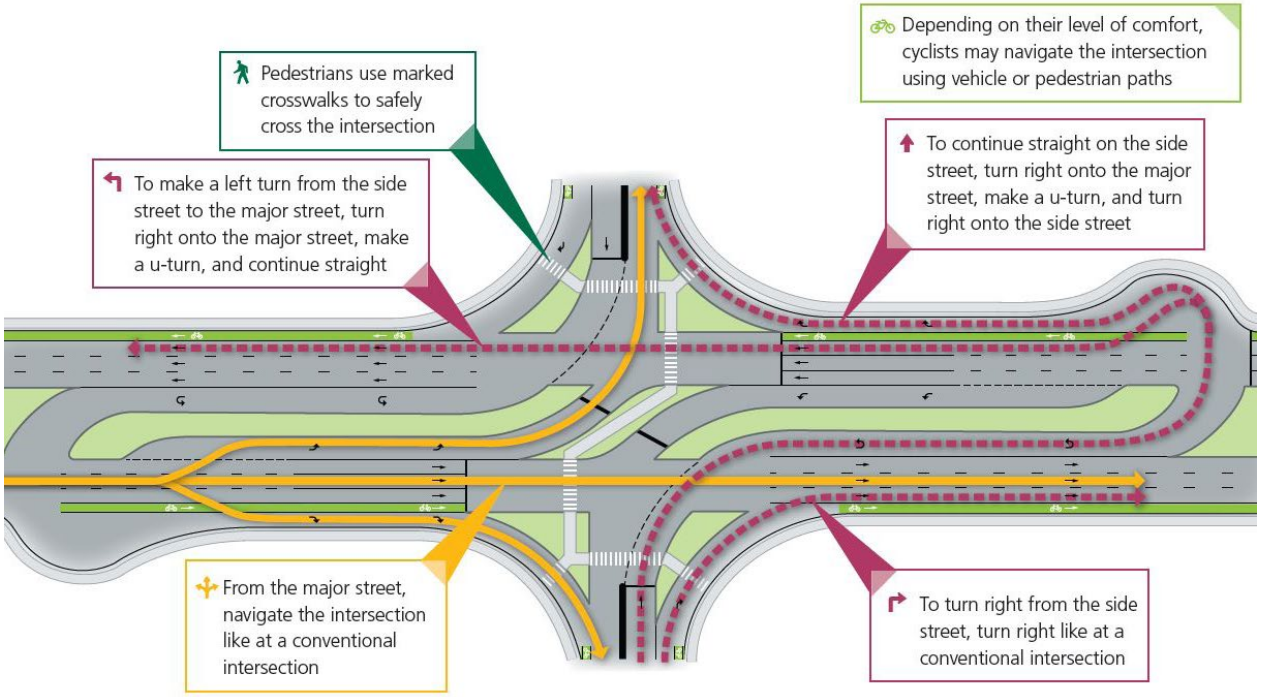
Median U-Turns help improve safety by reducing the number of traffic conflict points. Since left-turn movements are eliminated at the intersection, the traffic signal can also provide more green time for the other movements and reduce delay.

Median U-Turns were ultimately decided against for Route 3 based on feedback from the public and from the trucking companies along Route 3. The public expressed concerns about confusion navigating the intersection, while trucking companies expressed concerns about crossing Route 3 from a stop at the designated U-turns, which could lead to collisions with vehicles traveling along Route 3 because trucks have slow acceleration rates.

BENEFITS: Median U-Turn (MUT]

- Reduces fatal & injury crashes by approximately **30%** (FHWA data).
- Lowers number of conflict points from 42 to 16.
- Remove risk of far-side right-angle collisions.
- Eliminates Left-Turn movements from the main intersection, reducing the number of signal phases which reduces delay and increases intersection capacity.

Evaluated Intersection Options
Restricted Crossing U-Turn (RCUT) / J-Turn



Source: Virginia Dept of Transportation

Note: For simplicity, only two directions of traffic are shown. Opposing traffic follows similar routes.

Restricted Crossing U-Turns (RCUT) and J-Turns are a type of four-leg intersection where vehicles on the side road complete their thru- and left-turn movements by making U-turns at dedicated median openings on the major road.

Restricted Crossing U-Turns and J-Turns help improve safety by reducing the number of traffic conflict points and reducing the risk of far-side right-angle collisions. Restricted Crossing U-Turns also separate the intersection into two independent intersections for the northbound and southbound lanes along Route 3, which means that there are fewer phases and the traffic signal can also provide more green time and reduce delay.

Restricted Crossing U-Turns were ultimately decided against based on feedback from the public and from the trucking companies along Route 3. The public expressed concerns about confusion navigating the intersection, while trucking companies expressed concerns about crossing Route 3 from a stop at the designated U-turns, which could lead to collisions with vehicles traveling along Route 3 because trucks have slow acceleration rates.

A J-Turn was recommended at St. Thomas Road due to its location and lack of heavy truck traffic. It was determined that pedestrian vehicles would still be able to easily navigate the U-turns.

BENEFITS: RCUT

- Reduces fatal and injury crashes by approximately **22%** (FHWA data).
- Lowers number of conflict points from 42 to 18.
- Remove risk of far-side right-angle collisions.
- Each street (NB/SB/ operates independently, with fewer signal phases and higher intersection capacity.

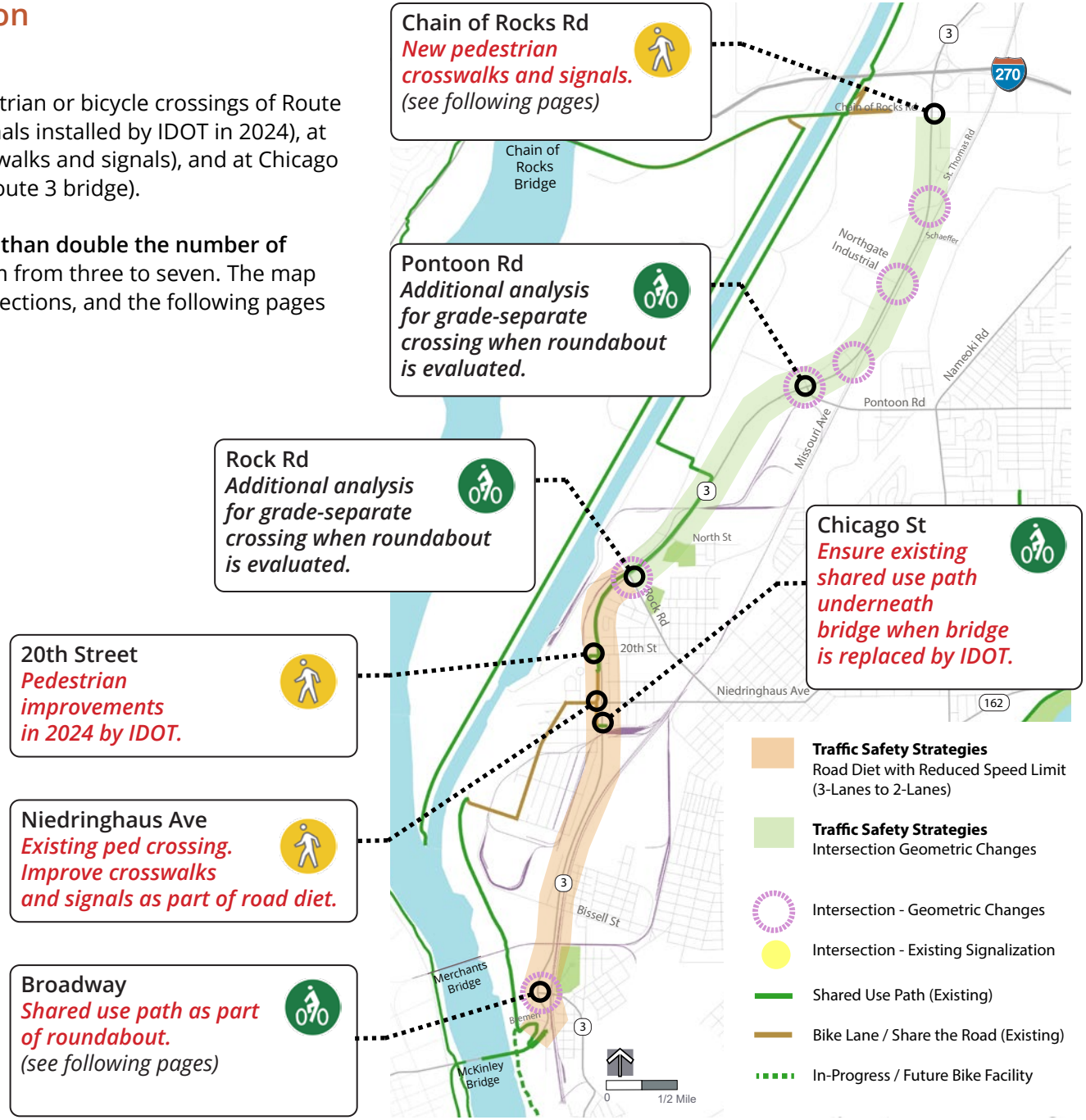
BENEFITS: J-Turn

- Reduces fatal and injury crashes by approximately **63%** (FHWA data).
- Lowers number of conflict points from 42 to 24.
- Remove risk of far-side right-angle collisions.

Pedestrian and Bicycle Intersection Opportunities

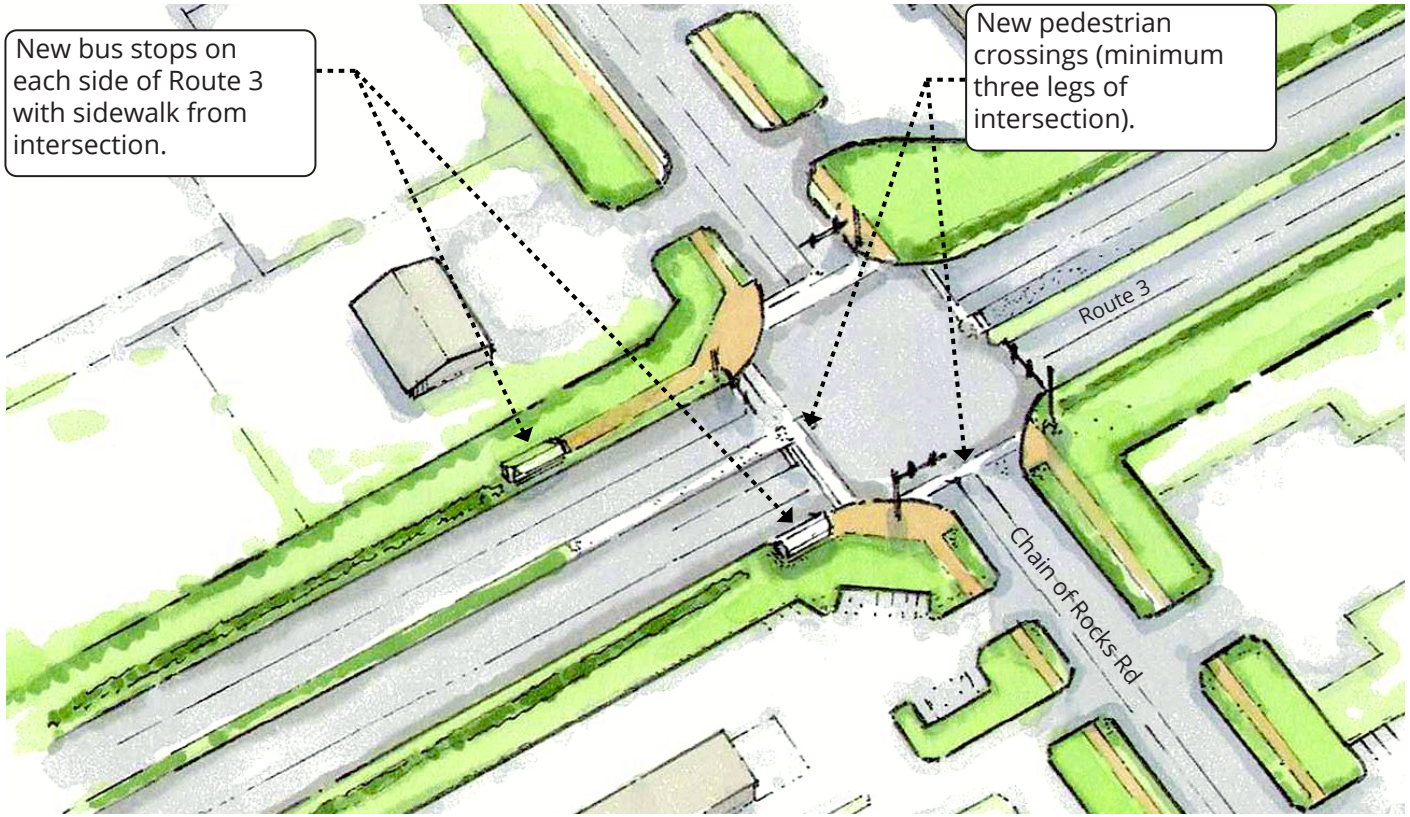
As of 2024, there were only three existing pedestrian or bicycle crossings of Route 3: at 20th Street (pedestrian crosswalks and signals installed by IDOT in 2024), at Niedringhaus Avenue (existing pedestrian crosswalks and signals), and at Chicago Street (an existing shared-use path beneath a Route 3 bridge).

The **recommendations in this plan could more than double the number of pedestrian or bicycle crossings**, increasing them from three to seven. The map on this page highlights the recommended intersections, and the following pages provide additional details.



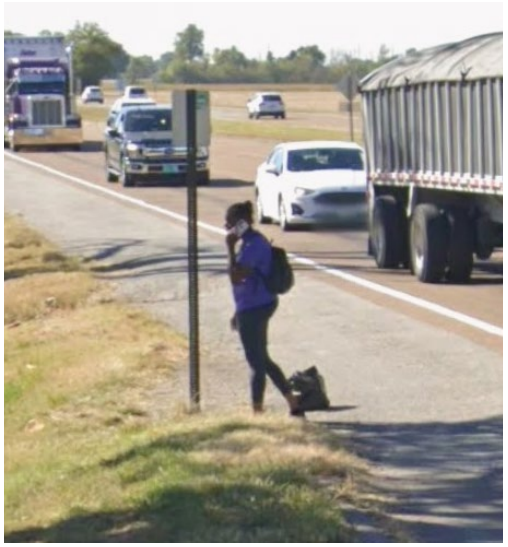
Pedestrian and Bicycle Intersection Opportunities: Chain of Rocks Road

The existing bus stops at the Chain of Rocks intersection are frequently used, however, the existing intersection lacks crosswalks, pedestrian signals, and sidewalks. Future improvements should include crosswalks, pedestrian signals, sidewalks, and new bus shelters.



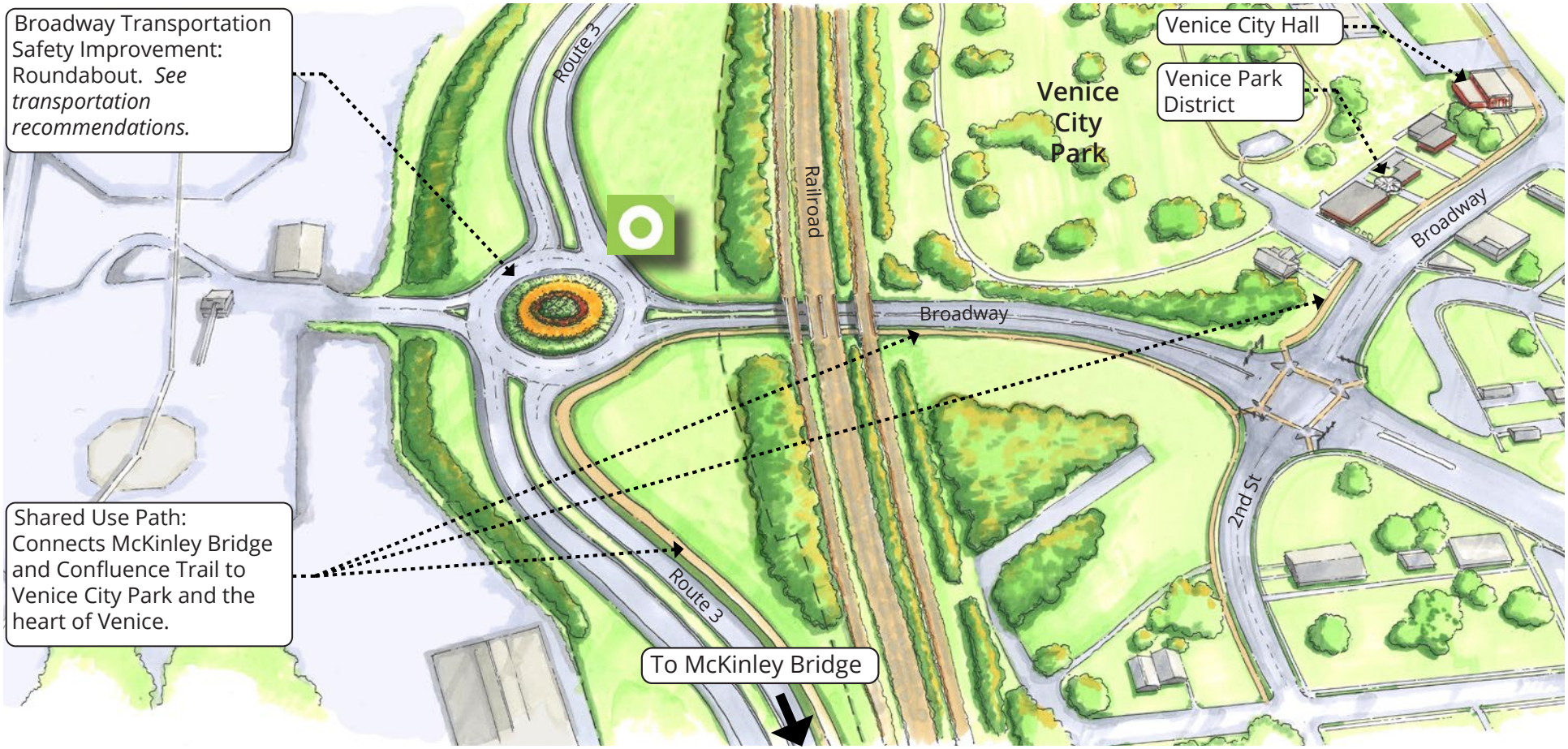
Bottom Left and Center: The existing bus stops at the Chain of Rocks intersection are frequently used. However, the intersection lacks existing crosswalks and the bus stops must be accessed using the shoulder of Route 3.

Bottom Right: Example of an enhanced bus stop.



Pedestrian and Bicycle Intersection Opportunities: Broadway

The proposed roundabout at Broadway will facilitate the opportunity for a shared use path that will help connect the MCT Confluence Trail with the heart of Venice and the Schoolhouse Trail (Connecting the Confluence Trail and the Schoolhouse Trail is a regional trail priority).



Pedestrian and Bicycle Intersection Opportunities: Pontoon Road and Rock Road

The proposed roundabouts at Pontoon Road and Rock Road present an opportunity to incorporate a grade-separated crossing (tunnel) under Route 3, as the interchange will undergo significant reconstruction.

There is already precedent for grade-separated crossings along the Route 3 corridor, with tunnels at North Street and 20th Street serving the Confluence Trail, which runs parallel to Route 3 on the west side.

Adding tunnels under Route 3 would enhance connectivity between the Confluence Trail and neighborhoods on the east side. However, additional trail planning will be necessary, as there are currently no sidewalks or trail facilities on the east side of Route 3 at Pontoon Road or Rock Road.

Right: Existing tunnel for the Confluence Trail underneath North Street near Route 3.

Far Right: Example of tunnel construction. The proposed roundabouts will include significant reconstruction of the interchange and may be an opportunity to incorporate a grade separated crossing.

Trip Generation Analysis

This section summarizes the impacts on Route 3 by future development and whether additional traffic generated by future development along the Route 3 corridor would warrant widening IL-3 from Rock Road to I-270.

Existing Conditions

IL-3, from Rock Rd to the south to I-270 to the north (hereby defined as the "study corridor"), is an urban principal arterial divided highway with two southbound and two northbound lanes. The primary land use types along this section of the Route 3 corridor are undeveloped farmland and industrial.

Existing traffic counts for each segment along the study corridor were obtained from the Illinois Department of Transportation (IDOT) for 2023 via GettingAroundIllinois.com. The traffic counts are summarized as follows:

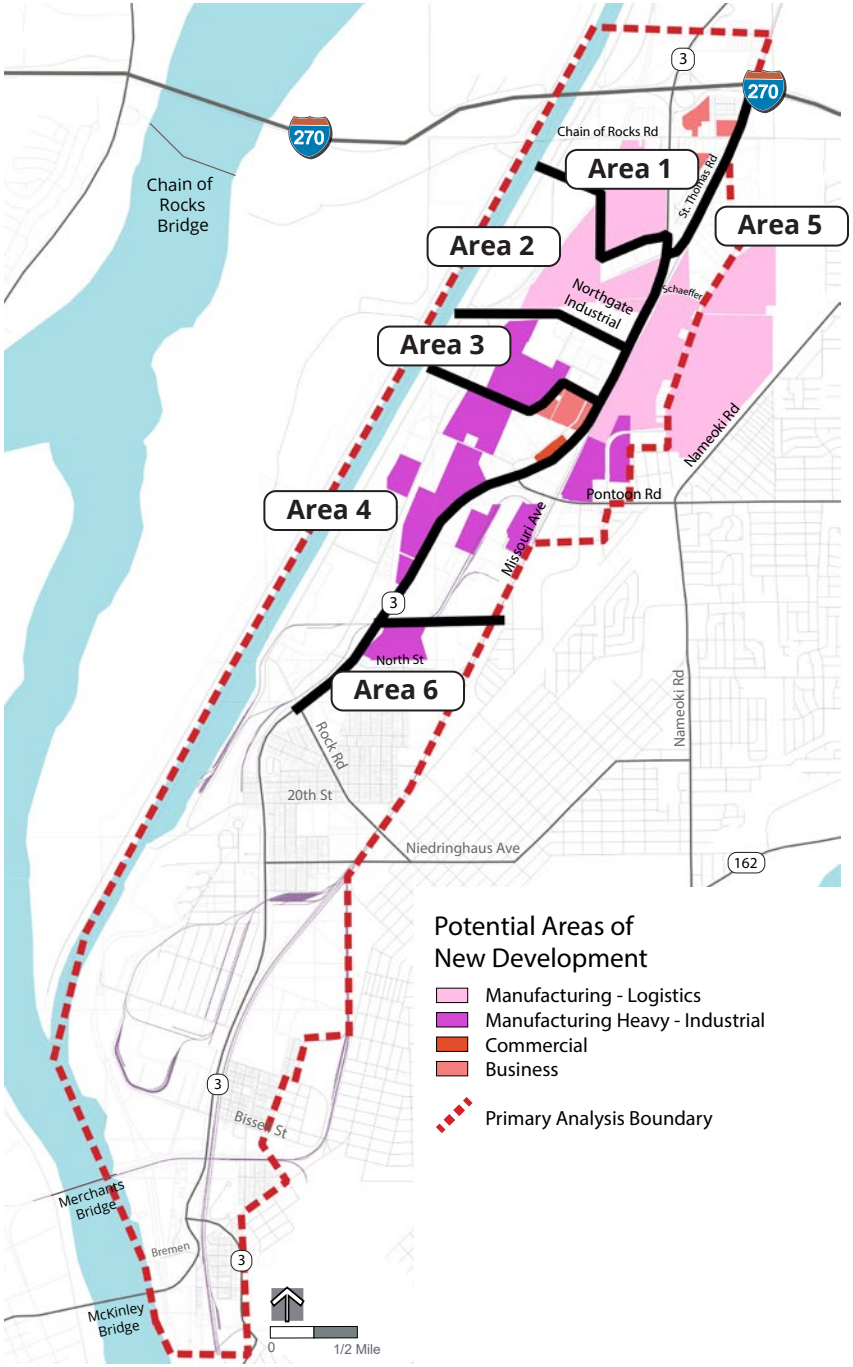
North Intersection	South Intersection	ADT (veh/day)
I-270	W Chain of Rocks Rd	14,900
W Chain of Rocks Rd	St. Thomas Rd	14,300
St. Thomas Rd	W Pontoon Rd	14,600
W Pontoon Rd	Rock Rd	13,000

Future Development

Locations for future development were identified by reviewing existing parcel information. Granite City does not have a current future land-use plan, so assumptions were made for parcels within Granite City's limits. The developable parcels and their potential future land use types are shown in the following map.

The study corridor was divided into five areas, determined by each area's proximity to intersections along IL-3.

- Area #1 includes parcels along and directly south of W Chain of Rocks Road. Trips from these parcels are assumed to access IL-3 at the W Chain of Rocks Road intersection.
- Area #2 includes parcels on the west side of IL-3 along St. Thomas Road. Trips from these parcels are assumed to access IL-3 at the St. Thomas Road intersection.
- Area #3 includes parcels on the west side of IL-3 along Northgate Industrial Drive. Trips from these parcels are assumed to access IL-3 at the Northgate Industrial Drive intersection.
- Area #4 includes parcels on the west side of IL-3 along W Pontoon Road and Schaefer Road, as well as parcels on the east side of IL-3. The railroad along the east side of IL-3 separates the developable land



Map: Potential Areas of Future Development

on the east side of IL-3 from the IL-3 corridor, with the primary access point being located at W Pontoon Road. Trips from these parcels are assumed to access IL-3 at the W Pontoon Road intersection.
- Area #5 includes parcels along North St. Trips from these parcels are assumed to access IL-3 at the North St intersection.
- For the purposes of this study, it was assumed that 15% of the selected parcels would be undevelopable due to required infrastructure such as access roads and detention basins or due to natural features such as existing waterways.

The forecasted future developable land is summarized in the table as follows. For the purposes of this study, it was assumed that 50% of the developable land would be developed within 30 years.

		100% Buildout		50% Buildout	
Area	**Gross Acreage**	**Developable Acres**	**Gross Square-Footage**	**Developable Acres**	**Gross Square-Footage**
1	27.0	23.0	-	11.6	-
	127.9	108.7	-	55.0	-
2	144.2	122.6	-	62.0	-
3	87.1	74.0	-	37.5	-
4	33.0	28.1	-	14.2	-
	8.3	7.1	55,317	3.6	27,984
	274.5	233.3	-	118.0	-
	456.0	387.6	-	196.1	-
5	37.4	31.8	-	16.1	-

Trip Generation

Trip generation was performed using guidance from the ITE Trip Generation Manual, and ITE Land Use Codes were assigned to each type of land use.
- Business included Small Office Buildings (712) and Business Parks (770).
- Commercial included Strip Retail Plazas (822).
- Manufacturing Heavy included General Light Industrial (110) and Manufacturing (140).
- Manufacturing Logistics includes Warehousing (150) and High-Cube Fulfillment Centers (155).

Most ITE Trip Generation Models use the number of employees as the independent variable, so the number of jobs were forecasted assuming 10 jobs / acre for Business, 15 jobs / acre for Commercial, 8 jobs / acre for Manufacturing Heavy, and 4 jobs / acre for Manufacturing Logistics. The number of forecasted new jobs, assuming a 50% buildout, are summarized as follows:

Area	**Land Usage**	**Developable Acres**	**Gross Square-Footage**	**Jobs / Acre**	**# Jobs**
1	Business	11.6	-	10	116
	Manufacturing - Logistics	55.0	-	4	220
2	Manufacturing - Logistics	62.0	-	4	248
3	Manufacturing - Heavy	37.5	-	8	300
4	Business	14.2	-	10	142
	Commercial	3.6	27,984	15	54
	Manufacturing - Heavy	118.0	-	8	944
	Manufacturing - Logistics	196.1	-	4	784
5	Manufacturing - Heavy	16.1	-	8	129

Since the available existing traffic data was given in Annual Average Daily Traffic (AADT), the ITE Trip Generation Models were used to calculate the weekday daily traffic generated from each parcel. Multiple land use codes were assigned to each land use type, so the average was calculated after calculating the weekday daily traffic generation for each land use code. The number of additional weekday daily vehicle trips, assuming a 50% buildout, are summarized as follows:

			Weekday - Daily Traffic				
Area	Land Usage	# Jobs	ITE Code	# Trips	ITE Code	# Trips	Average # Trips
1	Business	116	712	490	770	1300	895
	Manufacturing - Logistics	220	150	855	155	790	825
2	Manufacturing - Logistics	248	150	945	155	865	905
3	Manufacturing - Heavy	300	110	695	140	860	780
4	Business	142	712	580	770	1380	980
	Commercial	54	822	1410	-	-	1410
	Manufacturing - Heavy	944	110	1675	140	2380	2030
	Manufacturing - Logistics	784	150	2425	155	2100	2265
5	Manufacturing - Heavy	129	110	360	140	405	385

Trip Distribution & Route Assignment

Trips generated by the future development along the study corridor were assumed to originate from outside the study corridor from one of the following locations:

- Along IL-3, north of W Chain of Rocks Road, including along I-270
- Along IL-3, south of Rock Road, including Granite City via Rock Road
- From Granite City, via W Pontoon Road

Percentages of traffic coming from each outside location were assigned based on the land use type and the location of each area along the study corridor.

It was assumed that commuters would account for a significant portion of business-related trips, and that approximately half of these trips would come from the surrounding Granite City and tri-cities area while the remaining half would come from I-270. Similarly, it was assumed that commercial-related trips would come primarily from shoppers, who would be local to the Granite City and tri-cities area, with less than half coming from I-270 and beyond. Manufacturing-related trips were assumed to be primarily long-distance, with the majority coming from I-270 and only a third coming from Granite City or the tri-cities.

For Areas 1, 2, 3, & 5, it was assumed that the majority of trips coming from Granite City and the tri-cities area would come originate from the south or via Rock Road. For Area #4, which is centered around W Pontoon Road, it was assumed that half of the trips coming from Granite City and the tri-cities area would come from W Pontoon Road, never traveling along IL-3.

A summary of the traffic movements and percentages are in the table as follows:

		Traffic Patterns			
Area	Land Usage	Key Intersection	% from North	% from South	% from Pontoon Rd
1	Business	W Chain of Rocks Rd	50%	50%	-
	Manufacturing - Logistics		67%	33%	-
2	Manufacturing - Logistics	St. Thomas Rd	67%	33%	-
3	Manufacturing - Heavy	Northgate Industrial Dr	67%	33%	-
4	Business	W Pontoon Rd	50%	25%	25%
	Commercial		40%	30%	30%
	Manufacturing - Heavy		67%	16.5%	16.5%
	Manufacturing - Logistics		67%	16.5%	16.5%
5	Manufacturing - Heavy	North St	67%	33%	-

After assigning the traffic patterns, volumes were assigned to each segment of the study corridor based on their origin and destination. For example, trips originating from the north and going to Area #4 would travel across each segment north of W Pontoon Road.

The existing ADT and forecasted trips were used to calculate the forecasted ADT, assuming a 50% buildout of the developable land within the study area, are in the table as follows:

North Intersection	South Intersection	Existing ADT (veh / day)	New Trips (veh / day)	Forecasted ADT (veh / day)
I-270	W Chain of Rocks Rd	14,900	6,350	21,250
W Chain of Rocks Rd	St. Thomas Rd	14,300	6,060	20,360
St. Thomas Rd	Northgate Industrial Dr	14,600	5,750	20,350
Northgate Industrial Dr	W Pontoon Rd	14,600	5,480	20,080
W Pontoon Rd	North St	13,000	2,940	15,940
North St	Rock Rd	13,000	2,810	15,810

The existing ADT and forecasted trips were used to calculate the forecasted ADT, assuming a 100% buildout of the developable land within the study area, are in the table as follows:

North Intersection	South Intersection	Existing ADT (veh / day)	New Trips (veh / day)	Forecasted ADT (veh / day)
I-270	W Chain of Rocks Rd	14,900	10,790	25,690
W Chain of Rocks Rd	St. Thomas Rd	14,300	10,310	24,610
St. Thomas Rd	Northgate Industrial Dr	14,600	9,780	24,380
Northgate Industrial Dr	W Pontoon Rd	14,600	9,320	23,920
W Pontoon Rd	North St	13,000	4,920	17,920
North St	Rock Rd	13,000	4,700	17,700

Analysis of Forecasted Volumes

IDOT is conducting a study for future changes to the I-270 corridor, which includes changes to the I-270 / IL-3 interchange. Comparing the Design Hourly Volumes (DHV) and ADT values along I-270 reveals that IDOT has assumed a K-value between 9% and 11%.

The IDOT study also includes existing and forecasted traffic volumes along IL-3 near the W Chain of Rocks intersection. The existing DHV values from 2024 are 1,780 for the AM peak hour and 1,890 for the PM peak hour. The forecasted DHV values for 2044 are 2,490 for the AM peak hour and 3,020 for the PM peak hour. Comparing the existing DHV values to the existing ADT gives a K-value between 12% and 13%.

This study assumed that the K-value for IL-3 would be similar to the values used in the IDOT study. A K-value of 12% for the study corridor results in the following DHV values:

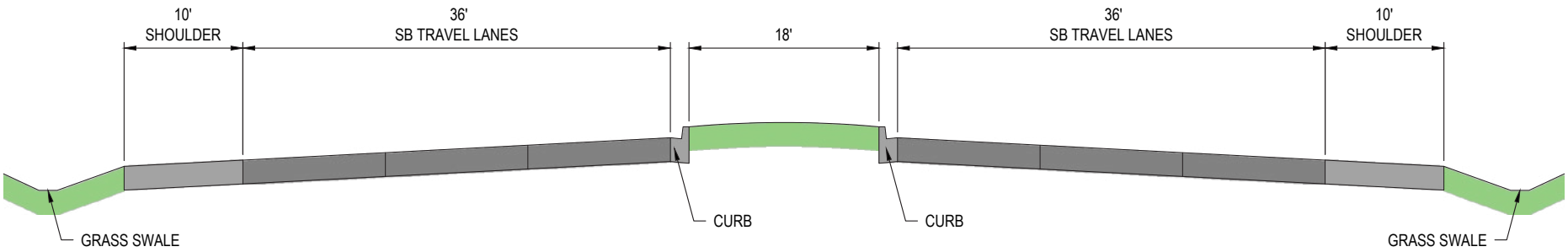
		50% Buildout		100% Buildout	
North Intersection	South Intersection	Forecasted ADT (veh / day)	Forecasted DHV (vph)	Forecasted ADT (veh / day)	Forecasted DHV (vph)
I-270	W Chain of Rocks Rd	21,250	2,550	25,690	3,100
W Chain of Rocks Rd	St. Thomas Rd	20,360	2,450	24,610	2,950
St. Thomas Rd	Northgate Industrial Dr	20,350	2,450	24,380	2,925
Northgate Industrial Dr	W Pontoon Rd	20,080	2,400	23,920	2,875
W Pontoon Rd	North St	15,940	1,900	17,920	2,150
North St	Rock Rd	15,810	1,900	17,700	2,125

The IDOT Bureau of Design and Environment (BDE) Manual gives guidance on the number of lanes for suburban two-way arterials based on the Design Hourly Volume. The BDE recommends two lanes for DHV volumes of 1,250 or less, four lanes for DHV volumes between 1,250 and 2,050, and six lanes for DHV volumes between 2,050 and 2,900.

These results suggest that the existing four-lane configuration is sufficient for the existing traffic volumes but will require widening to six lanes once it has been sufficiently developed. Large areas like this are not expected to build out quickly, so a four-lane Level of Service is expected to be adequate for 20 – 30 years, exceeding a new pavement life cycle. In time, however, Route 3 may require widening north of W Pontoon Road before a 50% buildout has been attained and between Rock Road and W Pontoon Road once a 100% buildout has been attained.

It is important to note that several assumptions were made regarding future land use and future development. Actual development patterns or different future land use assumptions will impact future forecasts.

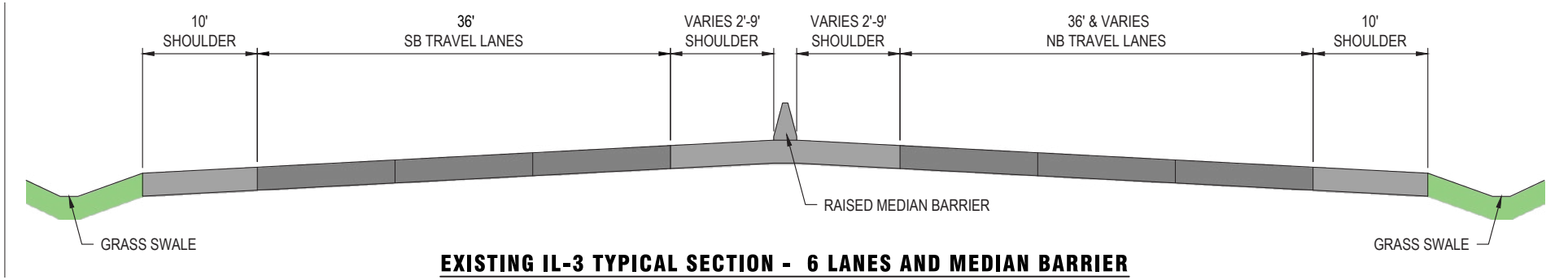
Lane Reconfiguration Section: Existing Conditions
McKinley Bridge to Rock Road



EXISTING IL-3 TYPICAL SECTION - 6 LANES AND RAISED GRASS MEDIAN

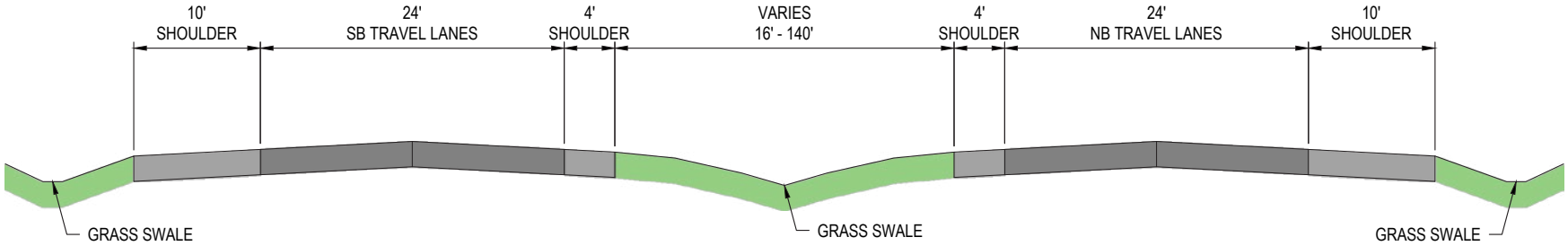
The existing typical sections between the McKinley Bridge approach and Rock Road are inconsistent: some segments include two lanes in each direction, and others include three lanes. One segment includes a depressed grass median, a second includes a raised median barrier, and a third includes a raised curb median (see this page and following pages for examples of the existing conditions).

Lane Reconfiguration Section: Existing Conditions
McKinley Bridge to Rock Road



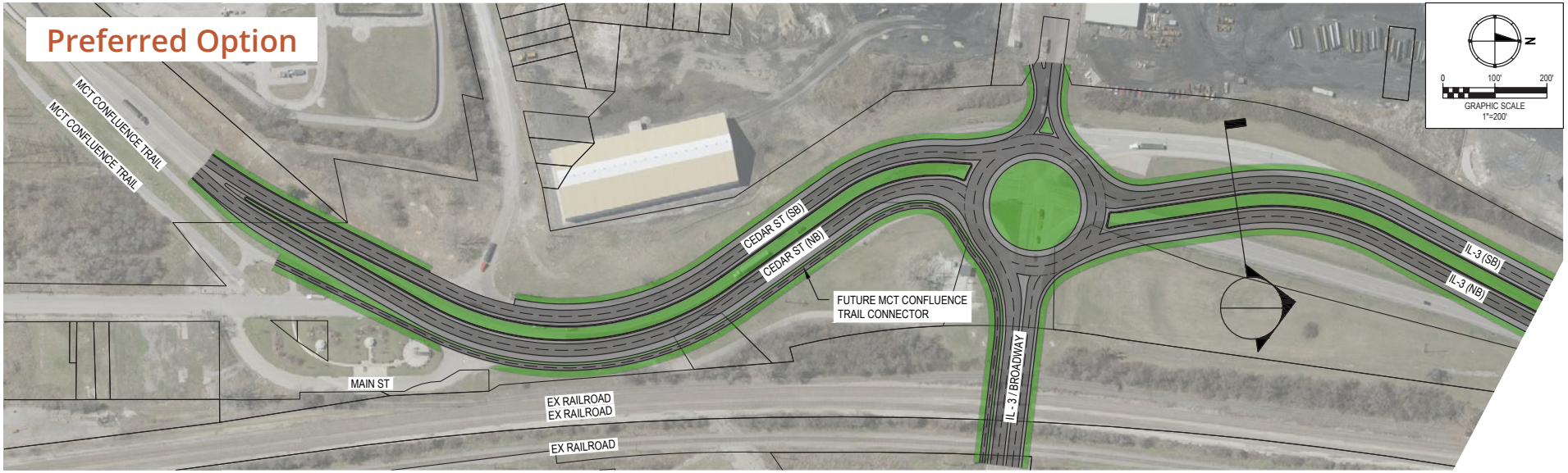
EXISTING IL-3 TYPICAL SECTION - 6 LANES AND MEDIAN BARRIER

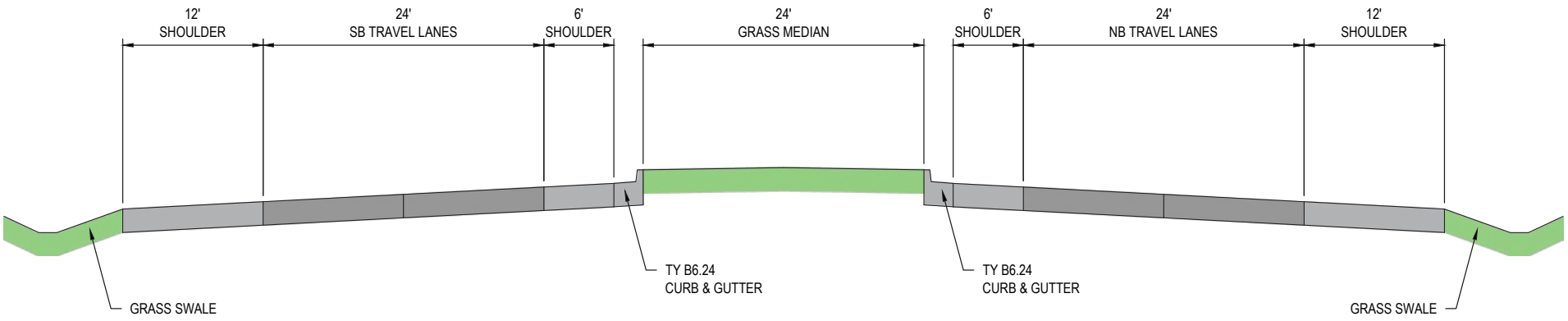
Lane Reconfiguration Section: Existing Conditions
McKinley Bridge to Rock Road



EXISTING IL-3 TYPICAL SECTION - 4 LANES AND DEPRESSED GRASS MEDIAN

Lane Reconfiguration Conceptual Design:
McKinley Bridge to Rock Road



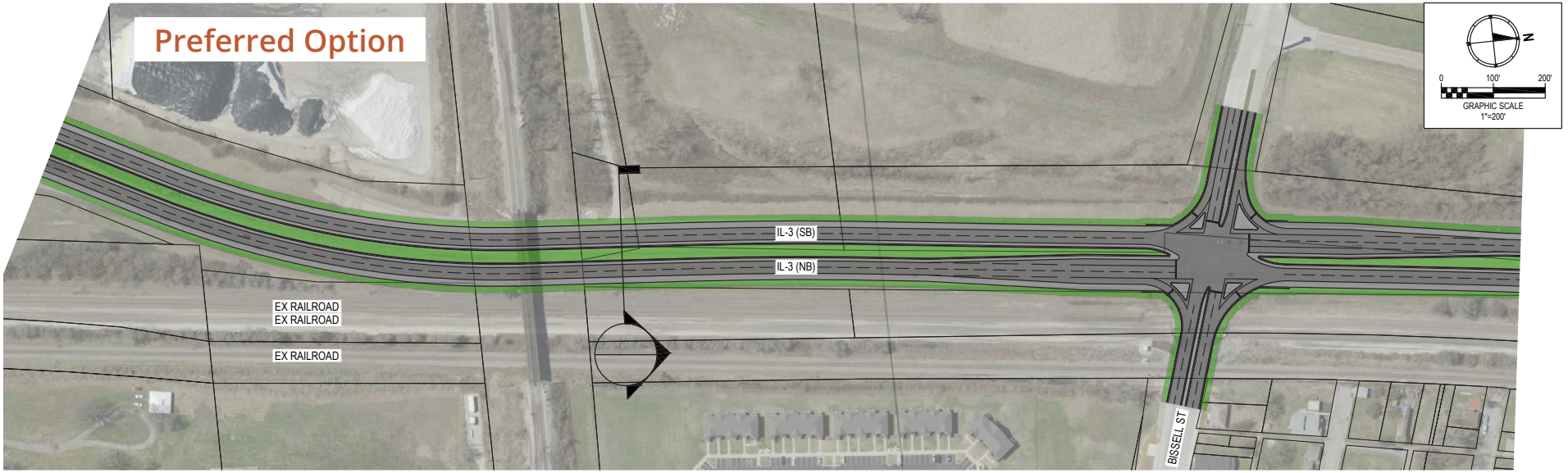


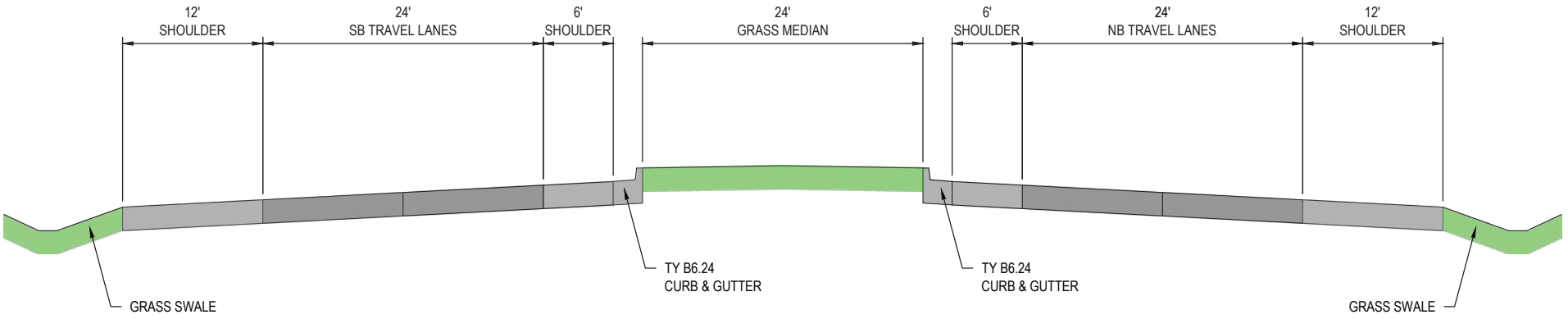
PROPOSED IL-3 TYPICAL SECTION

OATES ASSOCIATES

IL-3 LANE RECONFIGURATION CONCEPTUAL DESIGN

Lane Reconfiguration Conceptual Design:
McKinley Bridge to Rock Road



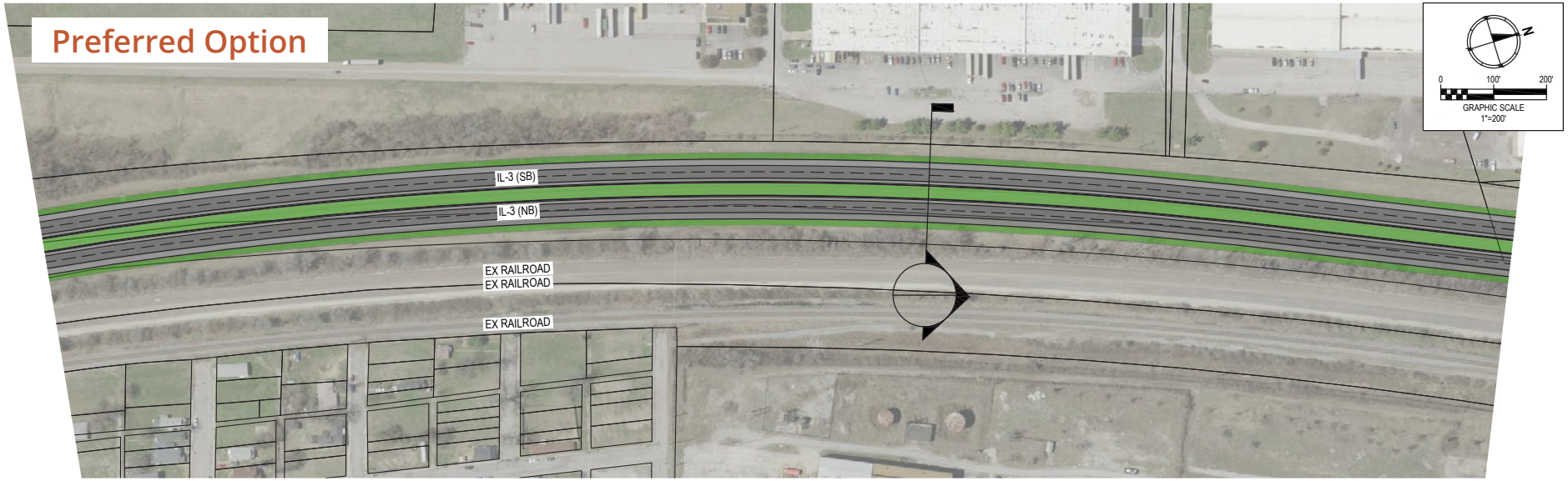


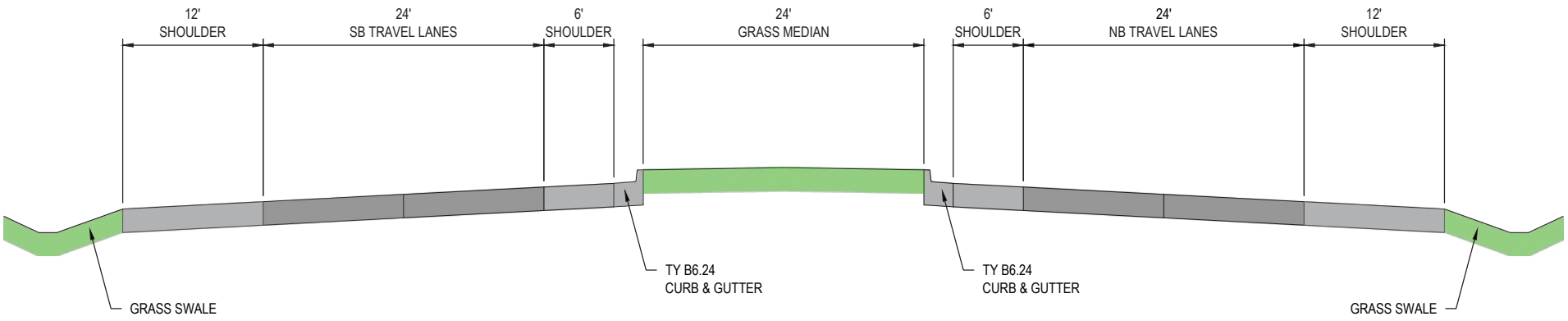
PROPOSED IL-3 TYPICAL SECTION

OATES ASSOCIATES

IL-3 LANE RECONFIGURATION CONCEPTUAL DESIGN

Lane Reconfiguration Conceptual Design:
McKinley Bridge to Rock Road



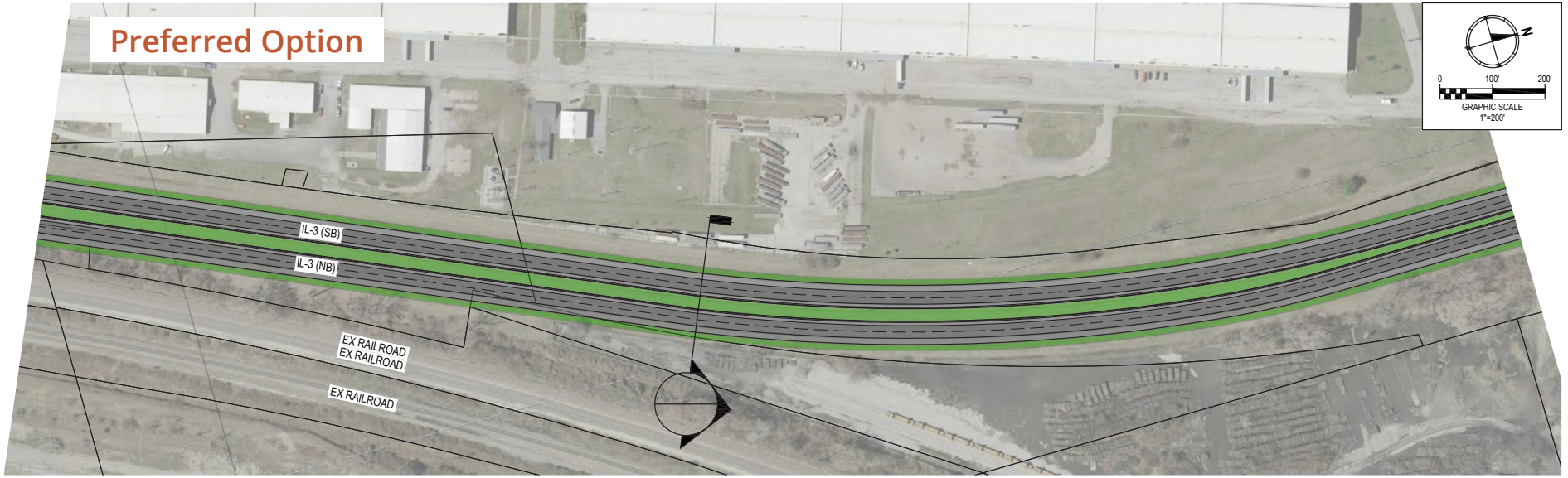


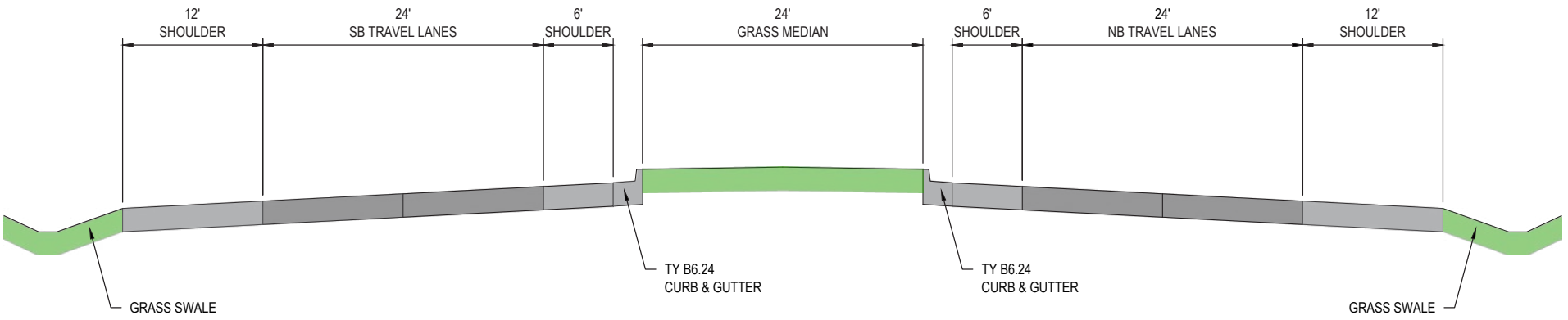
PROPOSED IL-3 TYPICAL SECTION

OATES ASSOCIATES

IL-3 LANE RECONFIGURATION CONCEPTUAL DESIGN

Lane Reconfiguration Conceptual Design:
McKinley Bridge to Rock Road



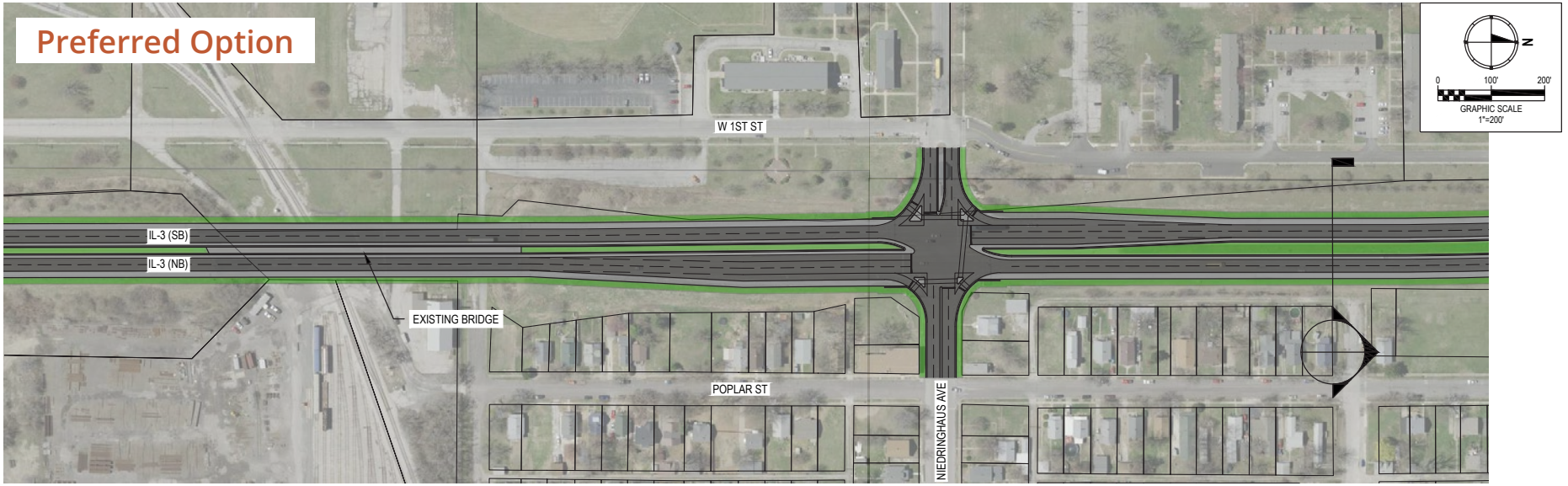


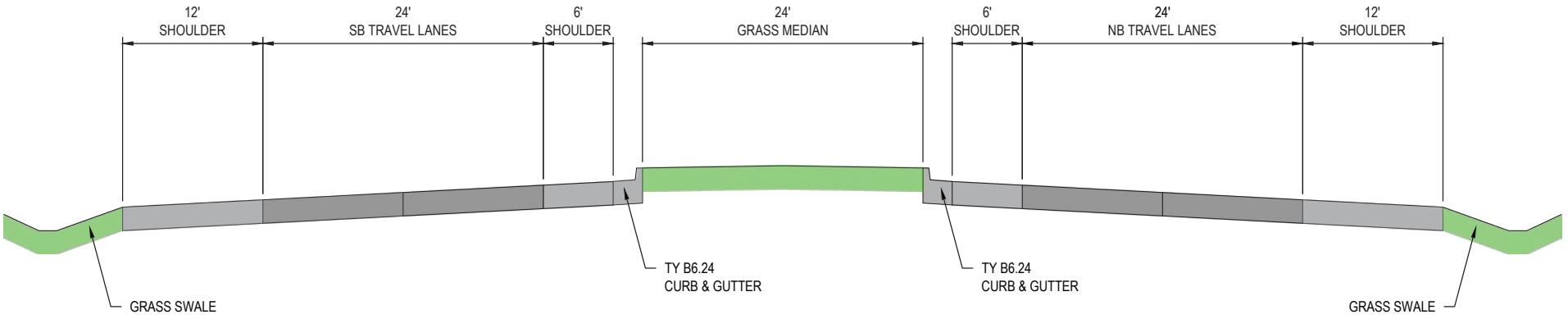
PROPOSED IL-3 TYPICAL SECTION

OATES ASSOCIATES

IL-3 LANE RECONFIGURATION CONCEPTUAL DESIGN

Lane Reconfiguration Conceptual Design:
McKinley Bridge to Rock Road



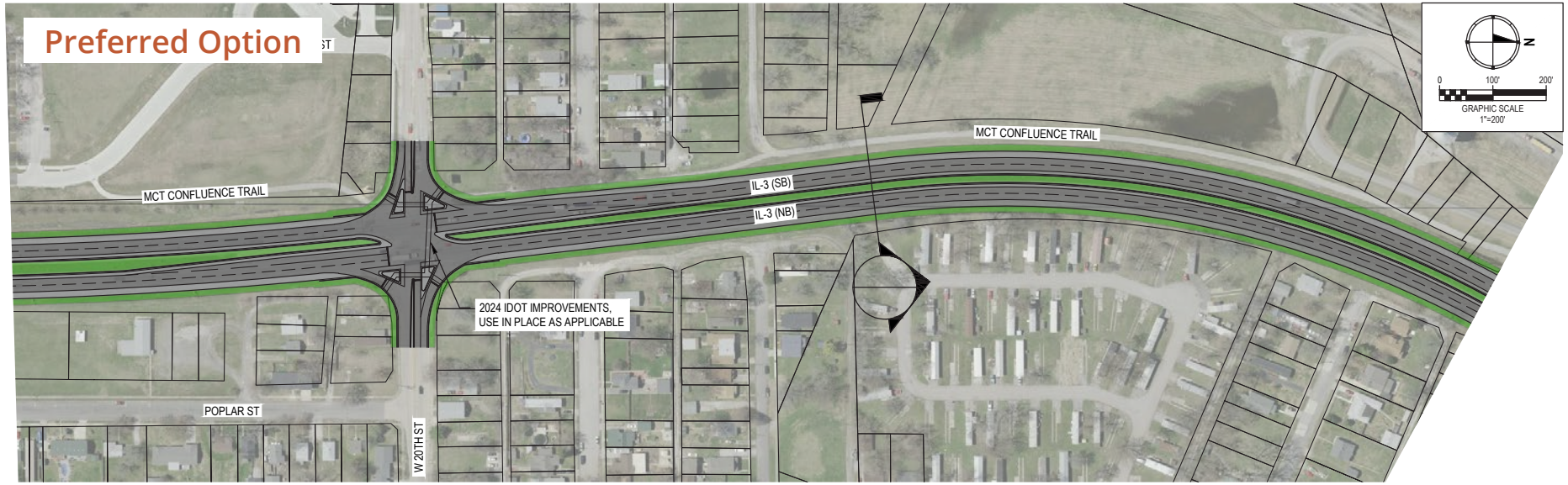


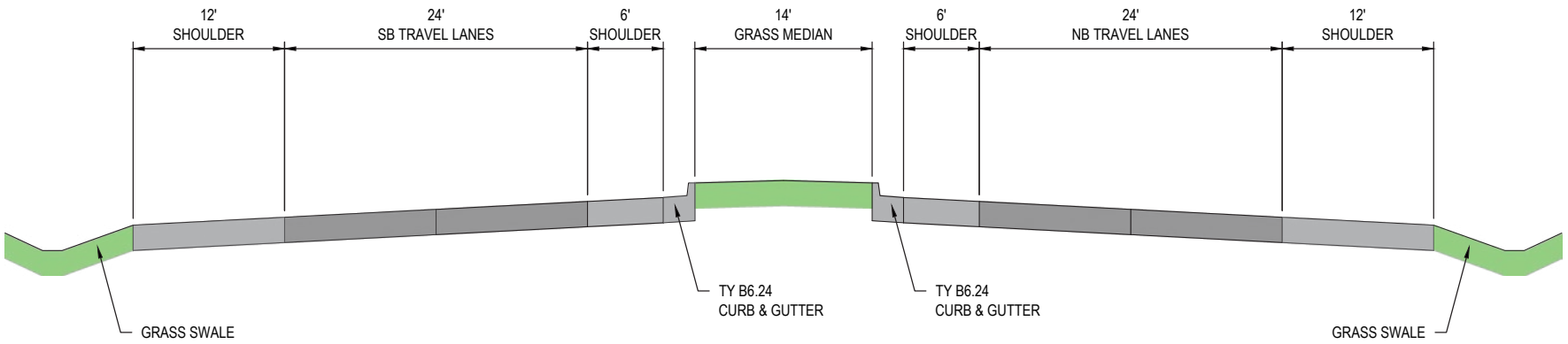
PROPOSED IL-3 TYPICAL SECTION

OATES ASSOCIATES

IL-3 LANE RECONFIGURATION CONCEPTUAL DESIGN

Lane Reconfiguration Conceptual Design:
McKinley Bridge to Rock Road



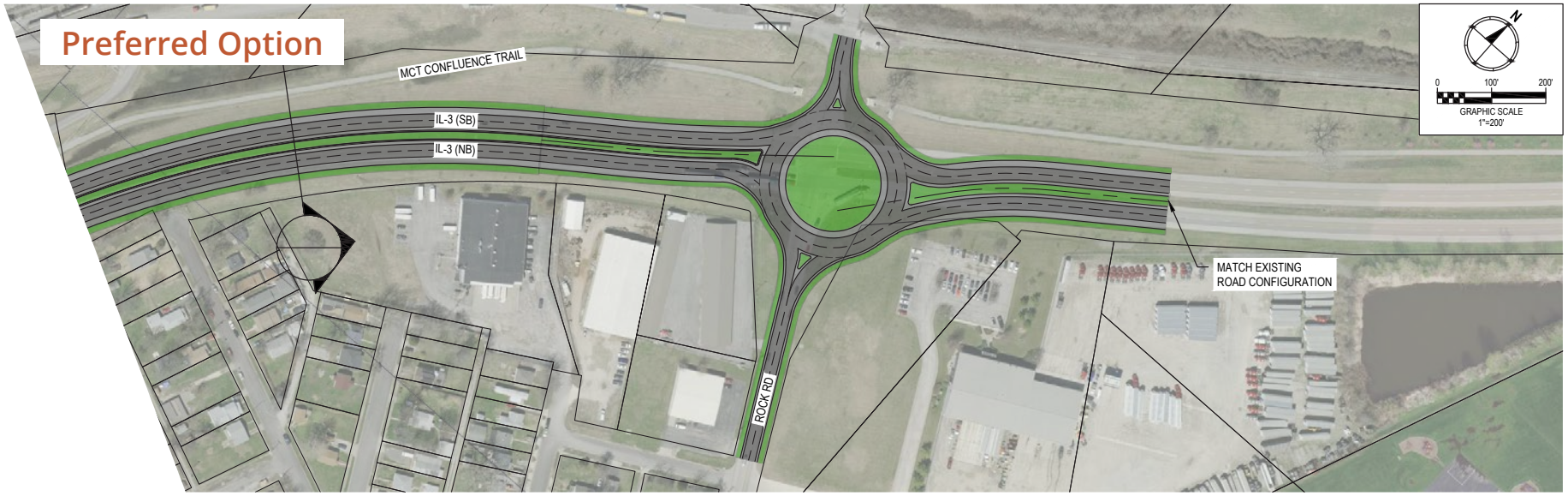


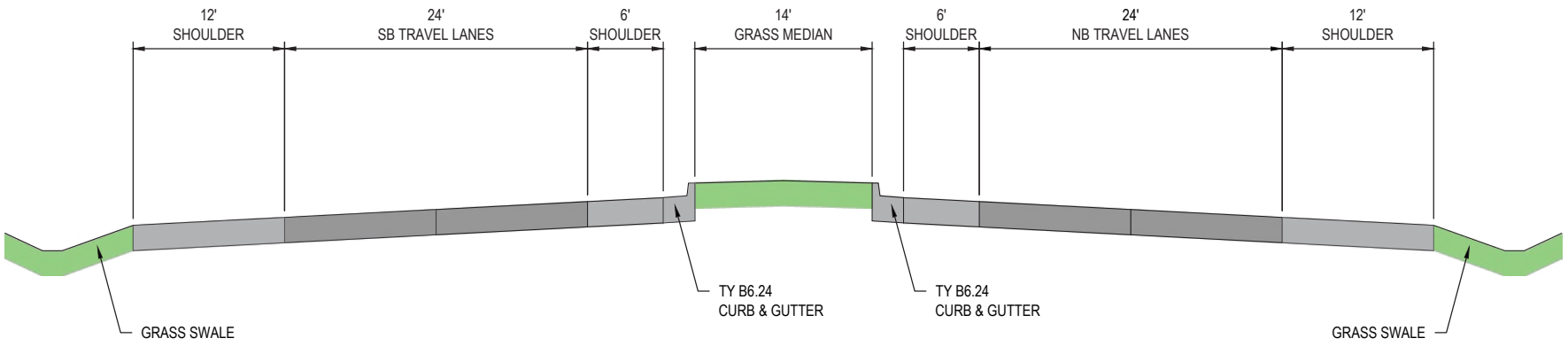
PROPOSED IL-3 TYPICAL SECTION

OATES ASSOCIATES

IL-3 LANE RECONFIGURATION CONCEPTUAL DESIGN

Lane Reconfiguration Conceptual Design:
McKinley Bridge to Rock Road



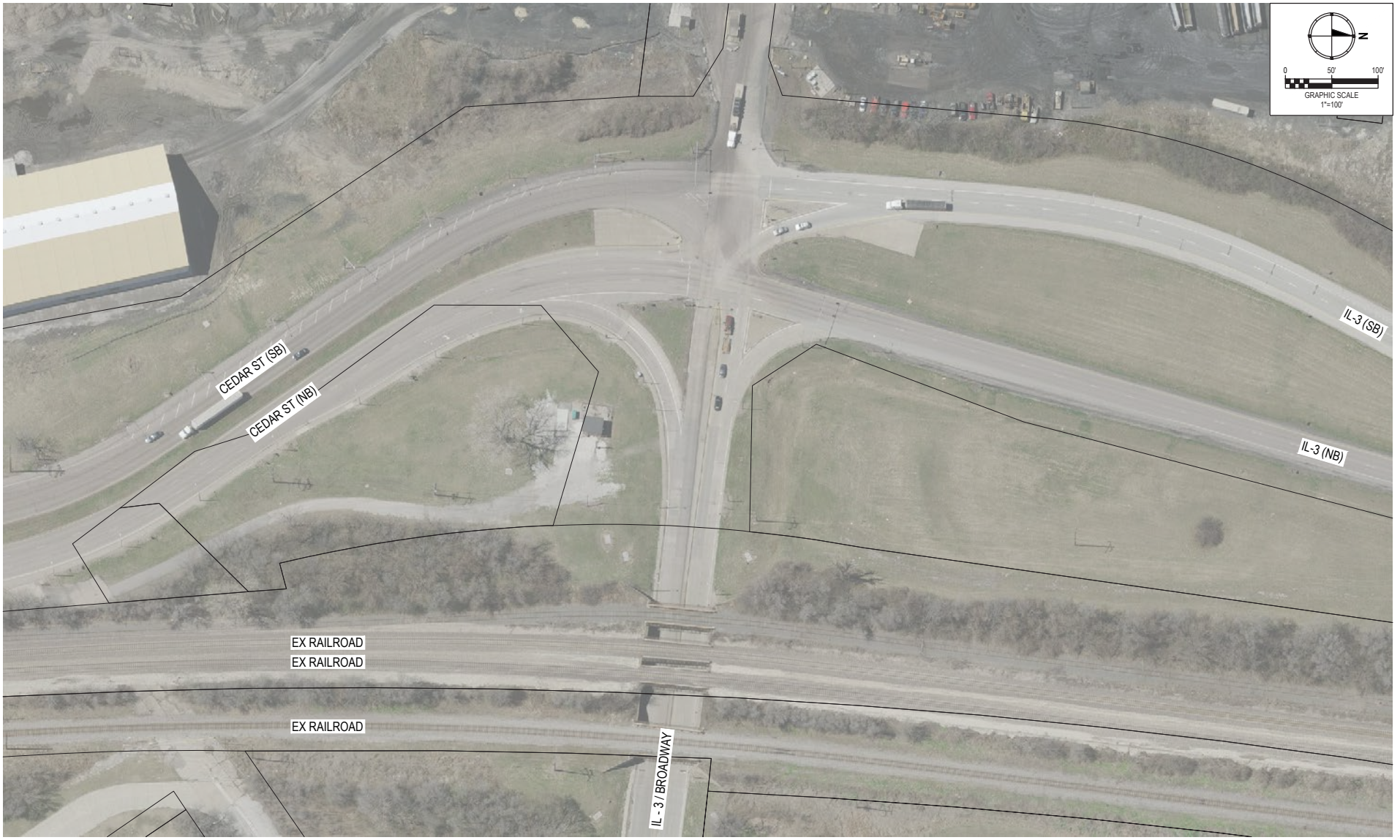


PROPOSED IL-3 TYPICAL SECTION

OATES ASSOCIATES

IL-3 LANE RECONFIGURATION CONCEPTUAL DESIGN

Existing Conditions
Broadway



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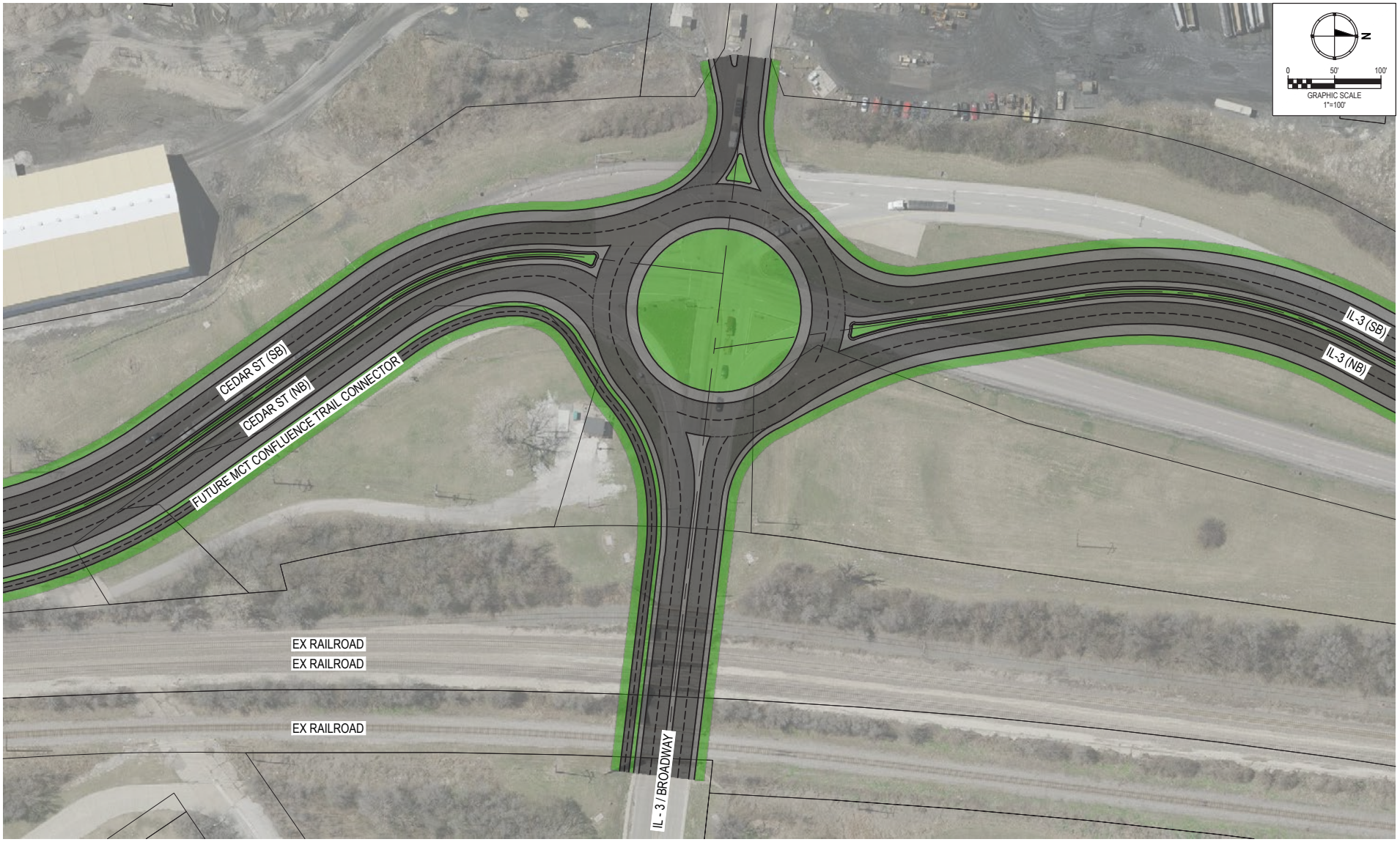
BROADWAY

Conceptual Intersection Layout: Roundabout (Alternate A)
Broadway



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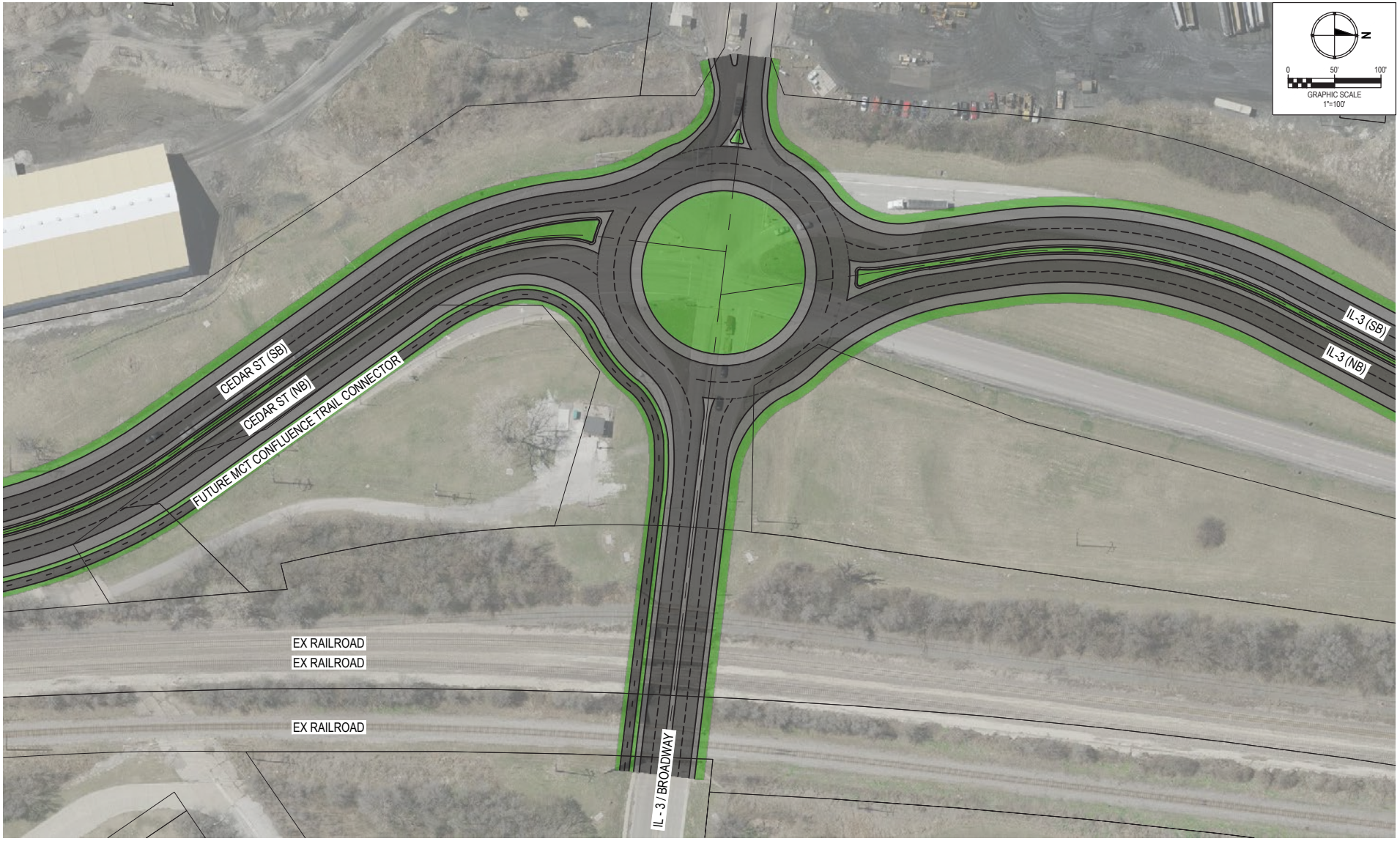
BROADWAY - ROUNDABOUT (EAST)
CONCEPTUAL LAYOUT

Conceptual Intersection Layout: Roundabout (Alternate B)
Broadway



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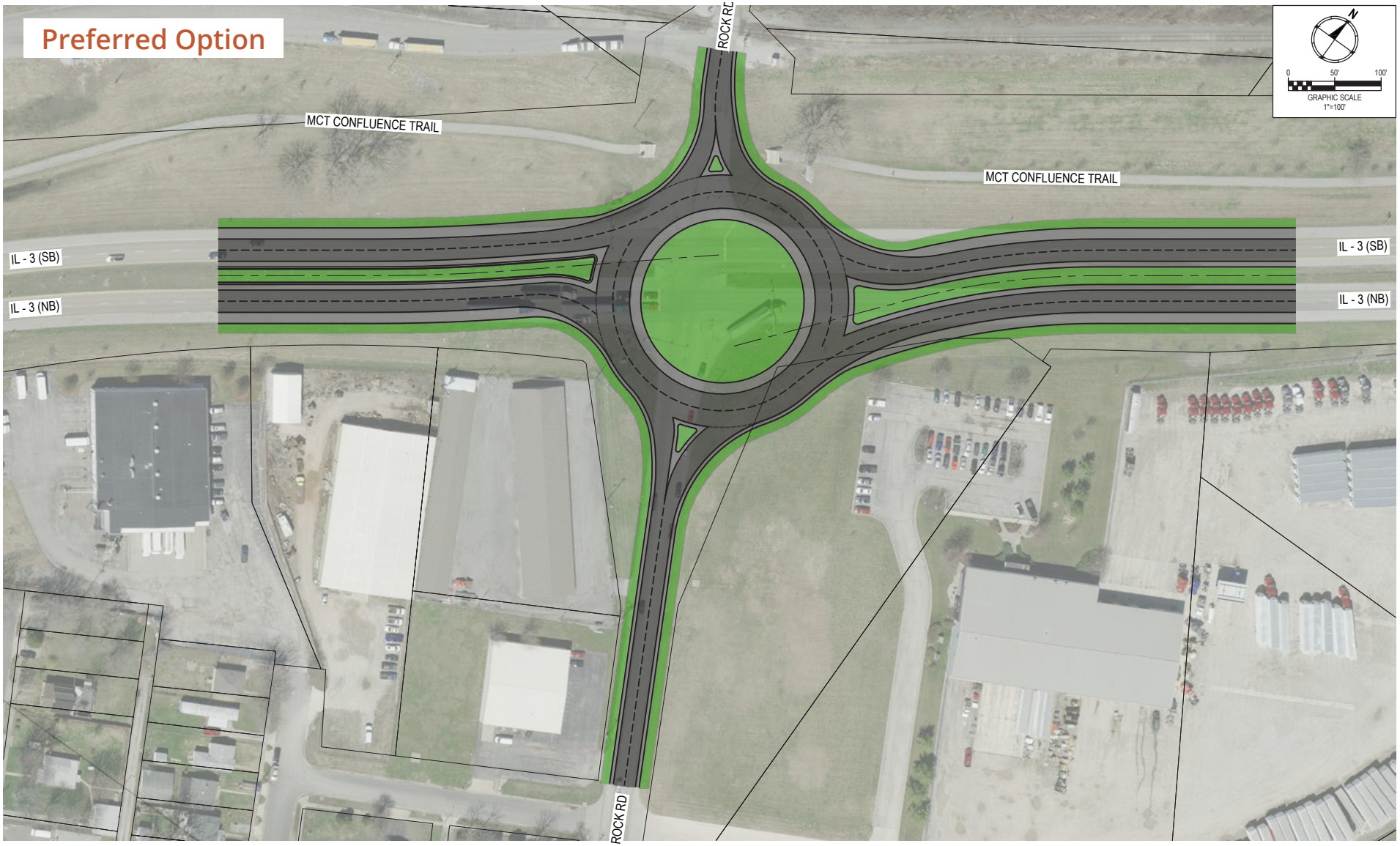
BROADWAY - ROUNDABOUT
CONCEPTUAL LAYOUT

Existing Conditions
Rock Road

OATES ASSOCIATES

ROCK RD

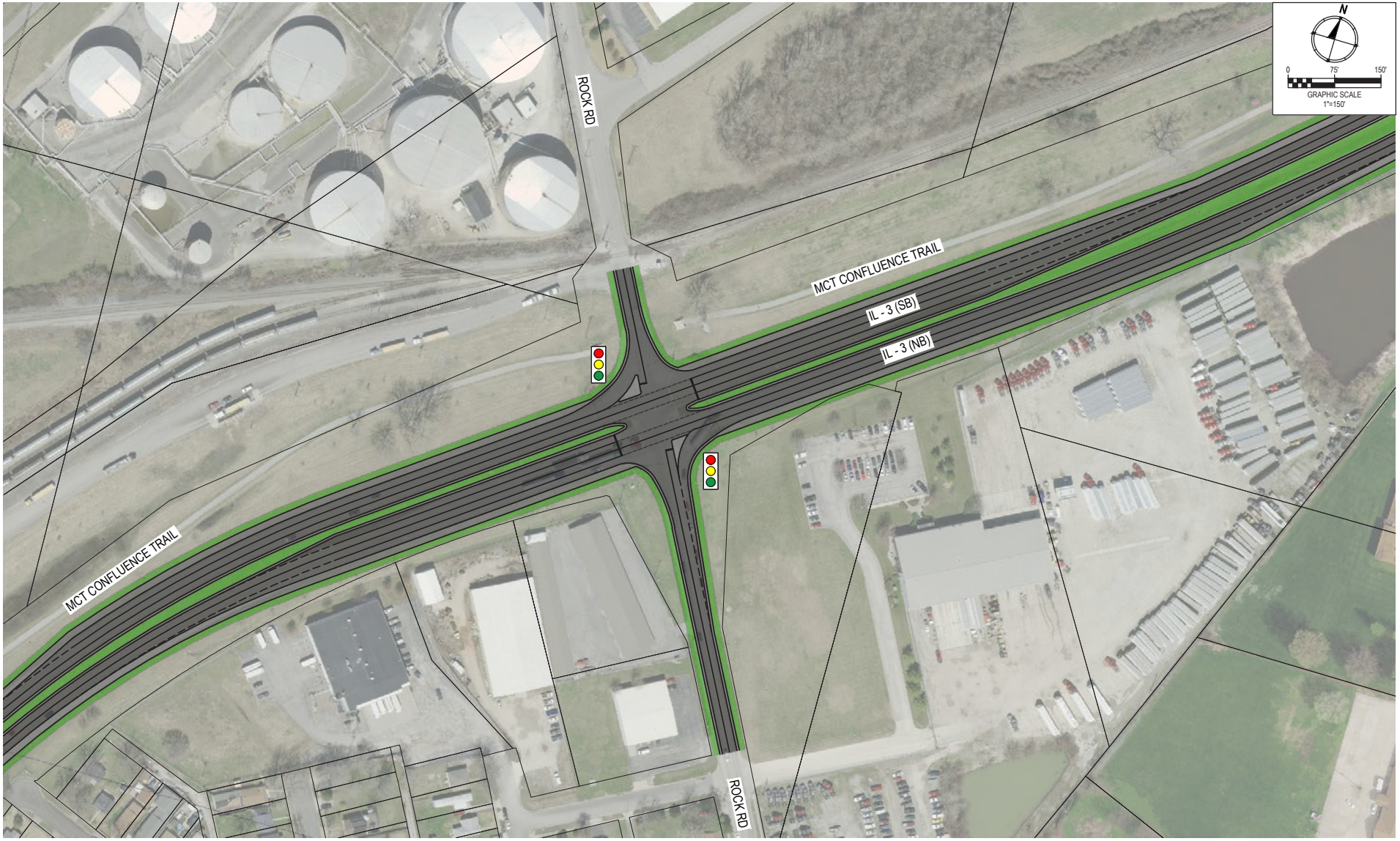
Conceptual Intersection Layout: Roundabout
Rock Road



OATES ASSOCIATES

ROCK RD - ROUNDABOUT
CONCEPTUAL LAYOUT

Conceptual Intersection Layout: Deceleration Lanes
Rock Road



OATES ASSOCIATES

ROCK RD - DECELERATION LANES
CONCEPTUAL LAYOUT

Existing Conditions
Pontoon Road

OATES ASSOCIATES

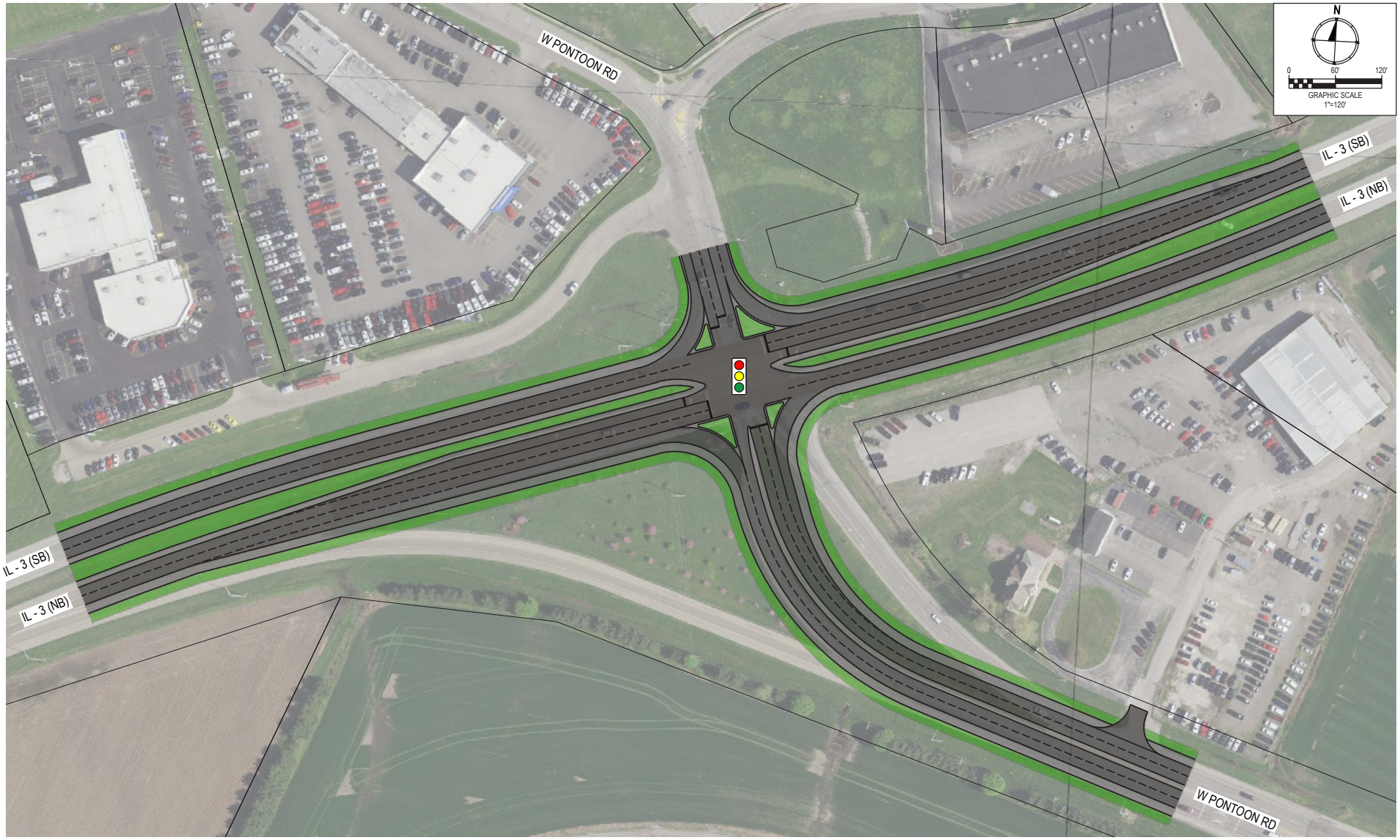
W PONTOON RD

Conceptual Intersection Layout: Roundabout
Pontoon Road

OATES ASSOCIATES

W PONTOON RD - ROUNDABOUT
CONCEPTUAL LAYOUT

Conceptual Intersection Layout: WB Leg Realignment
Pontoon Road



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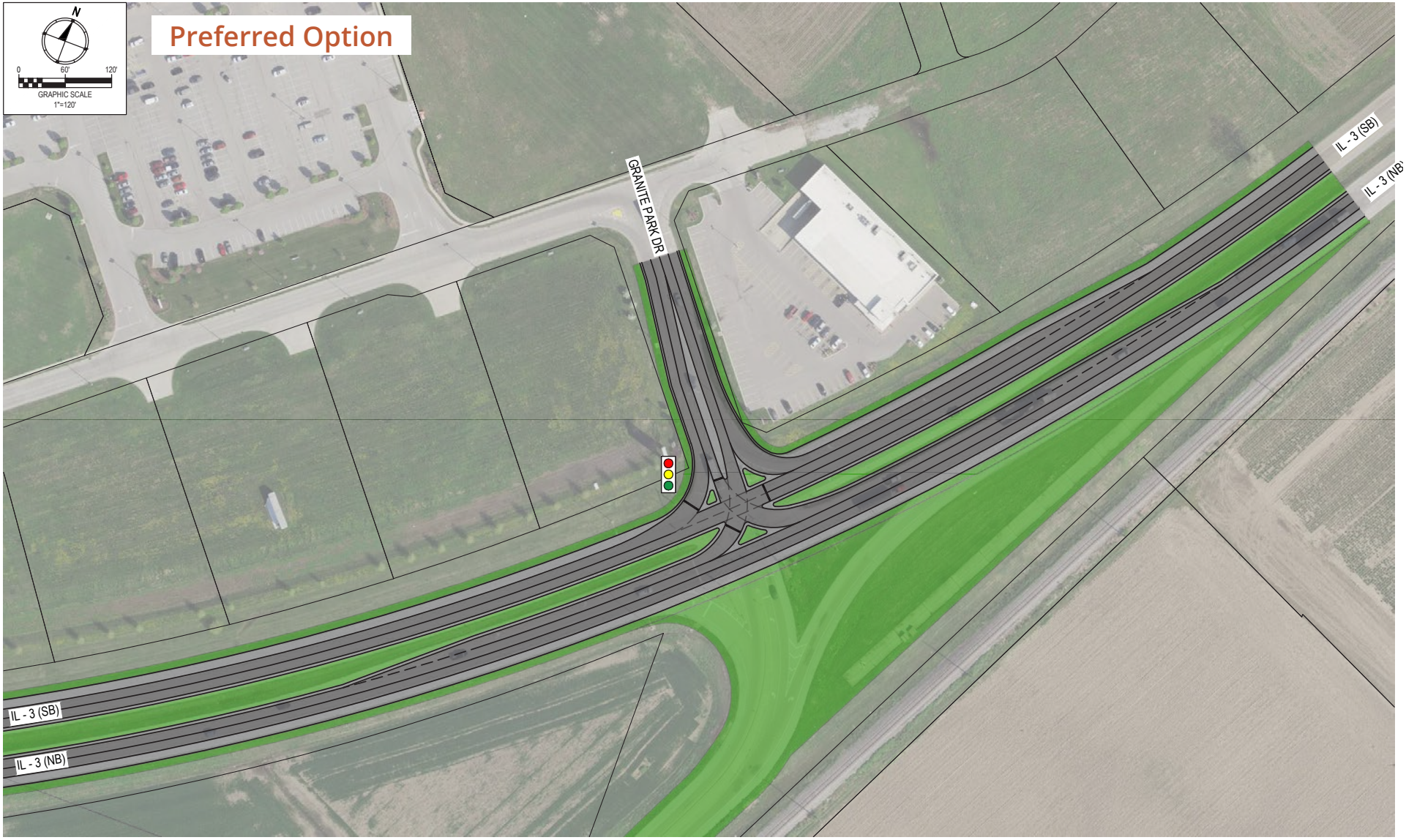
W PONTOON RD - WB LEG REALIGNMENT
CONCEPTUAL LAYOUT

Existing Conditions
Missouri Avenue

OATES ASSOCIATES

MISSOURI AVE

Conceptual Intersection Layout: Continuous Green-T
Missouri Avenue



OATES ASSOCIATES

MISSOURI AVE - CONTINUOUS GREEN TEE CONCEPTUAL LAYOUT

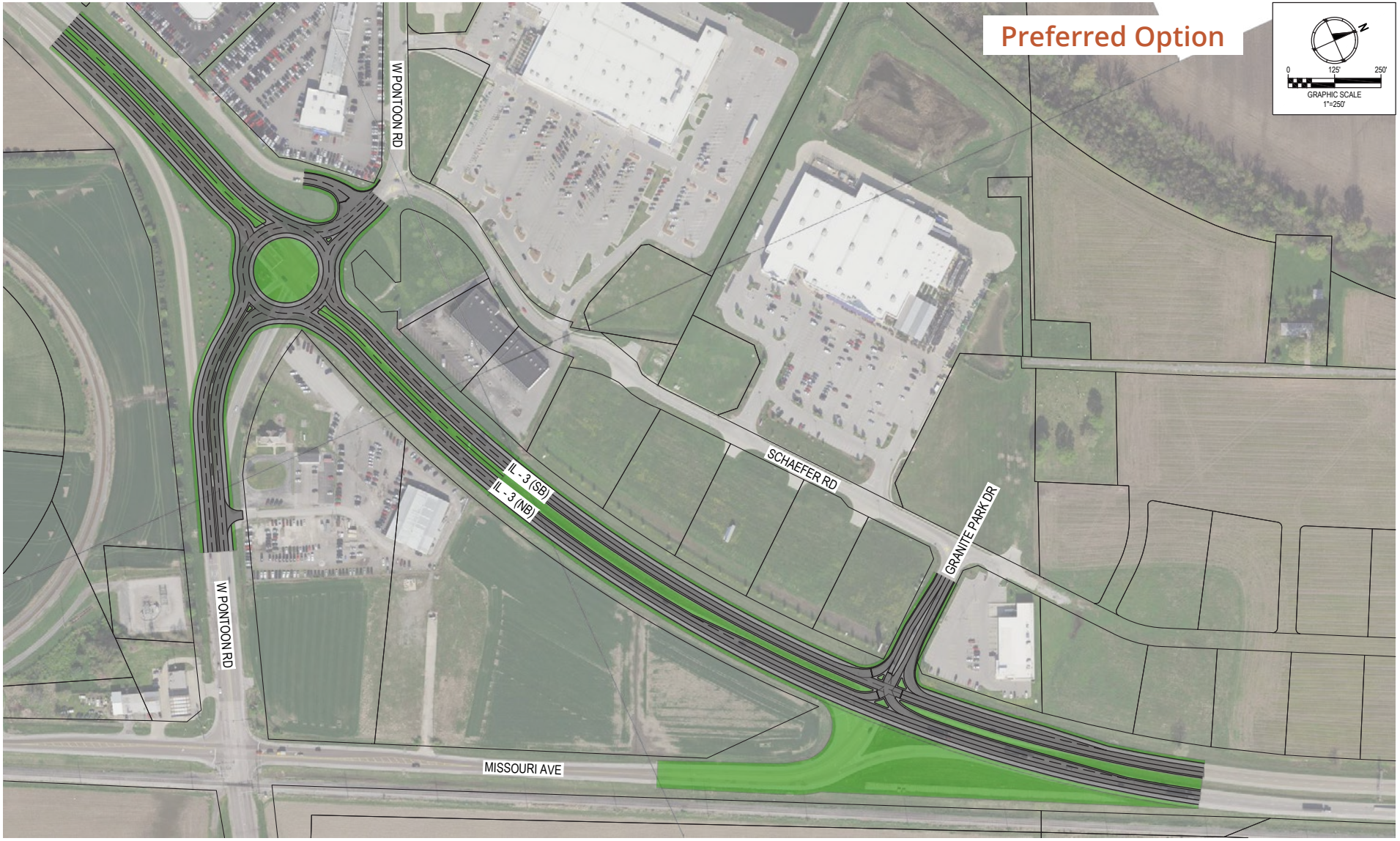
Conceptual Intersection Layout: Right-In / Right-Out
Missouri Avenue

OATES ASSOCIATES

MISSOURI AVE - RIGHT-IN RIGHT-OUT
CONCEPTUAL LAYOUT

Conceptual Intersection Layout: Roundabout and Continuous Green-T

Pontoon Road and Missouri Avenue



OATES ASSOCIATES

W PONTOON RD - ROUNDABOUT
MISSOURI AVE - CONTINUOUS GREEN TEE

Conceptual Intersection Layout: WB Leg Realignment and Continuous Green-T

Pontoon Road and Missouri Avenue

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W PONTOON RD - WB LEG REALIGNMENT
MISSOURI AVE - CONTINUOUS GREEN TEE

Conceptual Intersection Layout: WB Leg Realignment and Right-In / Right-Out

Pontoon Road and Missouri Avenue

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W PONTOON RD - WB LEG REALIGNMENT
MISSOURI AVE - RIGHT-IN RIGHT-OUT

Existing Conditions
Northgate Industrial Drive

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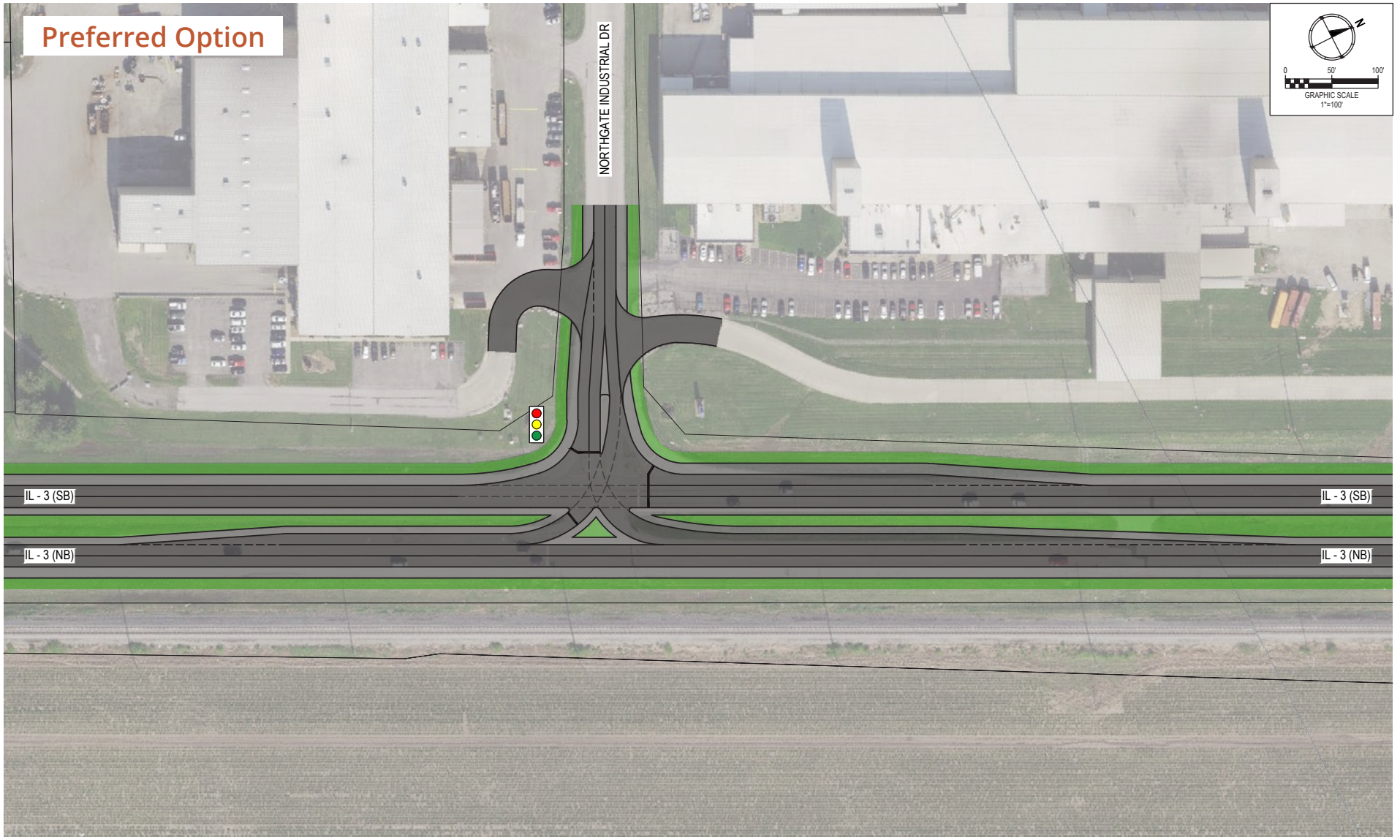
NORTHGATE INDUSTRIAL DR

Conceptual Intersection Layout: Continuous Green-T
Northgate Industrial Drive



OATES ASSOCIATES

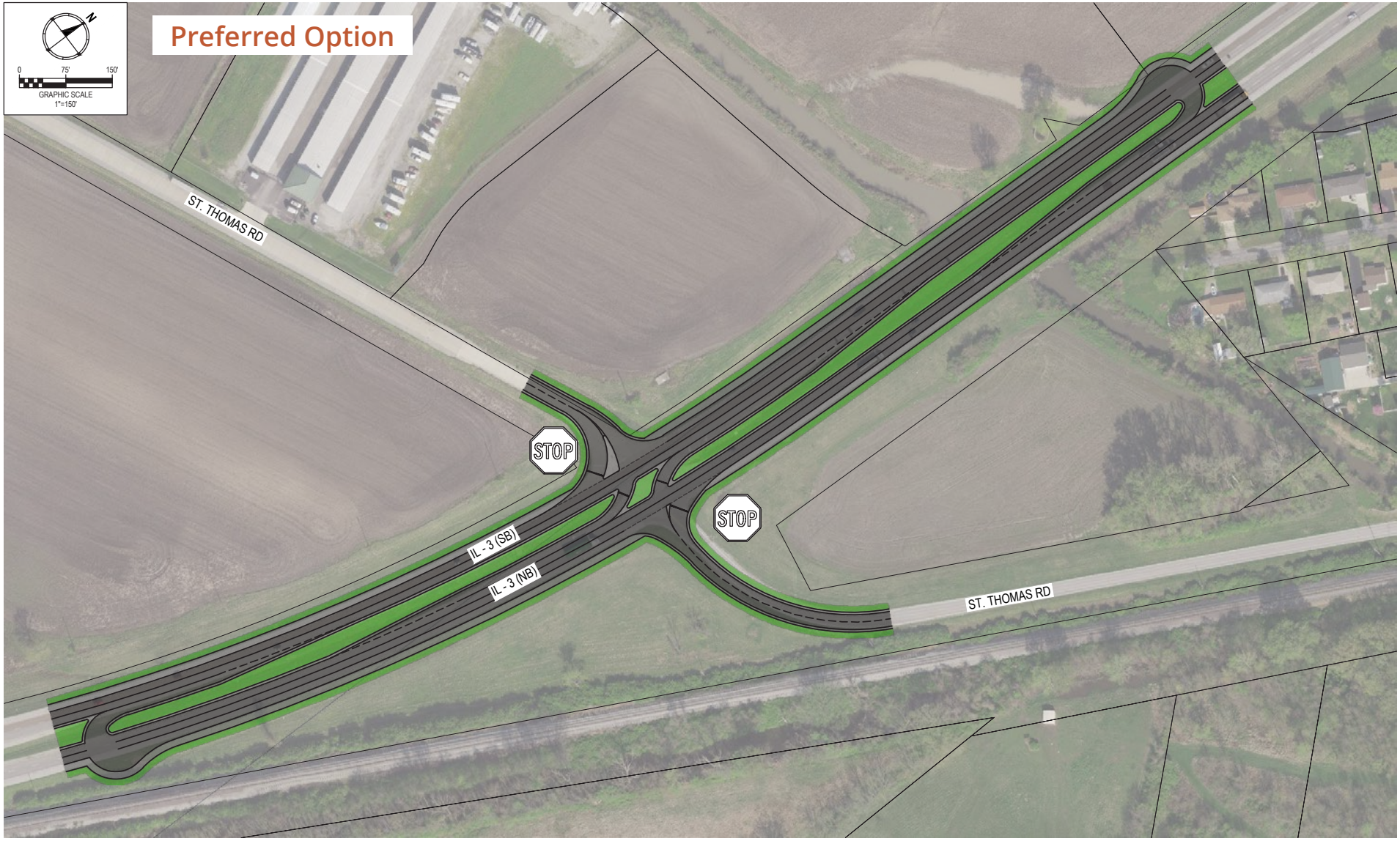
NORTHGATE INDUSTRIAL DR - CONTINUOUS GREEN TEE CONCEPTUAL LAYOUT

Existing Conditions
St Thomas Road

OATES ASSOCIATES

ST THOMAS RD

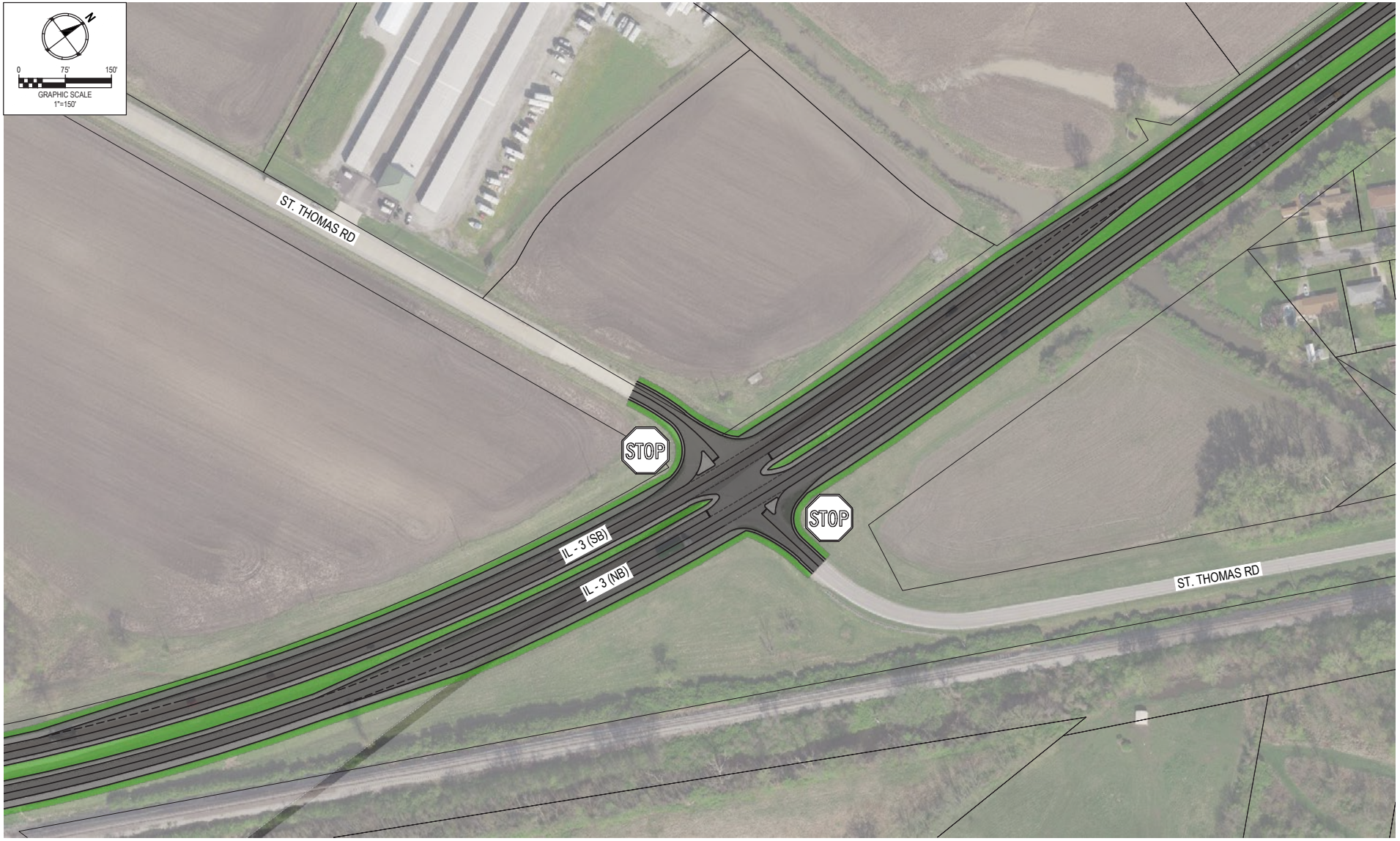
Conceptual Intersection Layout: J-Turn
St Thomas Road



OATES ASSOCIATES

ST THOMAS RD - J-TURN
CONCEPTUAL LAYOUT

Conceptual Intersection Layout: Deceleration Lanes
St Thomas Road



OATES ASSOCIATES

ST THOMAS RD - DECELERATION LANES
CONCEPTUAL LAYOUT

Other Items

Utility Information
Utility information and locations were gathered from major utilities, including Ameren, AT&T, Charter Spectrum, Clearwave Fiber, Everstream, and Illinois American Water. Utilities were taken into consideration during the conceptual design process at a level appropriate for conceptual design. Future design development (post this conceptual plan) will include additional details of existing locations and determination of necessary relocations.

Stormwater
The northbound and southbound lanes along Route 3 are crowned, and water sheet flows towards the shoulders and the median. Grate inlets and storm sewer exist along the existing median curb and median barrier, allowing water to drain to the outside of the corridor. There are no outer curbs between Broadway and I-270, allowing the sheet flow to drain to the adjacent grass swales. Water is eventually directed to the Mississippi River.

Feedback from Granite City included drainage and flooding issues along the east side of Route 3 between 20th St and Rock Road. A lane reconfiguration would lower the amount of impermeable surfaces along the corridor, lowering the amount of stormwater runoff. A lane reconfiguration would also include a review of the grading and drainage areas along both sides of Route 3.

Right-of-Way Ownership
The study for this plan included a cursory review of right-of-way ownership near the Port. In the early 1970's, the Department of the Army granted the State of Illinois an easement for a right-of-way for the construction of a road. The initial easement granted the Department of the Army rights to terminate the right-of-way. However, subsequent documents appear to suggest that the Department of the Army relinquished its jurisdiction over the easement area. It is important to note that this report does not suggest to draw conclusions regarding the status of the easement or right-of-way.

Other Considerations
Other items for review resulted from community and committee feedback:

- Truck user feedback indicated a major problem along the corridor with trucks stopping and starting from 55 mph at traffic signals. Trucks are reported to run red lights to avoid stopping and starting.
- Truck user feedback did not indicate any opposition to large diameter, multi-lane roundabouts. With a sufficiently large diameter, trucks can navigate these roundabouts without listing into adjacent lanes.
- Public and committee feedback indicated that speeding was a habitual problem along the corridor.
- The advisory committee asked that study feedback be considered into the Broadway and W Chain of Rocks intersection designs that IDOT is currently developing.
- Pavement conditions are poor along the corridor and need to be improved.
- Madison County Transit is studying the viability of a shared-use path connection to Venice from the Confluence Trail.

OTHER EXISTING CONDITIONS

- Grass Maintenance
- Land Use and Zoning
- Jobs
- Natural Resources
- Lighting

Existing Route 3 Right-of-Way Grass Maintenance

A frequently mentioned priority in terms of corridor aesthetics for property owners, businesses, and stakeholder along Route 3 is the simple act of grass mowing and litter pick-up. This section attempts to quantify areas of grass within the Route 3 that requires mowing and potential costs involved to increase mowing frequency.

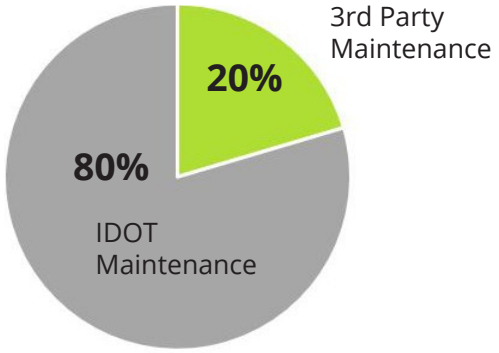
Corridor Businesses and Property Owners Already Provide Significance Maintenance
Almost 20% of grass is the Route 3 right-of-way is already maintained by adjacent property owners or businesses. This value of this existing maintenance is approximately $40,000 - $50,000 a year. If only high priority areas (highly visible areas like medians, in front of businesses, etc.) are considered, approximately 35% of the areas are maintained by corridor stakeholders.

Not All Areas are Highly Visible
While there are approximately 120 acres of grass within the Route 3 right-of-way, not all these areas highly visible. This analysis breaks the corridor down into 'High Priority,' 'Medium Priority,' and 'Low Priority,' areas based on their visibility. Thus, funds to increase mowing and maintenance can be targeted toward the highest priority locations.

This analysis of grass mowing was conducted in Summer 2024 and is based on site visits, Google street views, and discussions with property/business owners. Assumptions have been made based on maintenance and as more detailed information becomes available, quantities may change. Acres of grass in the Route 3 right-of-way does not include all areas in the right-of-way (some areas may are natural habitats, rock, or other non-grass surfaces).

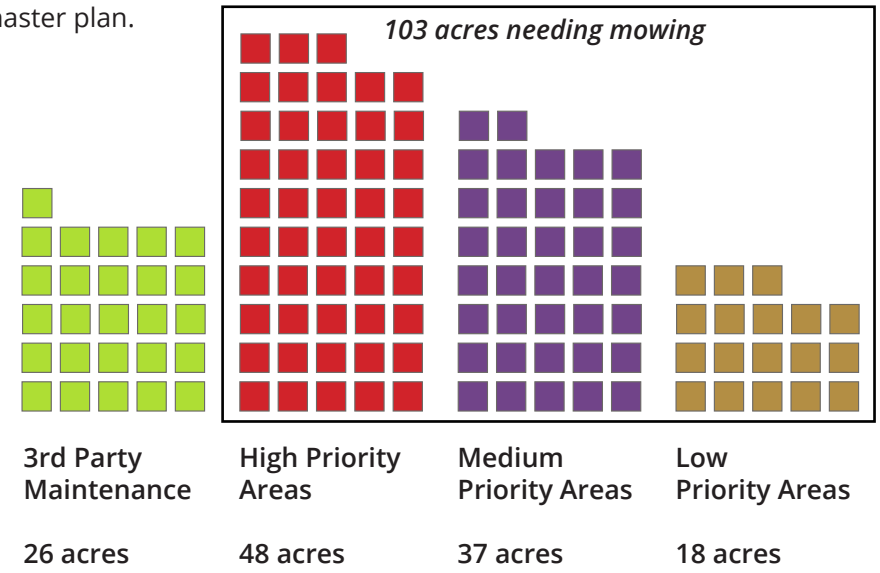
As part of the final master plan documents in Summer 2025, a more detailed recommended mowing plan was prepared and included as an appendix to the master plan.

Above: Existing mowing along Route 3.



Budgetary Mowing Costs

	Existing 3rd Party Maintenance		High Priority Areas	Medium Priority Areas	Low Priority Areas	
Acres	26		48	37	18	129 total acres
Mows per year	varies		16	8	4	



Segment 1: Existing Grass Maintenance

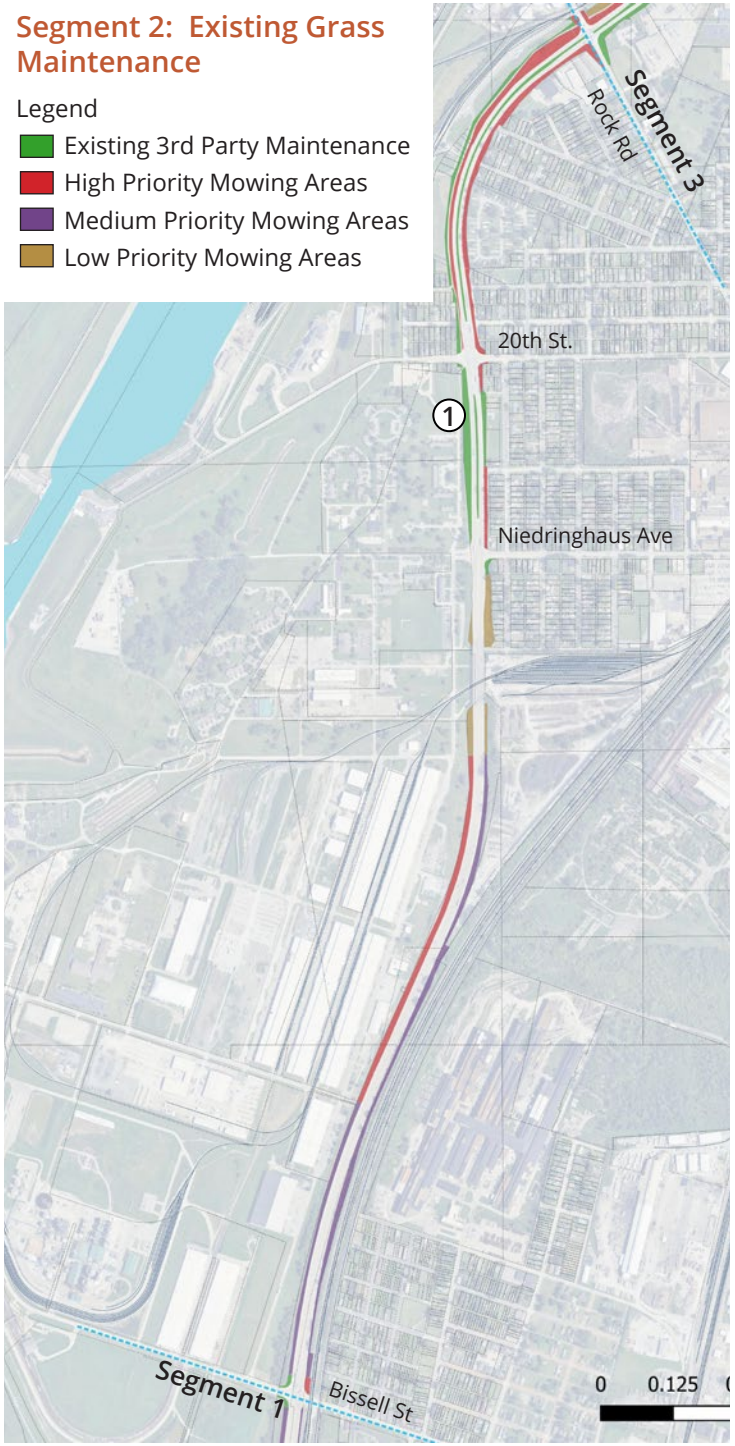
Segment 1: Existing Grass Maintenance

Segment 2: Existing Grass Maintenance

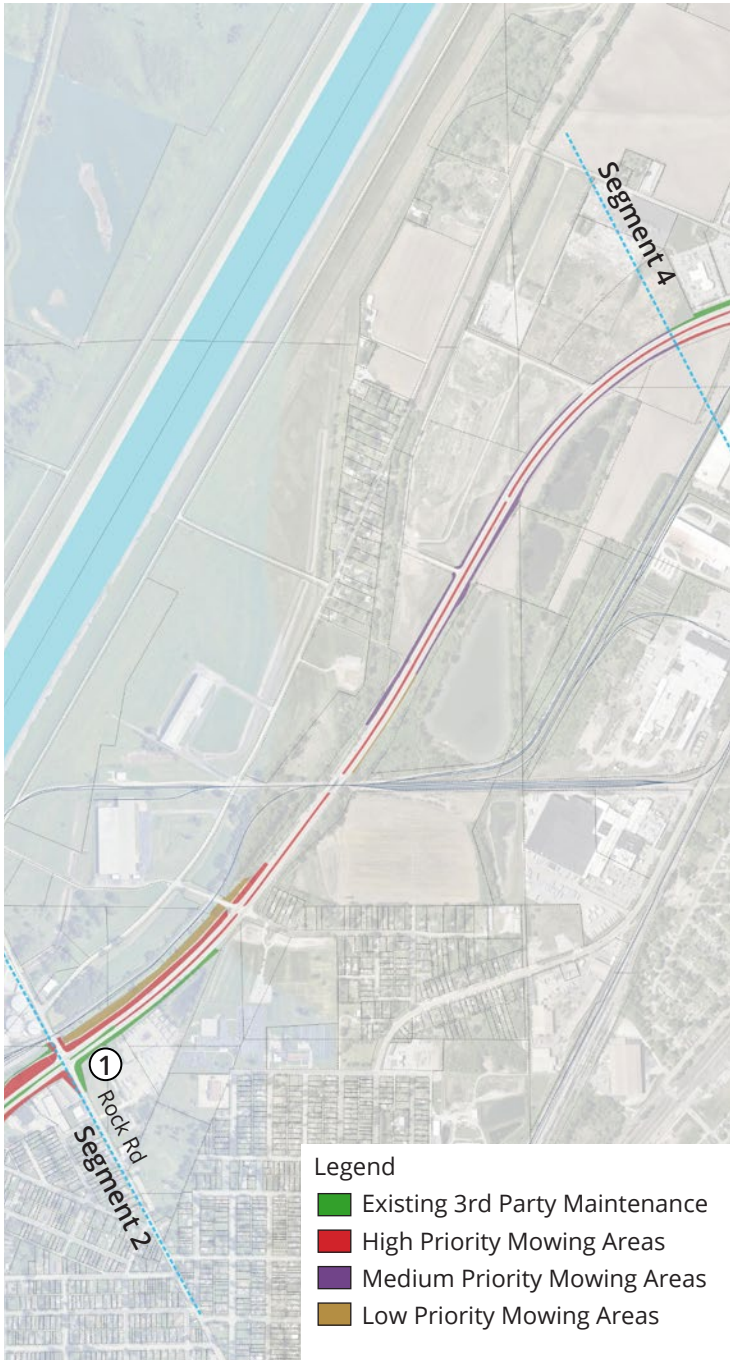
Segment 2: Existing Grass Maintenance

Legend

- Existing 3rd Party Maintenance
- High Priority Mowing Areas
- Medium Priority Mowing Areas
- Low Priority Mowing Areas

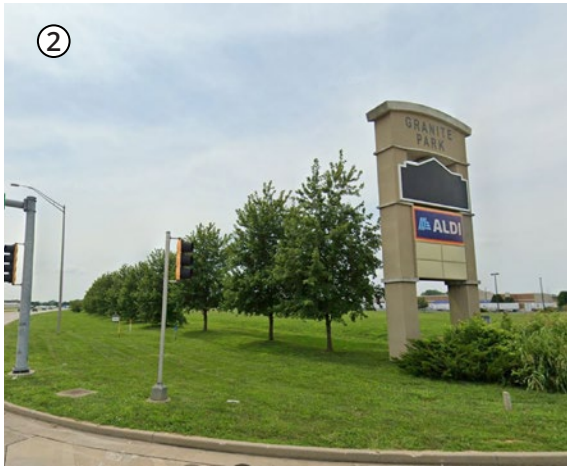


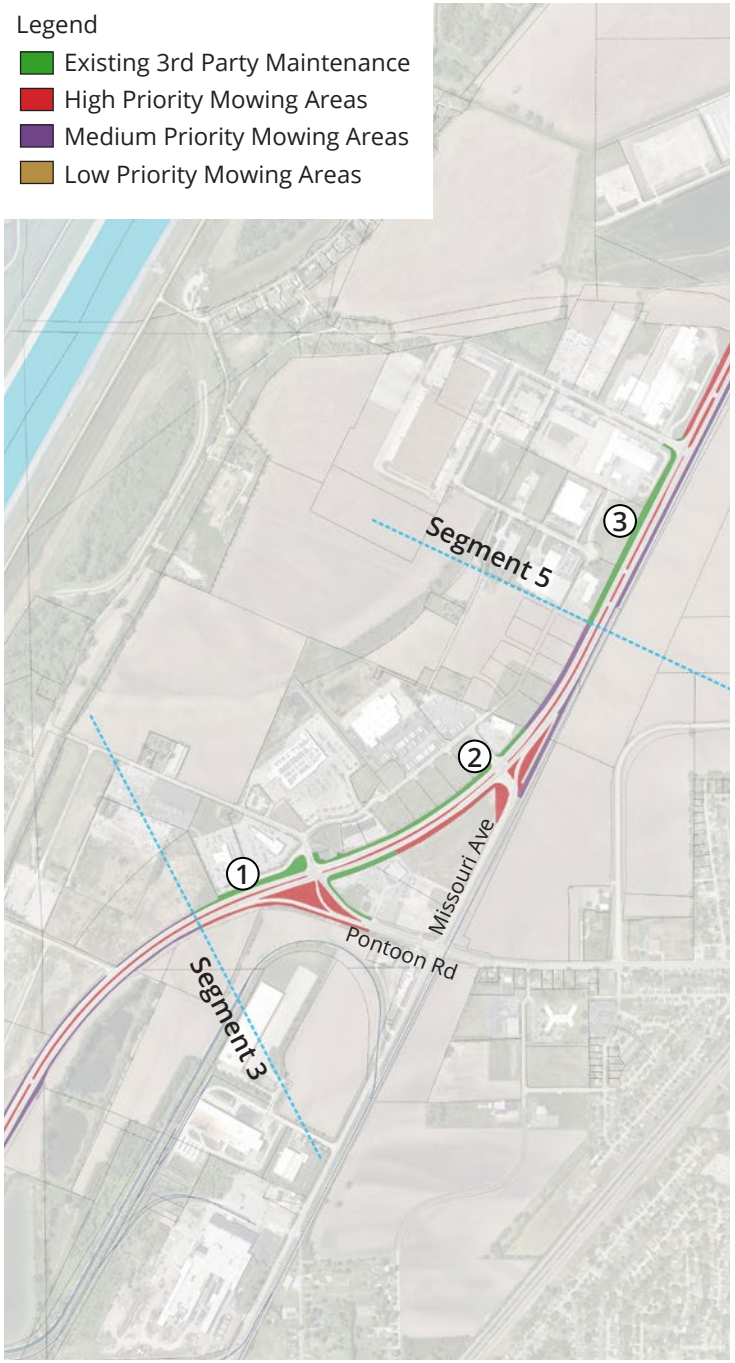
Segment 3: Existing Grass Maintenance



Segment 3: Existing Grass Maintenance

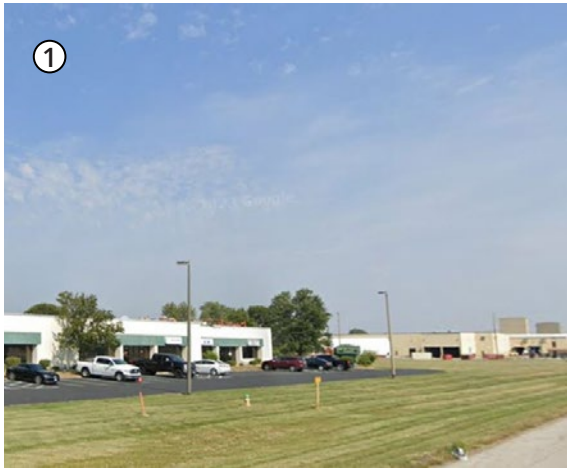
Segment 4: Existing Grass Maintenance

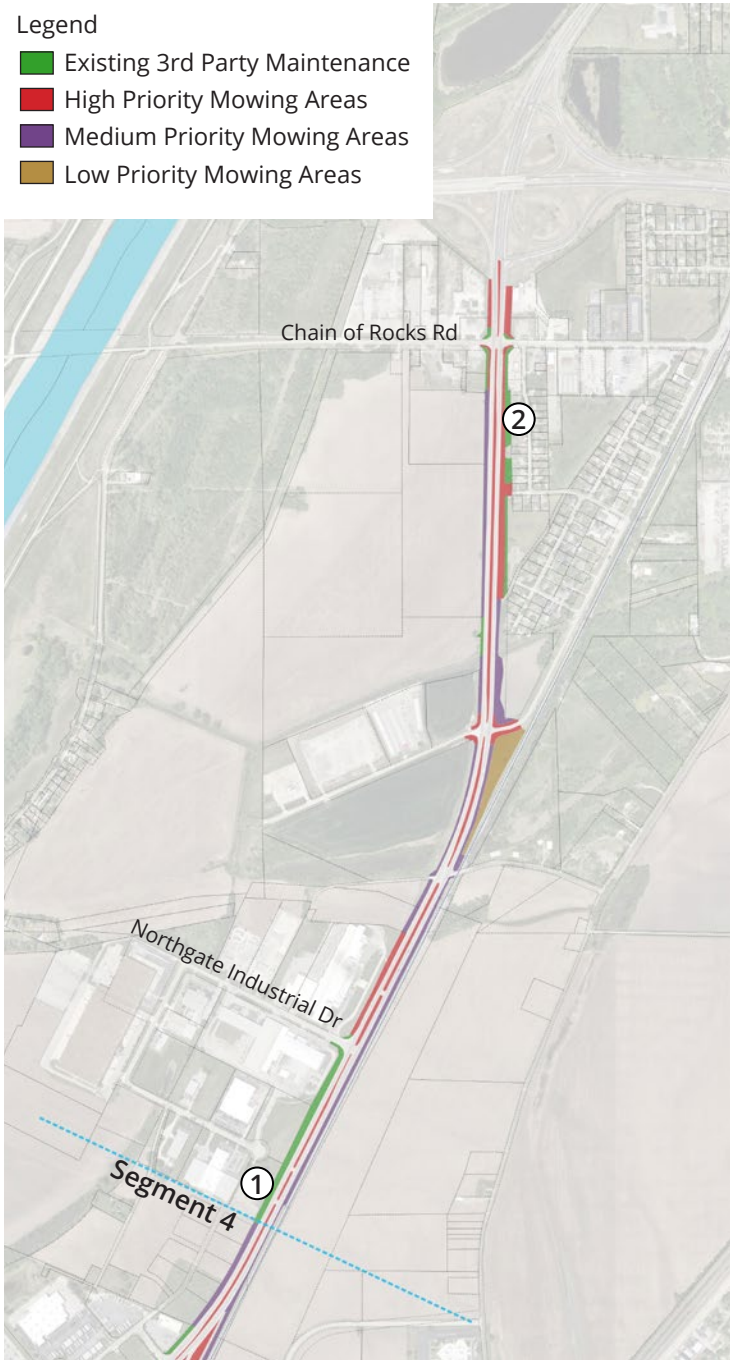




Segment 4: Existing Grass Maintenance

Segment 5: Existing Grass Maintenance





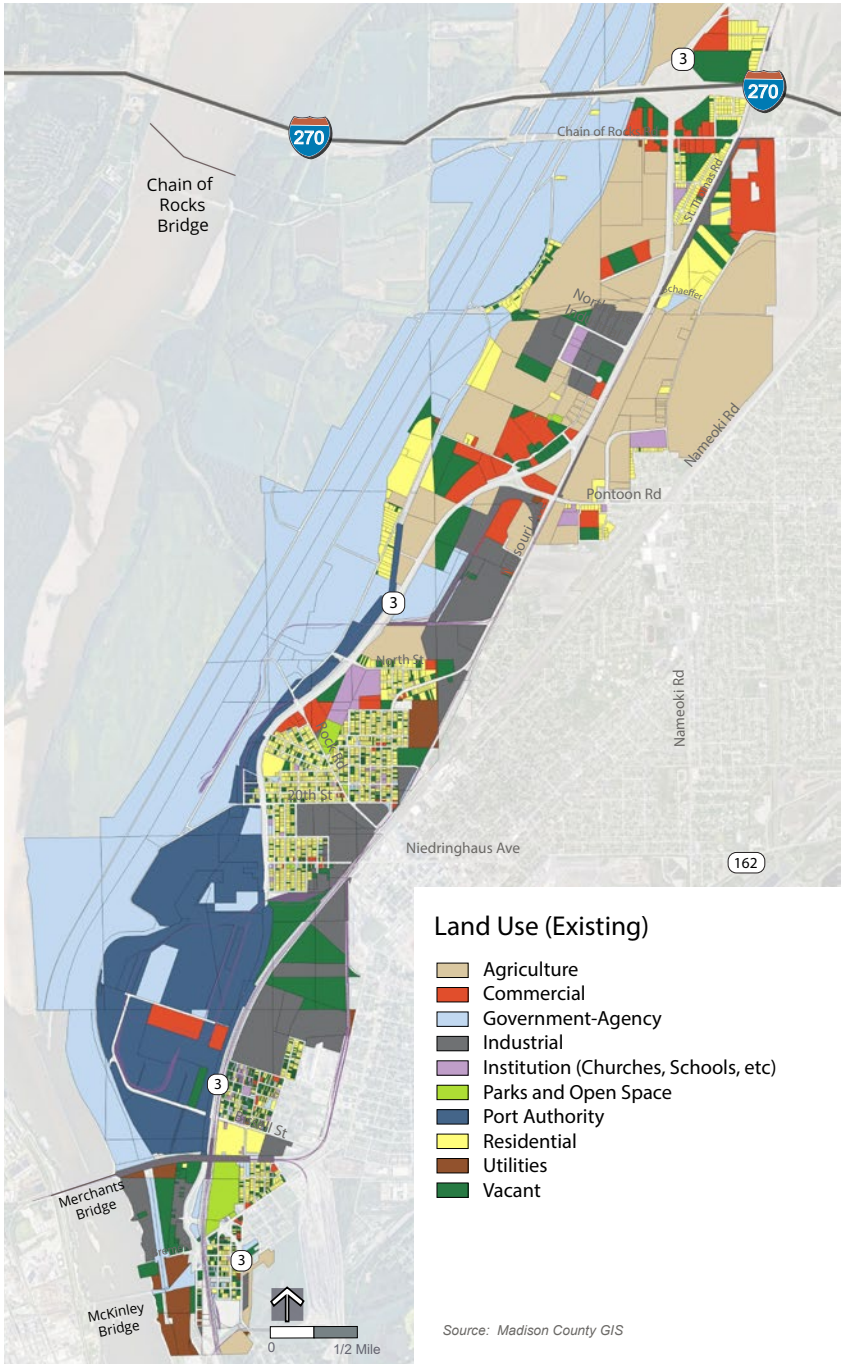
Segment 5: Existing Grass Maintenance

Existing Land Use

The map on this page illustrates the existing land use along the Route 3 corridor, based on parcel designations from the Madison County Assessor.

The existing land use map highlights the diverse land uses in the area, including residential, industrial, manufacturing, parks, and agricultural zones.

Residential areas are primarily located adjacent to Route 3, especially south of North Street. The southern portion of the corridor is dominated by industrial and port activities, while the northern section features large expanses of agricultural land interspersed with industrial and commercial areas.

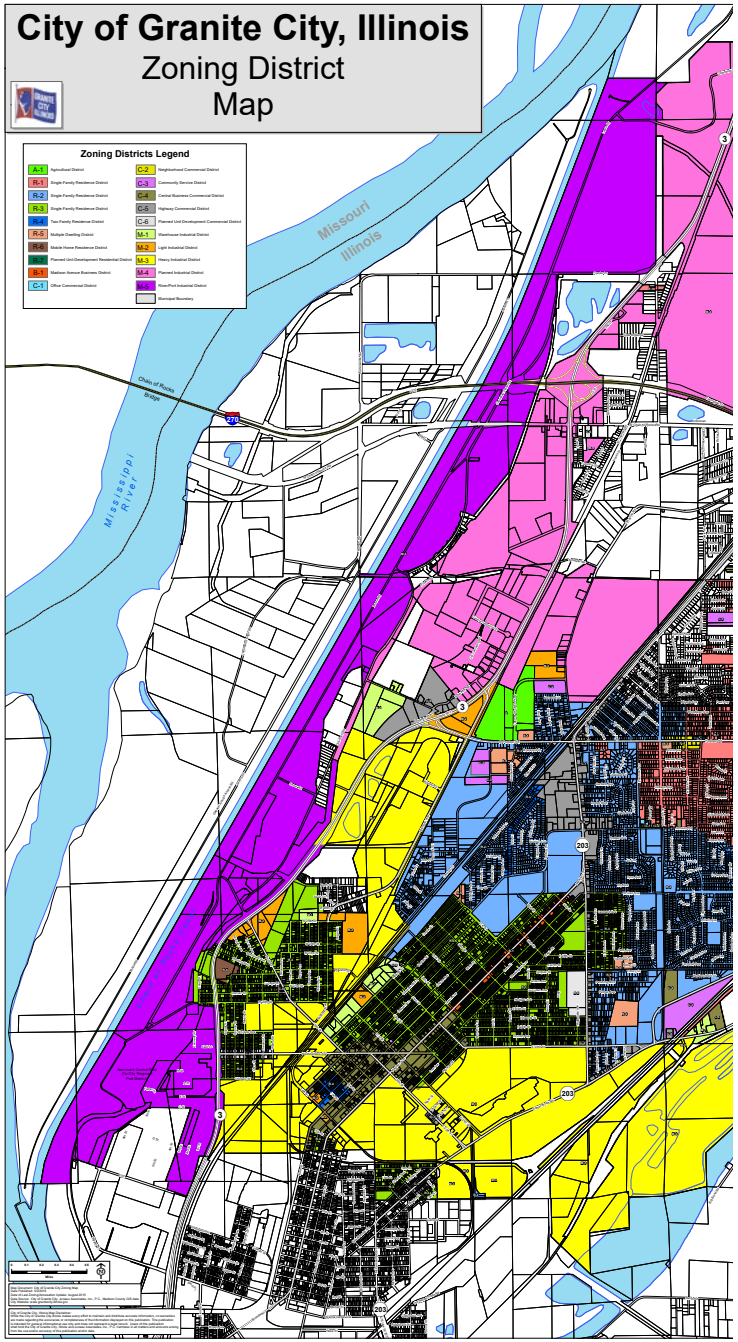


Map: Existing Land Use

Existing Zoning

The map on this page is the existing zoning map for the City of Granite City, which covers most of the plan study area.

Most of the area west of Route 3 is zoned River/Port Industrial District or Planned Industrial District. Areas east of Route 3 includes several zoning districts including Planned Industrial District, Heavy Industrial District, Single-Family Residential District, and Light Industrial District.



Map: Existing Zoning

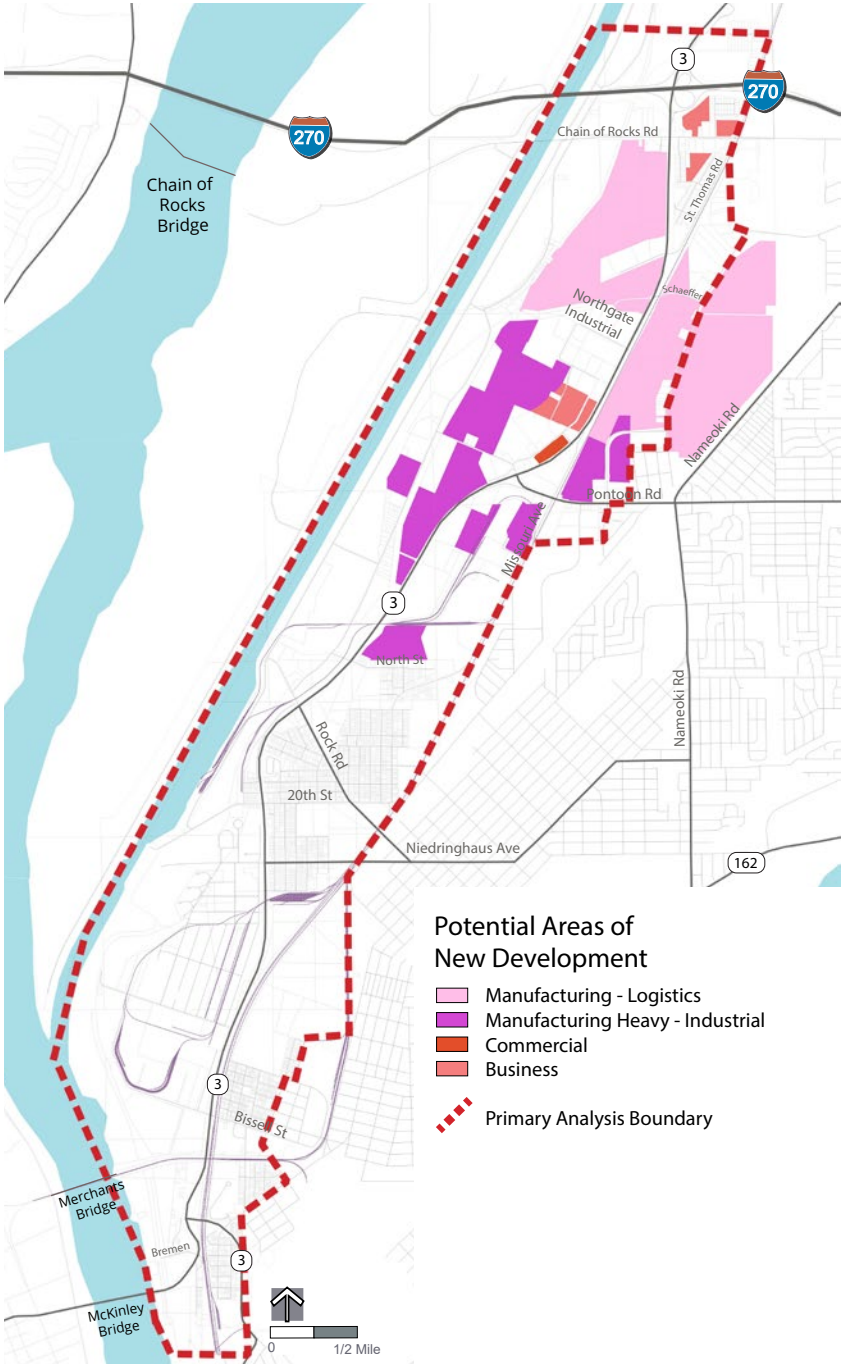
Future Development and Jobs (Full Build Out)

An important consideration for the future of Route 3 is ensuring the corridor can accommodate potential increases in traffic volumes resulting from future development and job growth. The map on this page highlights areas along Route 3 with potential for development.

Typically, the analysis of future development begins with a review of the local future land use plan. However, most of the land within the Route 3 study area falls within Granite City's limits, whose last comprehensive plan (including the future land use plan) was completed in 1990—over 34 years ago. As a result, the existing future land use plan is outdated and less useful for assessing potential future development.

In the absence of an updated local future land use plan, the planning team made development assumptions based on current zoning, adjacent land uses, and areas currently being marketed for development along the corridor. It's important to note that the areas shown on the map as potential development are based on identified vacant parcels. However, market demand and absorption rates remain unknown. This analysis should be viewed as a potential maximum development scenario rather than a market forecast predicting a specific amount of development over time. Additionally, this analysis does not account for new development or the redevelopment of already developed parcels. The planning team may incorporate growth rates of existing traffic volumes to account for the expansion of current businesses along the corridor.

Below: A brochure by Jones Lang LaSalle marketing sites along Route 3 for industrial development.



Map: Potential Areas of New Development

Potential Future Jobs for Areas of New Development (Route 3)

Future Land Use	Acres	Jobs Per Acre	Total Jobs
Manufacturing - Logistics	728	4	2,912
Manufacturing Heavy - Industrial	399	8	3,190
Commercial	8	15	125
Business	60	10	601
Total	1,195		6,828

The chart on this page illustrates the potential number of new jobs that could be created in areas of new development along Route 3. Job density predictions can vary significantly, even within similar economic sectors. The estimate for jobs per acre in the "Manufacturing - Logistics" sector is based on the planning team's analysis of the Gateway Commerce Center, which has a job density of 4.1 jobs per acre.

There are approximately 4,500 existing jobs along the Route 3 corridor. Full build-out of the Route 3 corridor could include an additional 6,800 jobs for a total of over 11,000 jobs along the Route 3 corridor.

Natural Resources

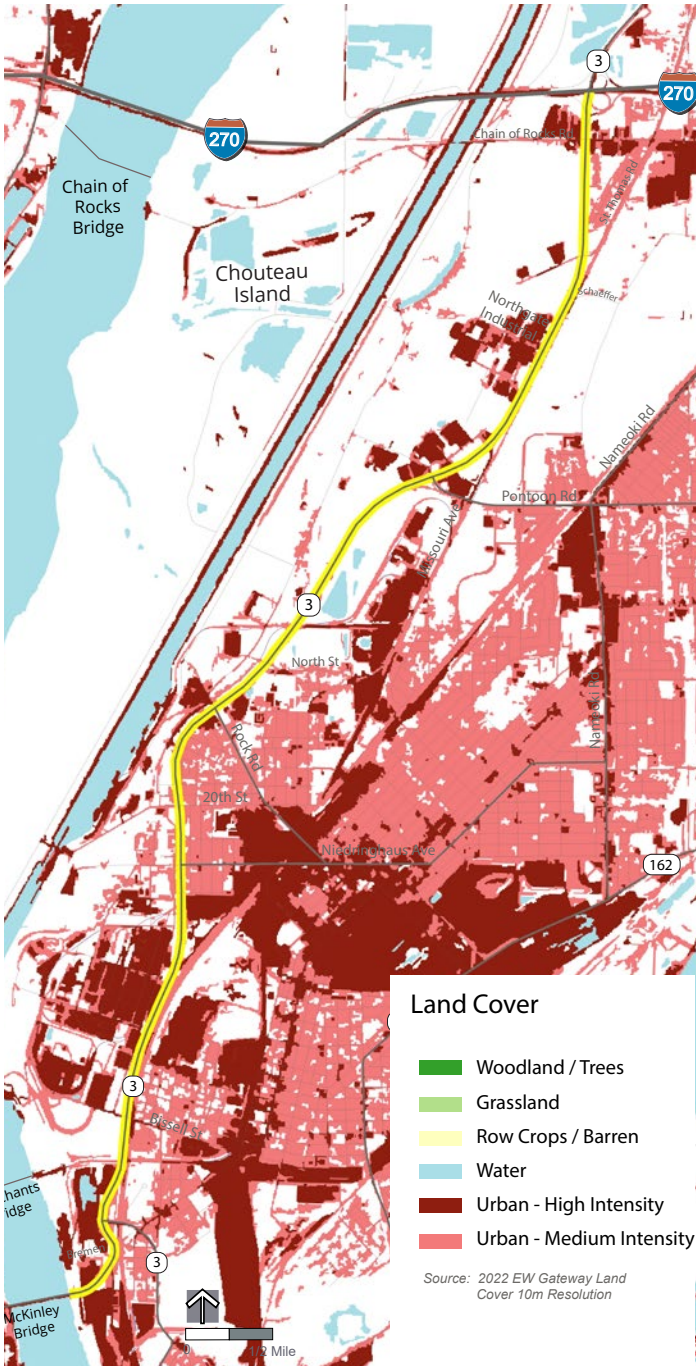
The land cover maps on this page illustrate how Route 3 serves as a transition area, from the industrial urban areas of Granite City to the natural ecological habitats of the Mississippi River and Chouteau Island.

Along Route 3, several stretches of the highway curve through open spaces and wooded areas, particularly north of North Street.

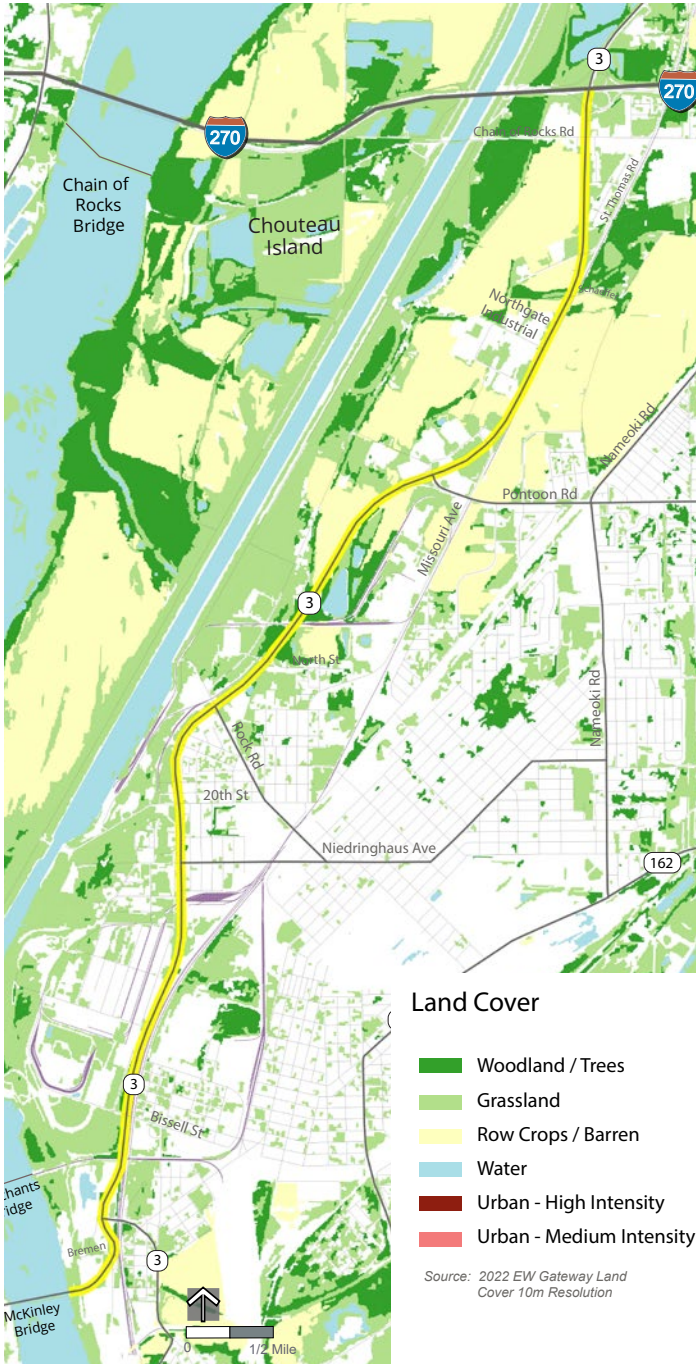
America's Central Port contains a significant amount of open space, owing to its legacy as a former army base with planned grounds and other features.

The land cover maps also highlight the considerable acreage under agricultural production in the northern parts of the corridor. As noted in the "Future Jobs" section of this document, much of this farmland is actively being marketed for development.

Urban land cover consists of two categories: "High Intensity" and "Medium Intensity." "High Intensity" areas are almost entirely impervious surfaces, while "Medium Intensity" areas are a mix of impervious and permeable surfaces. Many residential areas fall into the "Medium Intensity" category, as they contain a combination of impervious surfaces like rooftops, sidewalks, and streets, along with permeable surfaces such as lawns and gardens.



Map: Land Cover (Urban Areas)



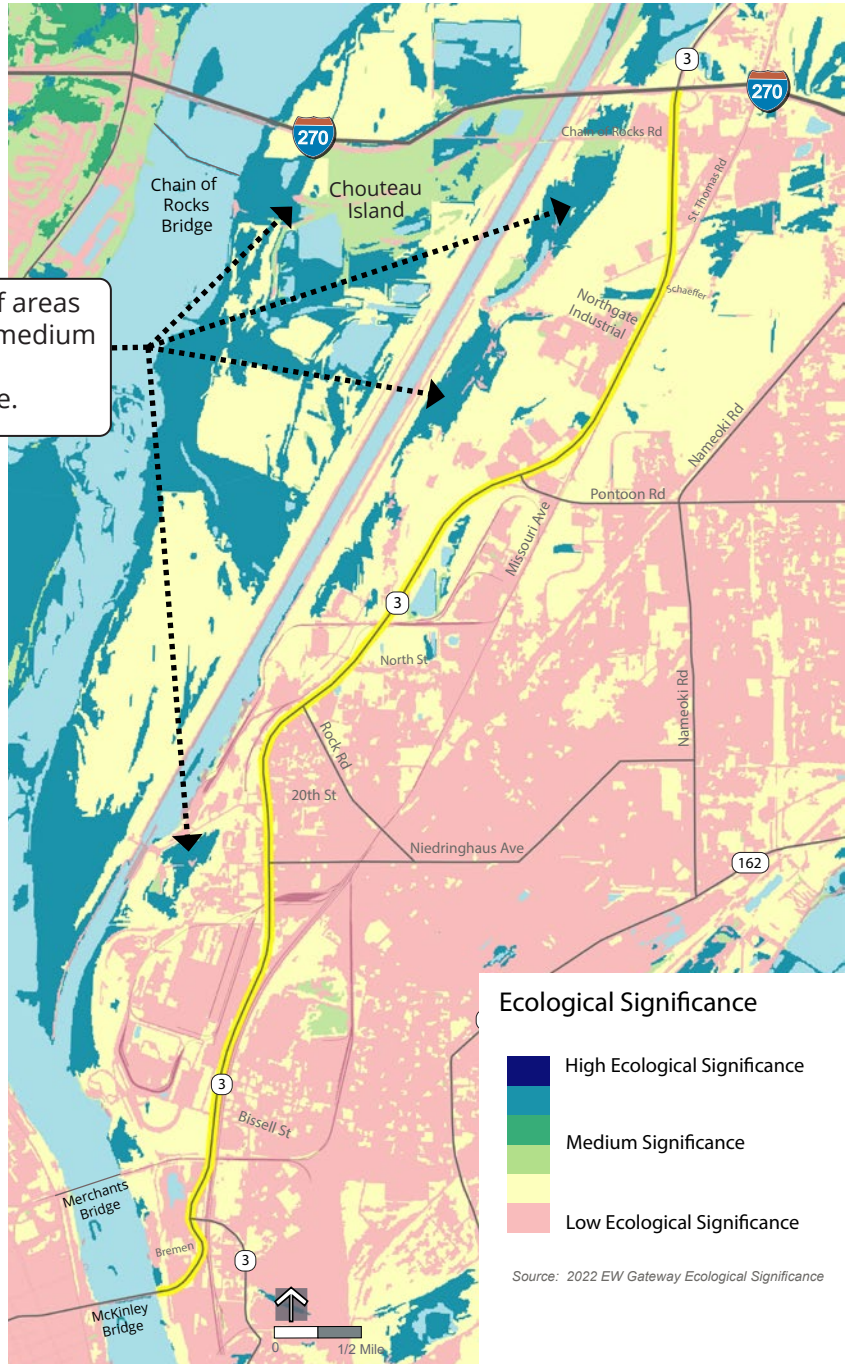
Map: Land Cover (Natural Areas)

Natural Resources: Ecological Significance

The map on the previous page shows the types of natural resources (e.g., woodland, grassland), while the map on this page highlights the ***quality***, or ecological significance, of those resources. The East-West Gateway Council of Governments compiles data on ecological significance. Areas with high ecological significance are characterized by biologically diverse vegetation and habitats, the presence of native species, and, most importantly, connectivity in larger patches.

As shown on the map, Chouteau Island and areas near the levee contain natural habitats with significant ecological value. Some smaller ecologically significant areas also exist near North Street and east of St. Thomas Road.

Below: Chouteau Island. The Mississippi River corridor is important for its ecological significance.

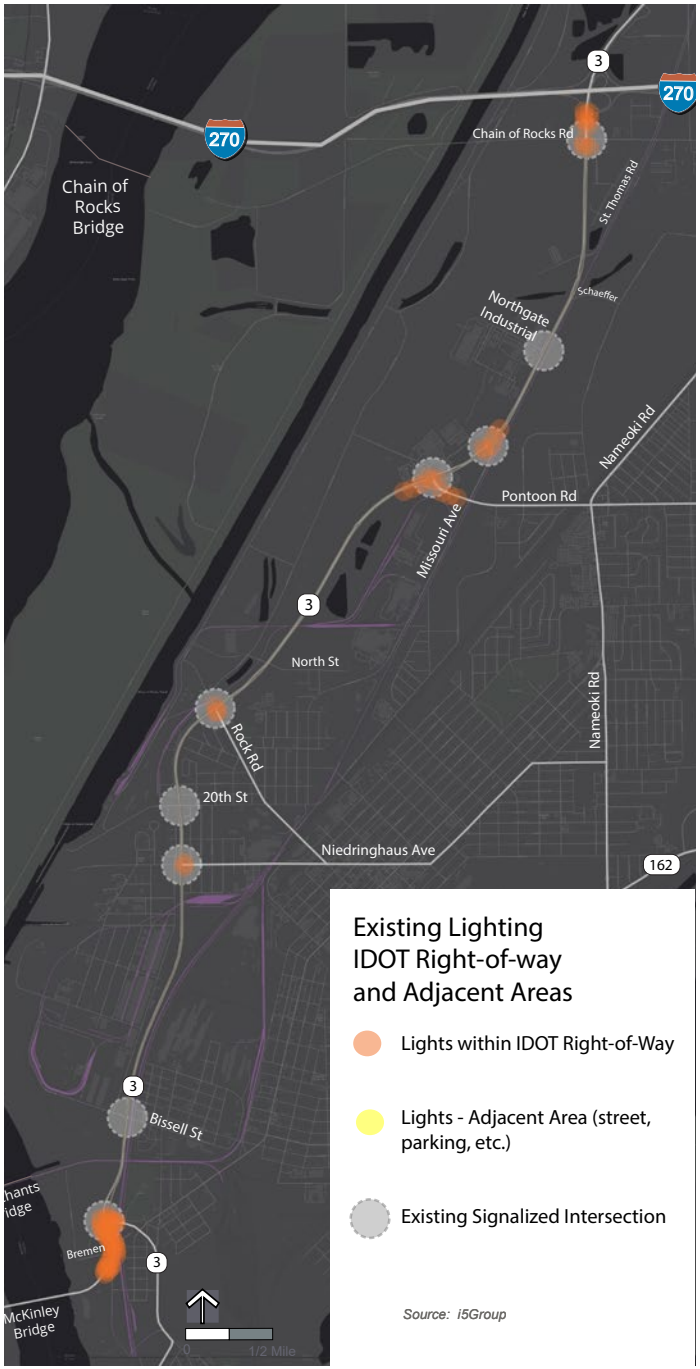


Map: Natural Resources: Ecological Significance

Lighting

The land cover maps on this page illustrate existing lighting with IDOT's right-of-way and adjacent areas.

Future Route 3 improvements should include consistent lighting, especially at intersections.



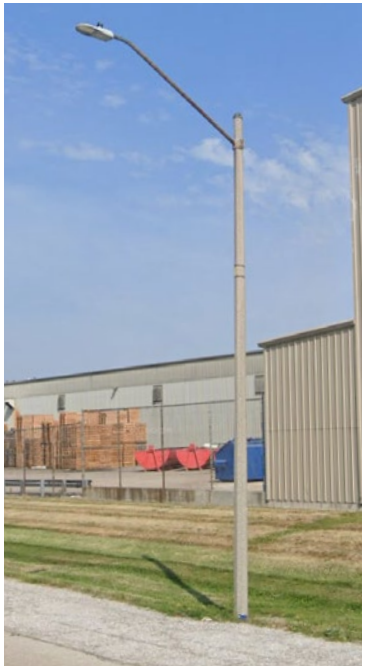
Map: Existing Lighting - IDOT Right-of-Way

Map: Existing Lighting - IDOT Right-of-Way and Adjacent Areas

Lighting

Existing lighting in IDOT right-of-way near McKinley Bridge.

Existing lighting in IDOT right-of-way near Pontoon Road.



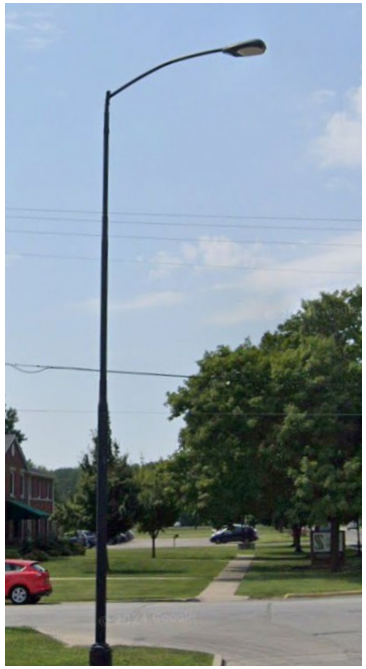
Existing lighting along Northgate Industrial Drive.

Existing lighting along Granite Park Drive near Aldi's.

Existing lighting along Weber Chevrolet.

Lighting

Existing lighting along Red Dock Road.



Existing lighting at entry to America's Central Port (Niedringhaus).

Existing lighting along 1st Street near entry to America's Central Port (Niedringhaus).

Existing lighting along Niedringhaus Avenue.

Existing lighting at Salute to Steel Sculpture park.

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last updated 11/30/2025