aRT3

PLANNING STUDY

Transportation Improvements and Existing Conditions

PRE-FINAL
April 2025

Note to Readers:

This 'Pre-Final Transportation Improvements and Existing Conditions' is an interim deliverable (product) for the aRT3 Planning Study. This interim document focuses on:

- Overview of Planning Process
- Existing Conditions
- Transportation Improvements

This report should be considered an **"Pre-Final" document** and will be updated and edited, as needed, for the final plan. The intent of this document is to provide a foundation of existing conditions and recommended strategies and next steps for transportation improvements.

Thank you for taking the time to read this document and be part of the planning process. Future deliverables include:

- Preliminary Enhancements and Art Master Plan (Summer 2025)
- Final Enhancements and Art Master Plan (Fall 2025)

Updates during the planning process are available at:
www.aRT3Plan.com

ACKNOWLEDGMENTS

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OVERVIEW: aRT3 PLANNING STUDY

With a focus on traffic calming and place making, the aRT3 planning study involves 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 will also recommend transportation improvements to address safety for various modes of transportation (including vehicles, semi-trucks, and other modes of transportation).

The aRT3 planning study area encompasses the 8.5-mile stretch of Illinois Route 3 from the McKinley Bridge to Interstate 270. The planning process began in Spring 2024 and is anticipated to last 18 months.

The anticipated outcomes of the planning study will be a plan to:

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

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

The name "aRT3" honors the Route 3 corridor and the significance of existing art along the corridor. While improving transportation safety will be a key objective, the plan will also concentrate 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 is expected to conclude 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
- Corridor Business and Property Owners Meeting #1 ✱
- Community Pop-up Engagement Events ✱

Winter 2024/2025

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

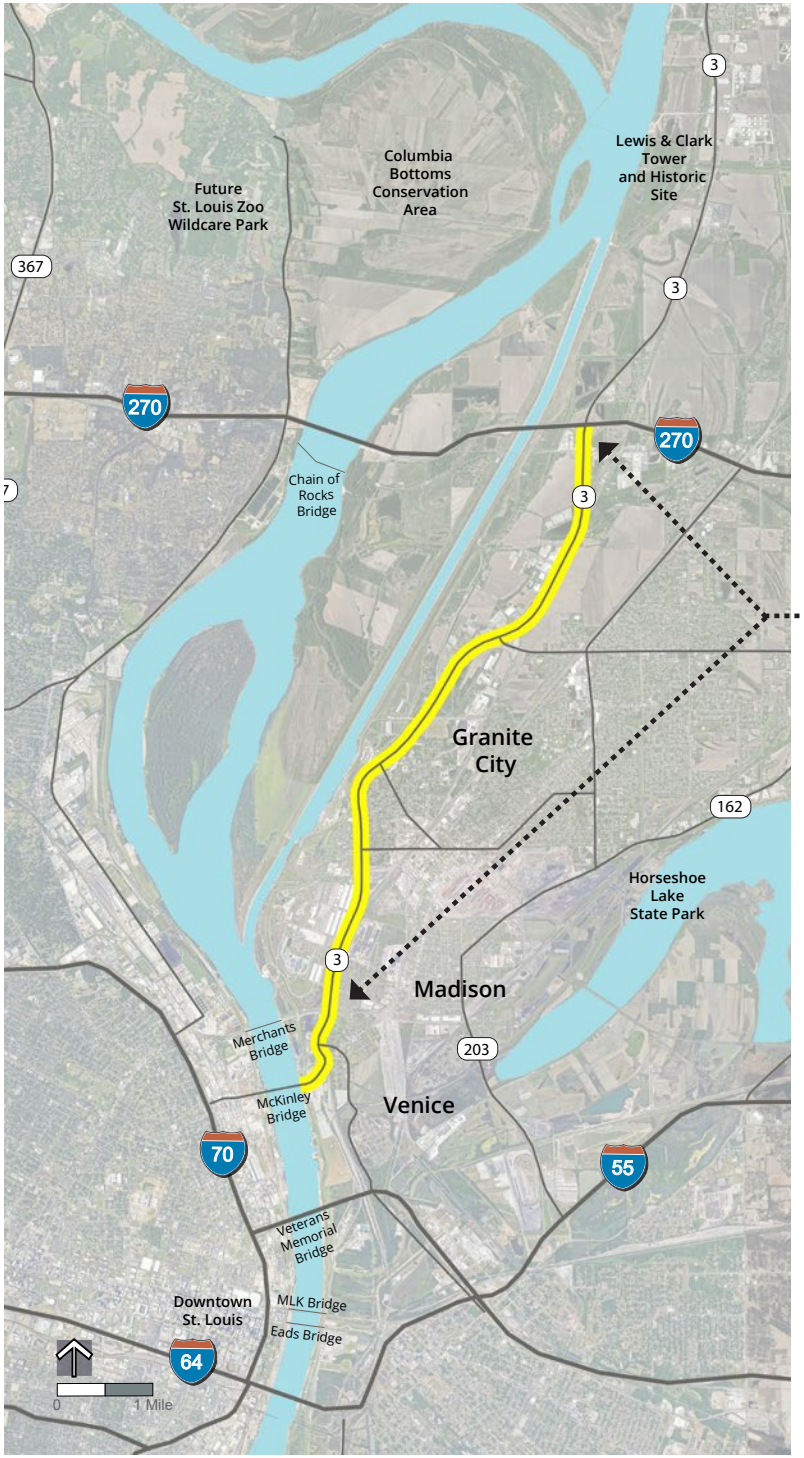
Spring 2025

- **Final Transportation Improvements Plan**
- Preliminary Enhancements and Art Master Plan
- Art Working Group ✱
- Corridor Business and Property Owners Meeting #2 ✱

Summer/Fall 2025

- Final Enhancements and Art Master Plan
- Public Open House ✱
- Implementation Strategy
- Resolutions of Support

IMPLEMENTATION!



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.

NEARBY ROUTE 3 INVESTMENTS

EW Gateway Transportation Improvement Program (FY 2024-2027) includes a $65.5 million project of IL 3 from New Poag Road to Industrial Drive. This project overlaps the north end of the aRT3 study area.

EW Gateway Transportation Improvement Program (FY 2024-2027) includes a $104 million IL 3 Connector from Collinsville Avenue to IL 3/203. This project is just south of the aRT3 study area.

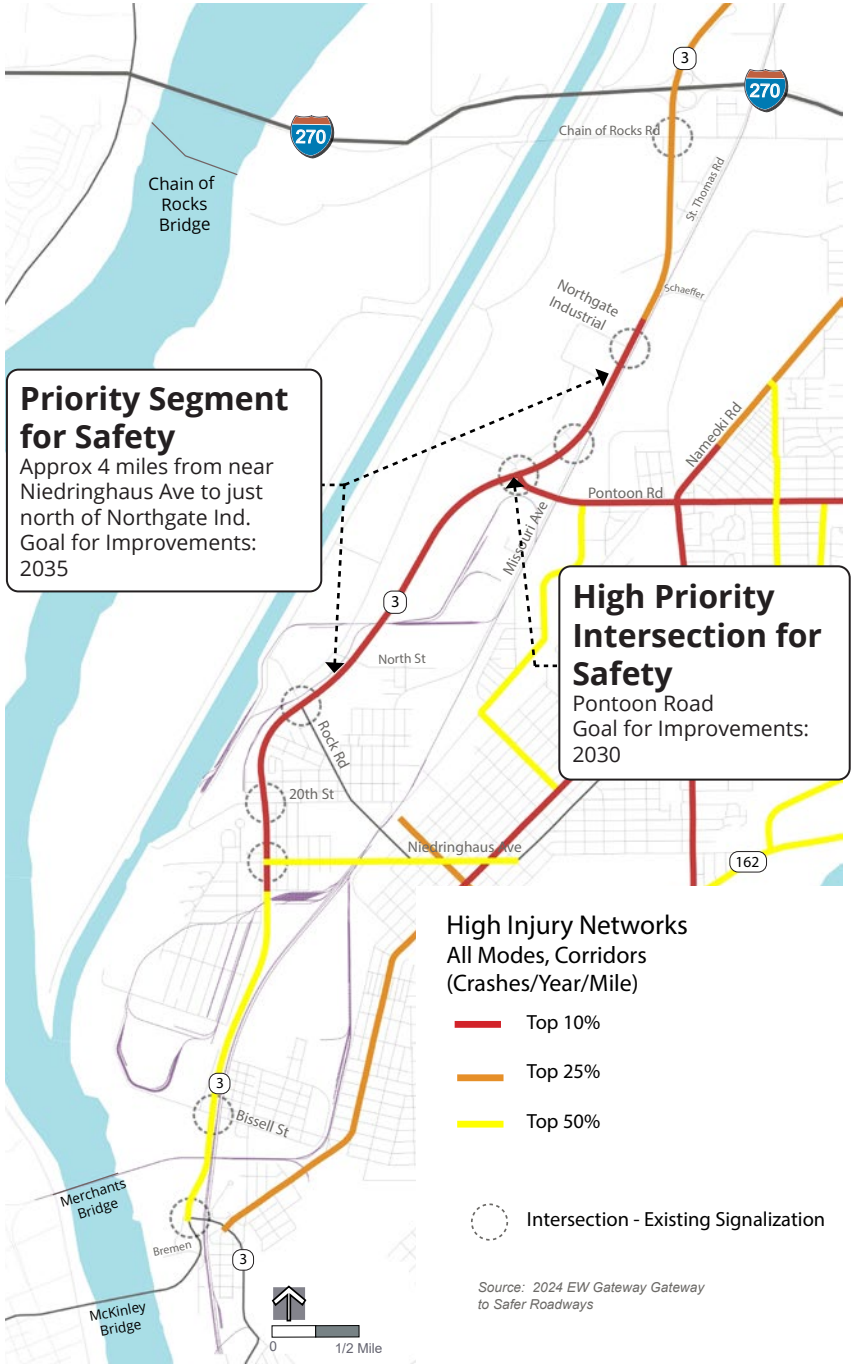
$325 million Route 3 improvements from Riverpark Connector to Monsanto Avenue is funded and included in IDOT's FY 2024-2029 Proposed Highway Program. The project is included in the 'Long Range Transportation Plan for the St. Louis Region Connected 2050.' This project is south of the aRT3 study area.

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.

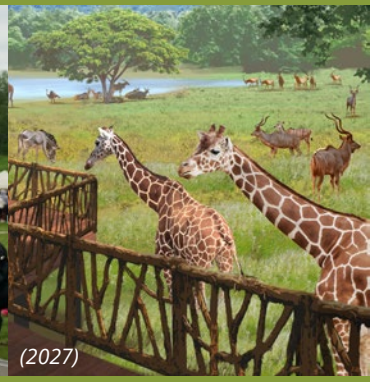
TOURISM

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

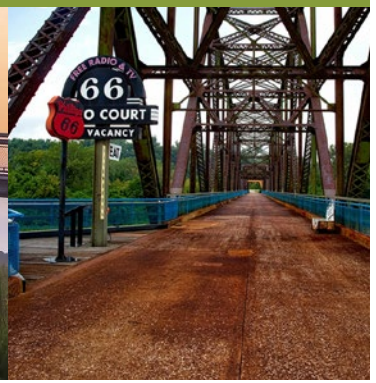
3 Future Saint Louis Zoo Wildcare Park



4 Malcolm W. Martin Memorial Park

5 Columbia Bottoms

6 Chain of Rocks Bridge

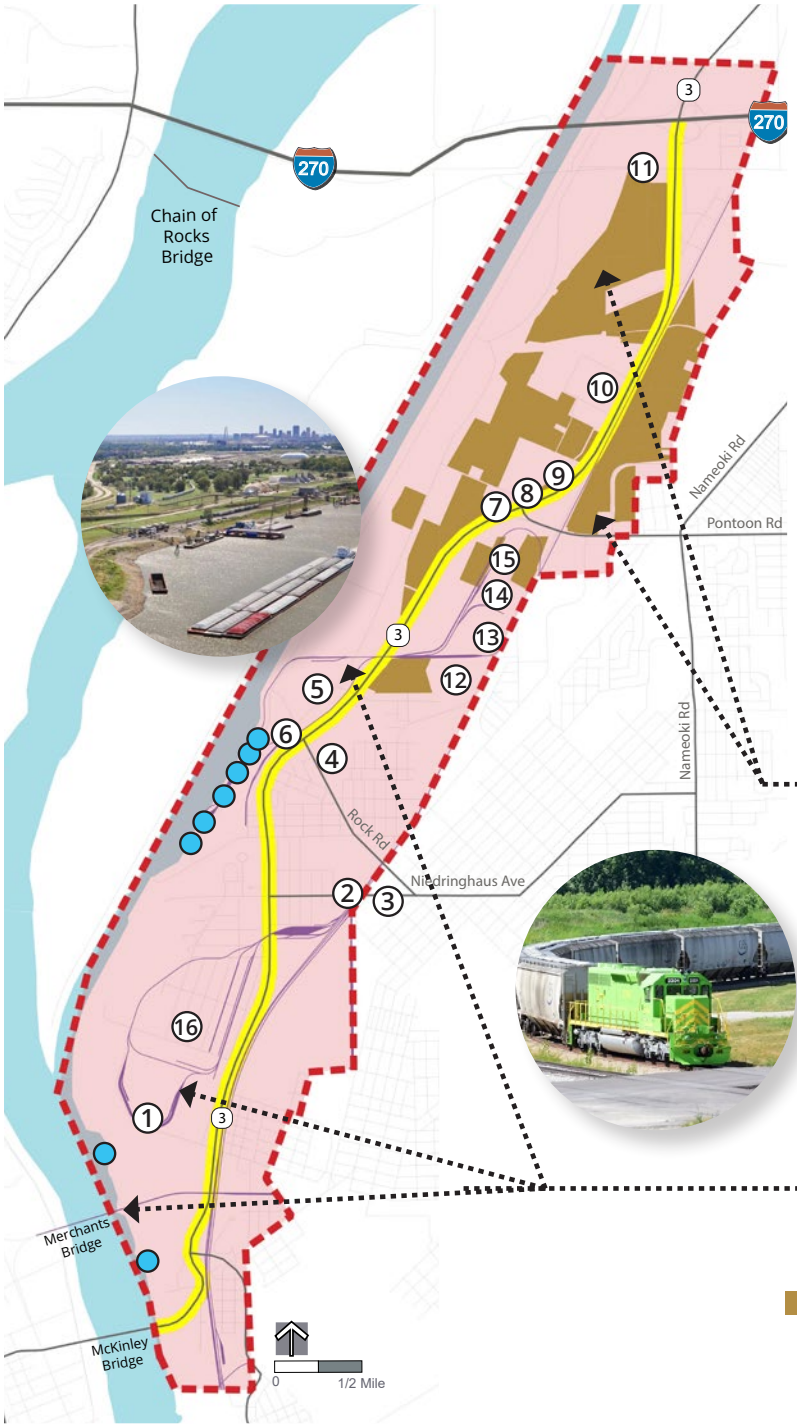


7 MCT Confluence Multi-Use Trail

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.

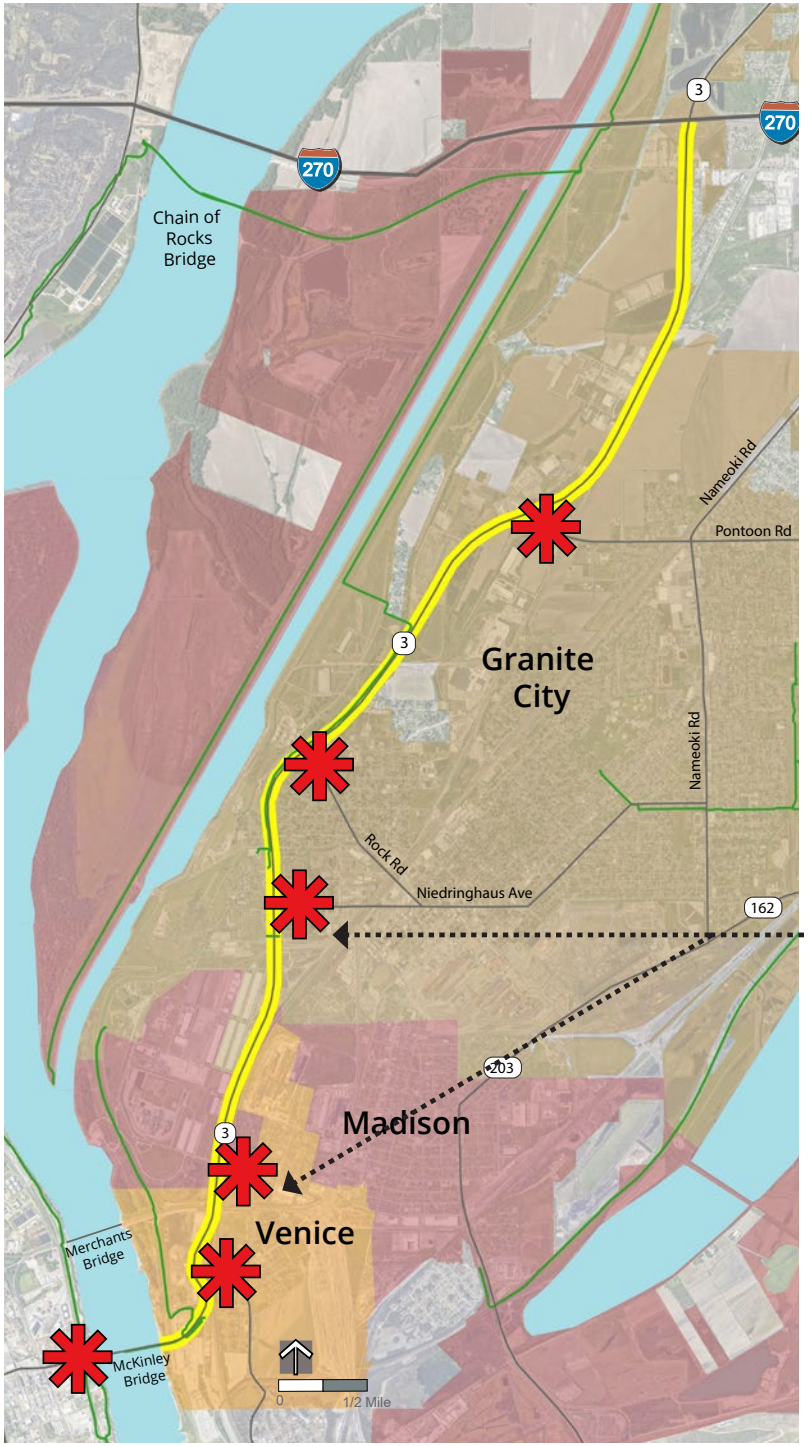
1. Green Plains
2. ASF-Keystone/Amsted Rail
3. Baily International
4. Dynamic Transit
5. Friedman Industries, Inc.
6. Lewis and Clark Marine
7. Weber Chevrolet - Ford
8. Walmart
9. VEGA Transport
10. Northgate Business and Industrial Park
11. Riechmann Transport
12. Kraft Heinz-Granite City
13. Wieland 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.

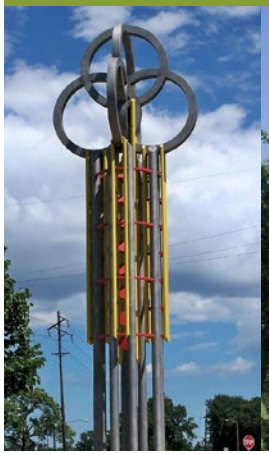
COMMUNITY GATEWAYS / ENTRANCES

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.

1 Salute to Steel



4 Wayfinder

5 Oculus

6 Tracy

2 Wake of the Flood

3 Intermodal Powerhouse No.1

COMMUNITY ENGAGEMENT

Community engagement will be an on-going effort through the final plan report in Fall 2025. This section highlights engagement to date.

OCTOBER 17TH 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 31ST POP-UP EVENT: JOHN ERVIN MEMORIAL HALLOWEEN PARTY

Overview
On October 31, 2024, the planning 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.

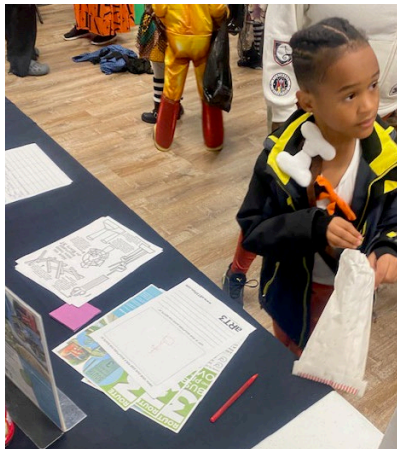
Participants/Attendees
There were between seventy-five (75) to one hundred (100) adults and children who visited our table to learn more about the aRT3 project and engage in questions regarding the 8.5-mile segment. Each person that stopped by our table left with a flyer about the upcoming Open House,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

Below, are the comments/responses received from the participants

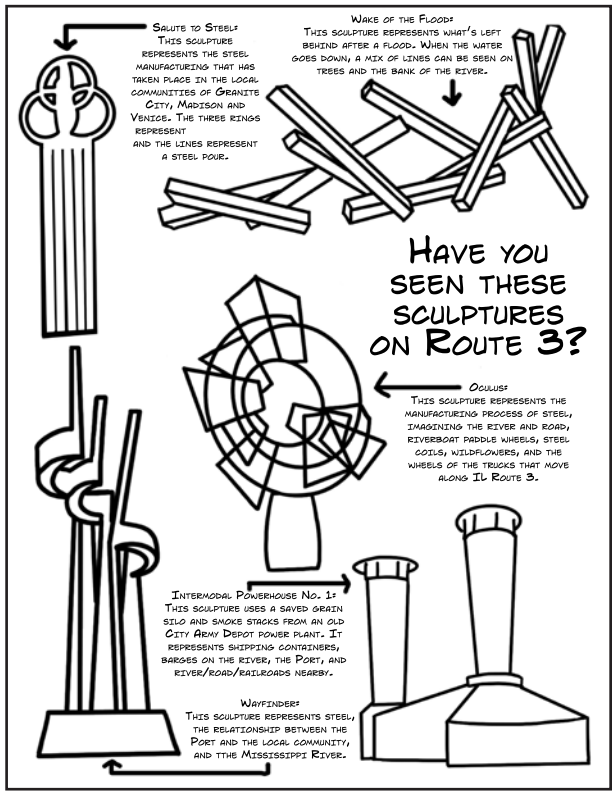
- Participant shared that Route 3 is "unsafe and needs improvement", and they specially mentioned the segment by Chain of Rocks.
- Participant informed us that there are lots of bumps in the road, and that truckers are in more danger because of this.
- Participant stated that they want to see "More businesses 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 specifically 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.

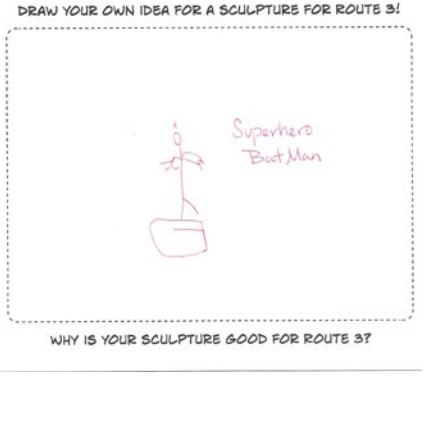
comments continued….

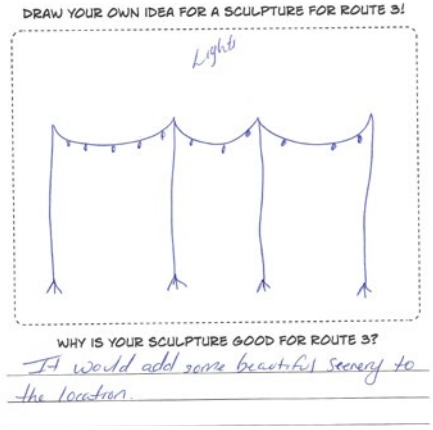
- Participant spoke about wanting “longer train crossing rails”/ railroad crossing sticks.
- Participant suggested the need for “More police presence”.
- One participant stated that the corridor be left alone. They said this because they believe there should be more focus about the concerns happening 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.

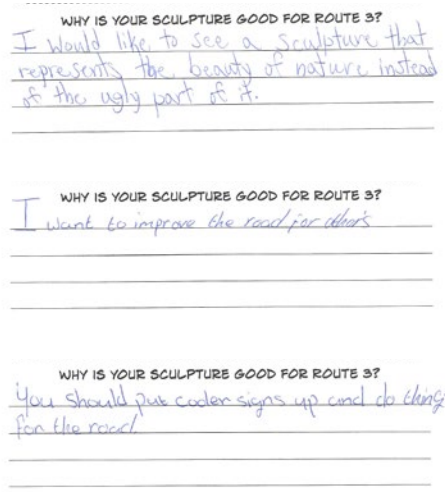


One of the activities for kids was a coloring page of existing Route 3 sculptures (right). Kids also had a chance to draw their own ideas for sculpture (below).









NOVEMBER 7TH BUSINESS AND PROPERTY OWNER 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.

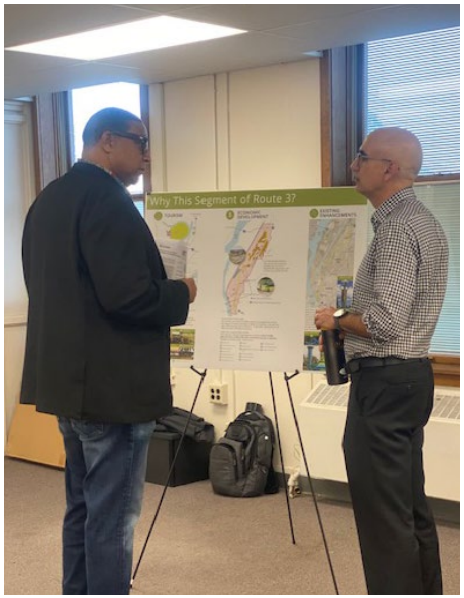
Summary of What Was Heard
Attendees identified the Pontoon Road and Missouri Avenue intersections, referred to as the "Walmart intersection," as the highest-priority concern, with general agreement that this is the corridor's most dangerous intersection.

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 road diet 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 Fenton 141).
- 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.

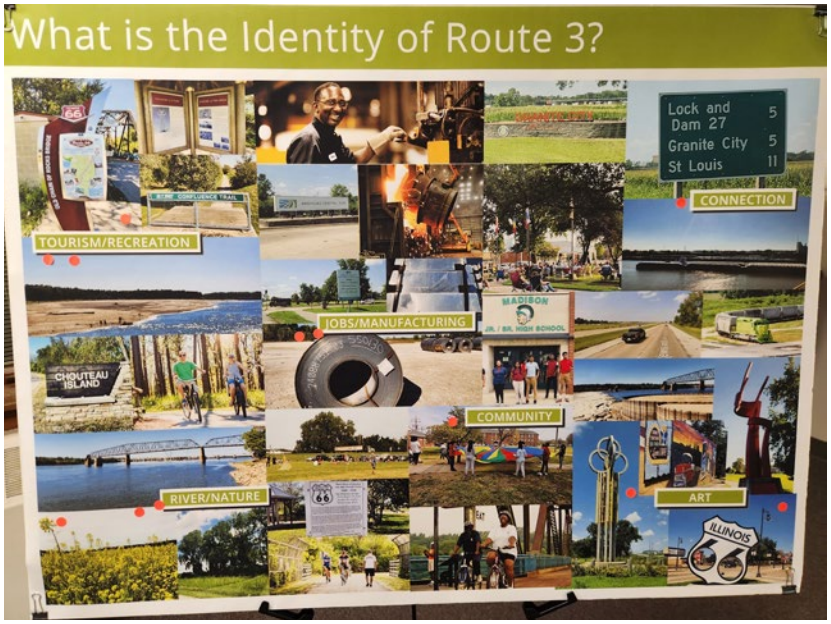
Pontoon Road (Realignment)
- Likes northbound slip lane, but okay if deceleration lane.
- Likes westbound lane straight.
- Two westbound left-turn lanes cause confusion.

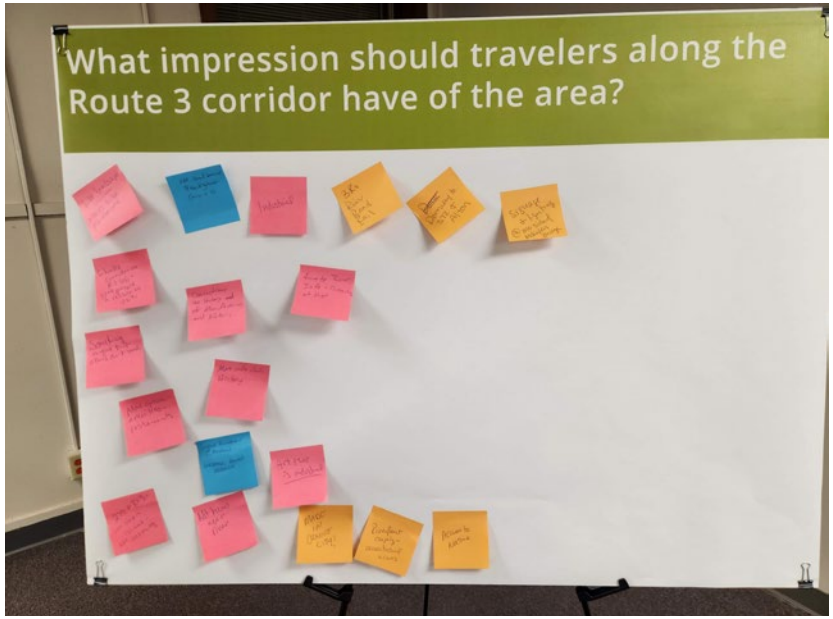
Pontoon Road (Roundabout)
- Would reduce crashes.
- Would slow down traffic.

Proposed Road Diet
- 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, leaver 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 Neidringhaus (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.

ADVISORY COMMITTEE

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

The advisory committee includes more than twenty-five members, listed in the acknowledgments. The committee meets regularly, and meetings to date have included:

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

TRANSPORTATION EXISTING CONDITIONS

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

Gateway to Safer Roadways - Priority Projects

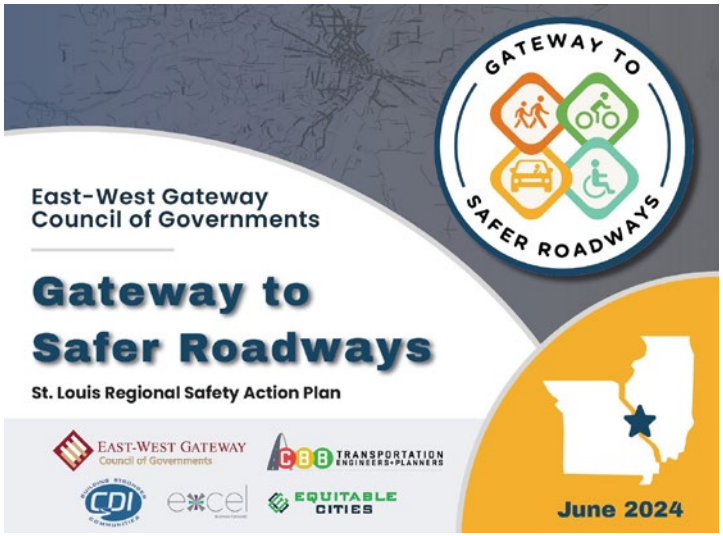
In 2024, the East-West Gateway Council of Governments (EWG) released the Gateway to Safer Roadways: St. Louis Regional Safety Action Plan (Action Plan). The plan is both a call to action and a blueprint for how the St. louis region can significantly reduce the number of people killed and seriously injured 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.

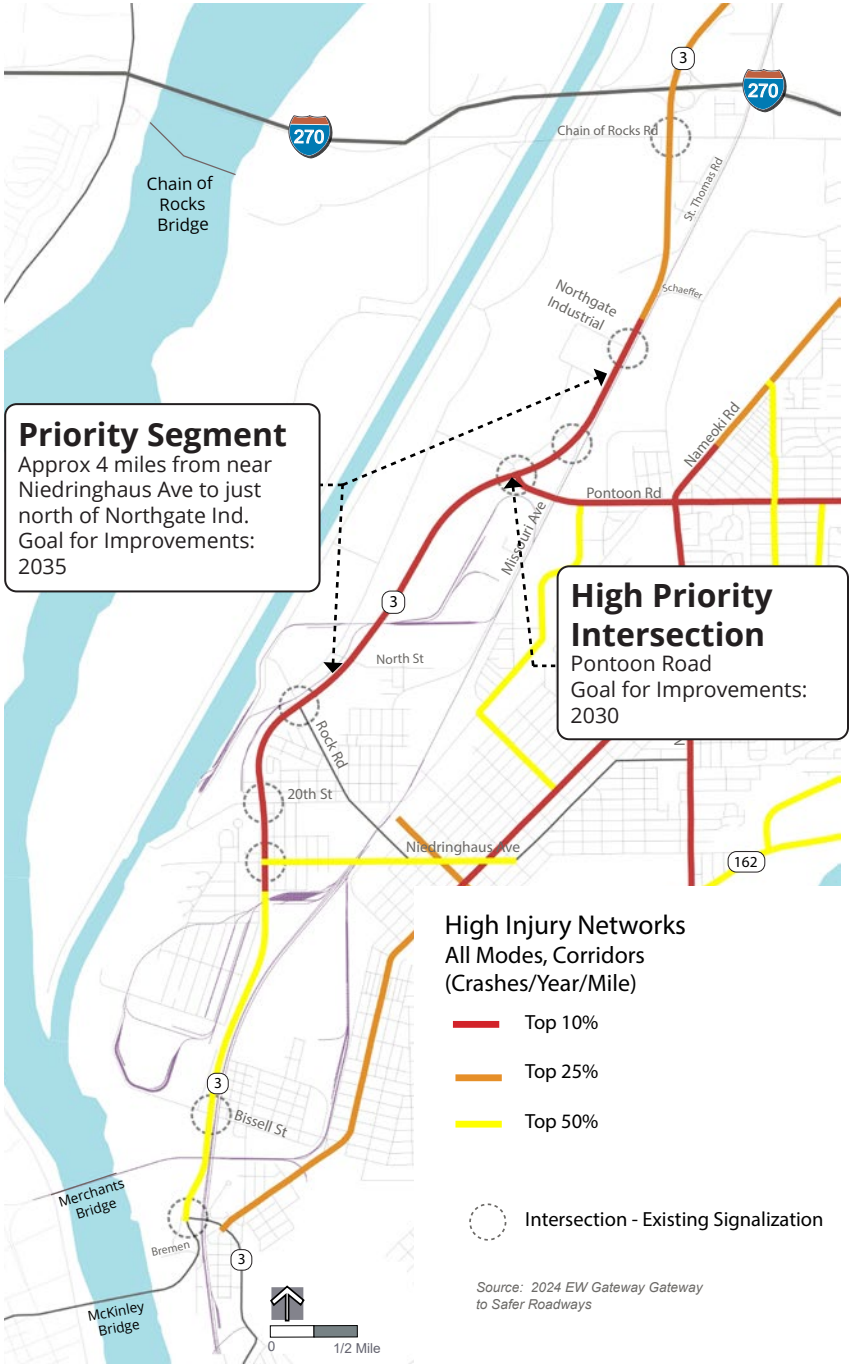
The plan recommends that by 2030, all locations on the high-injury network priority lists (top 5%) should have safety projects that are either completed or in progress. Local transportation departments should be in the process of piloting 2-4 new systemic treatments and kick-starting 2-4 new policy/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



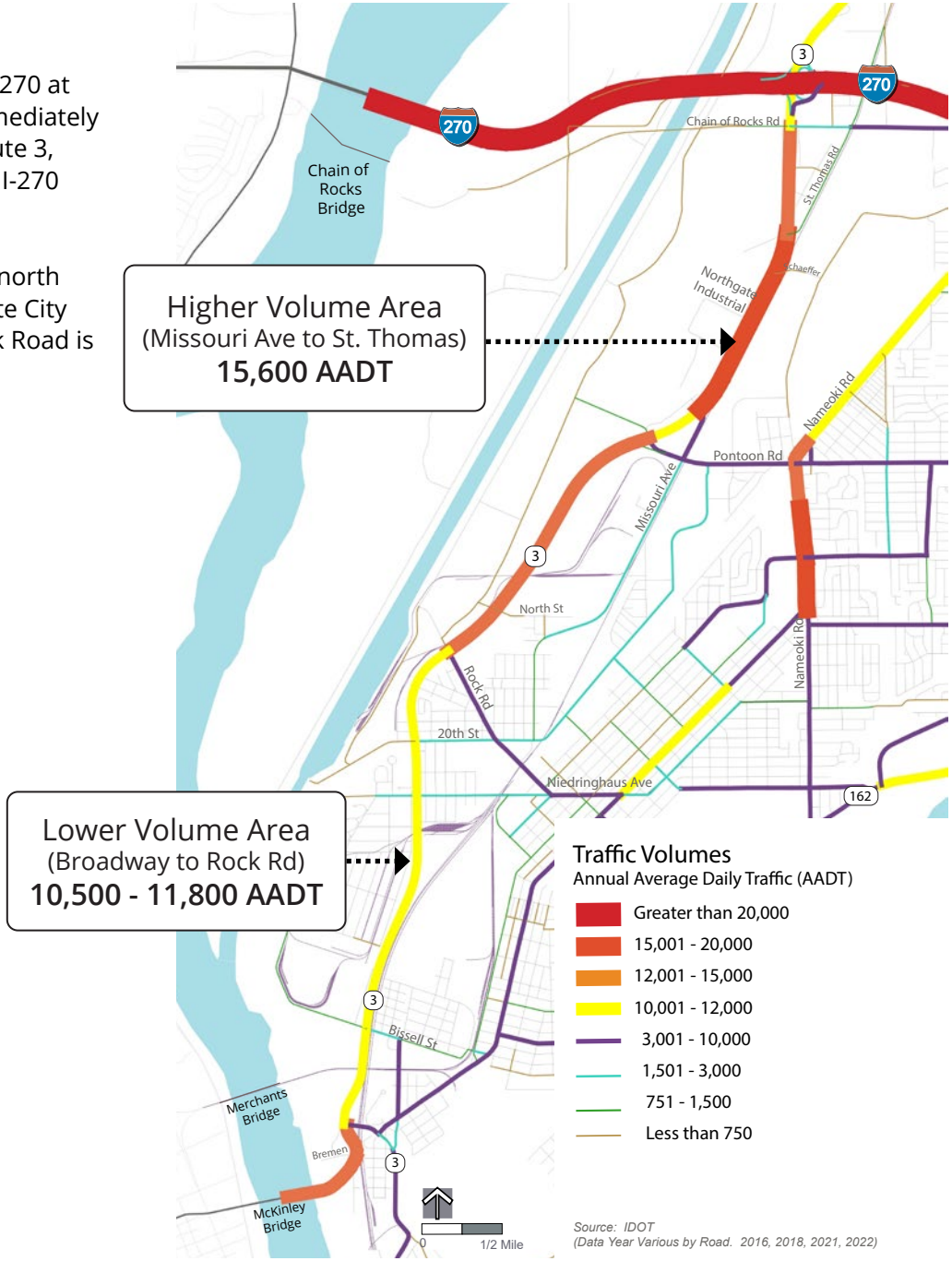


Map: Priority Projects - Gateway to Safer Roadways

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.

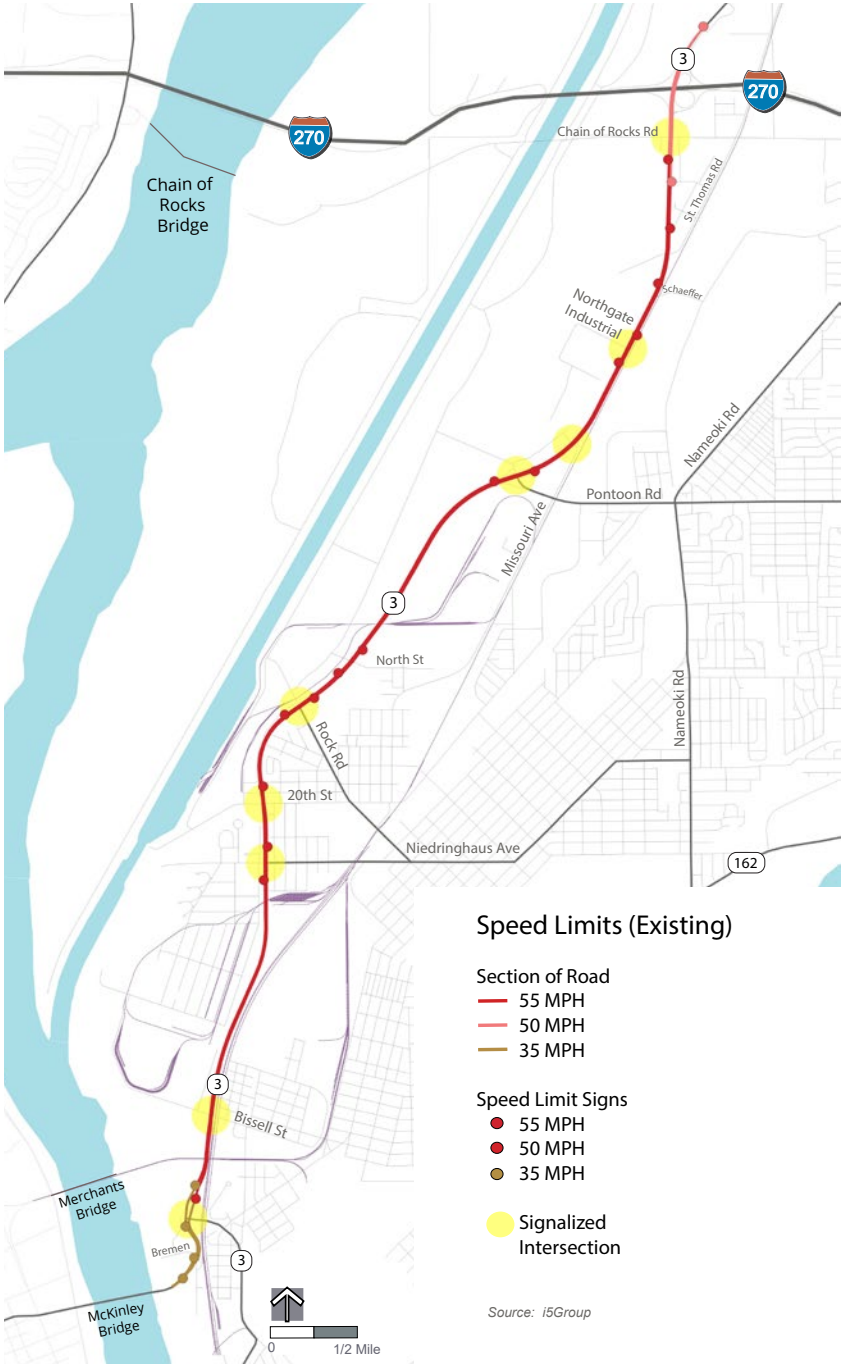


Map: Existing Traffic Volumes

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.

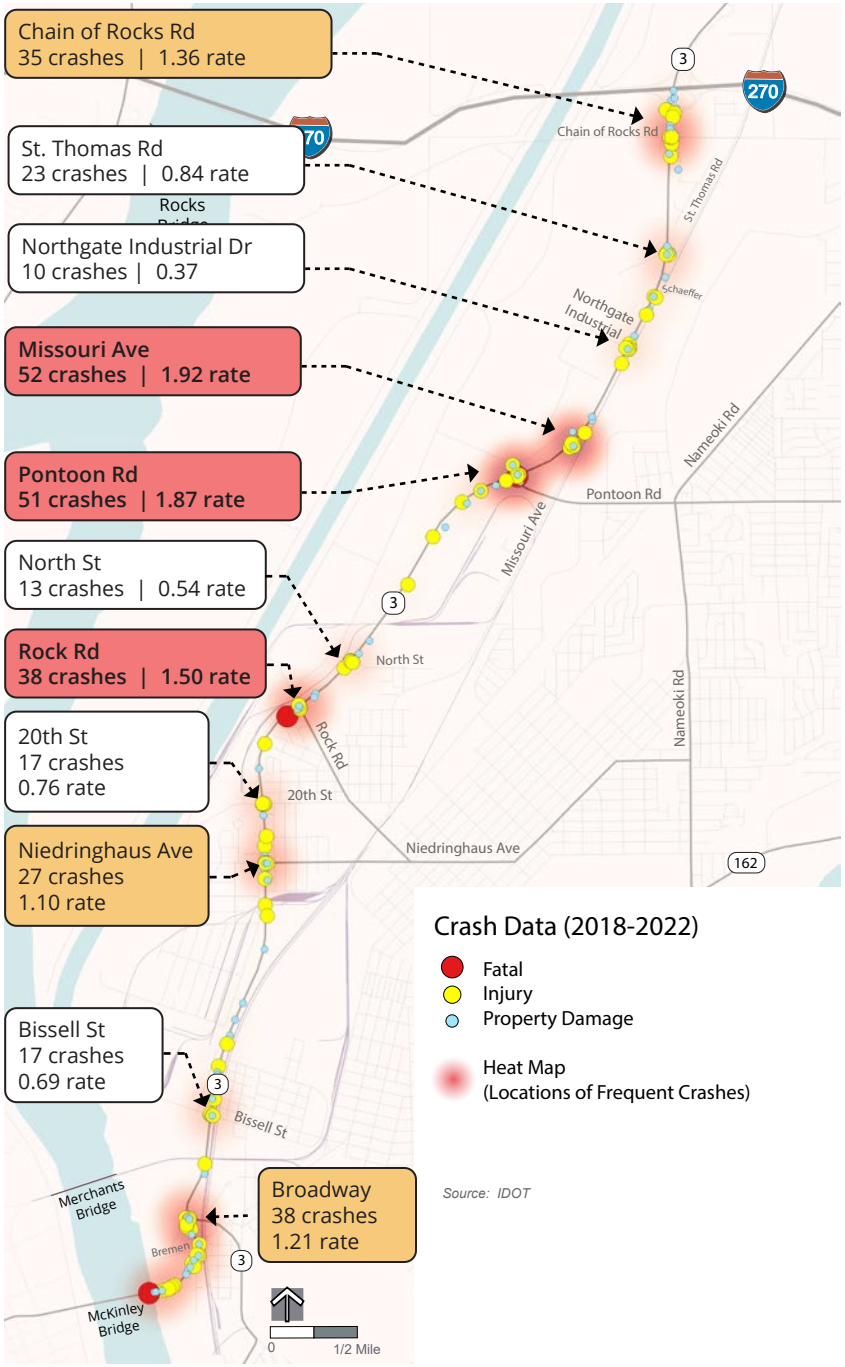


Map: Existing Speed Limits

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 bus routes serve this section of Route 3, including:

- Granite City Shuttle
- Riverbend
- Riverbend Express

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

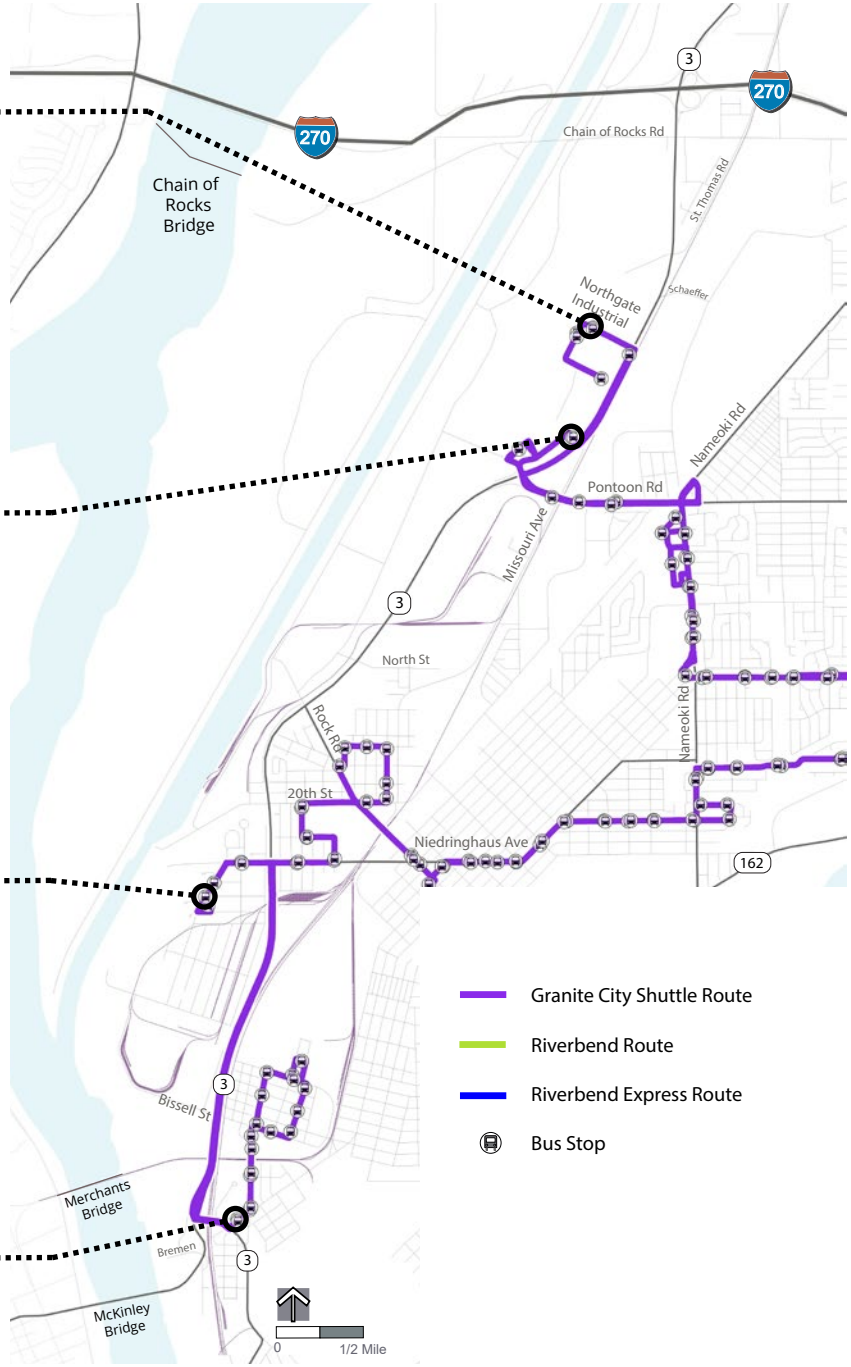
The Granite City Shuttle Bus Route serves portions of Granite City, Madison, and Venice. The northern limit of the route includes Northgate Industrial, providing access to several businesses and Chestnut Health Systems. It also connects to the Granite Park retail complex (featuring stores like Aldi and 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

Riverbend Bus Route

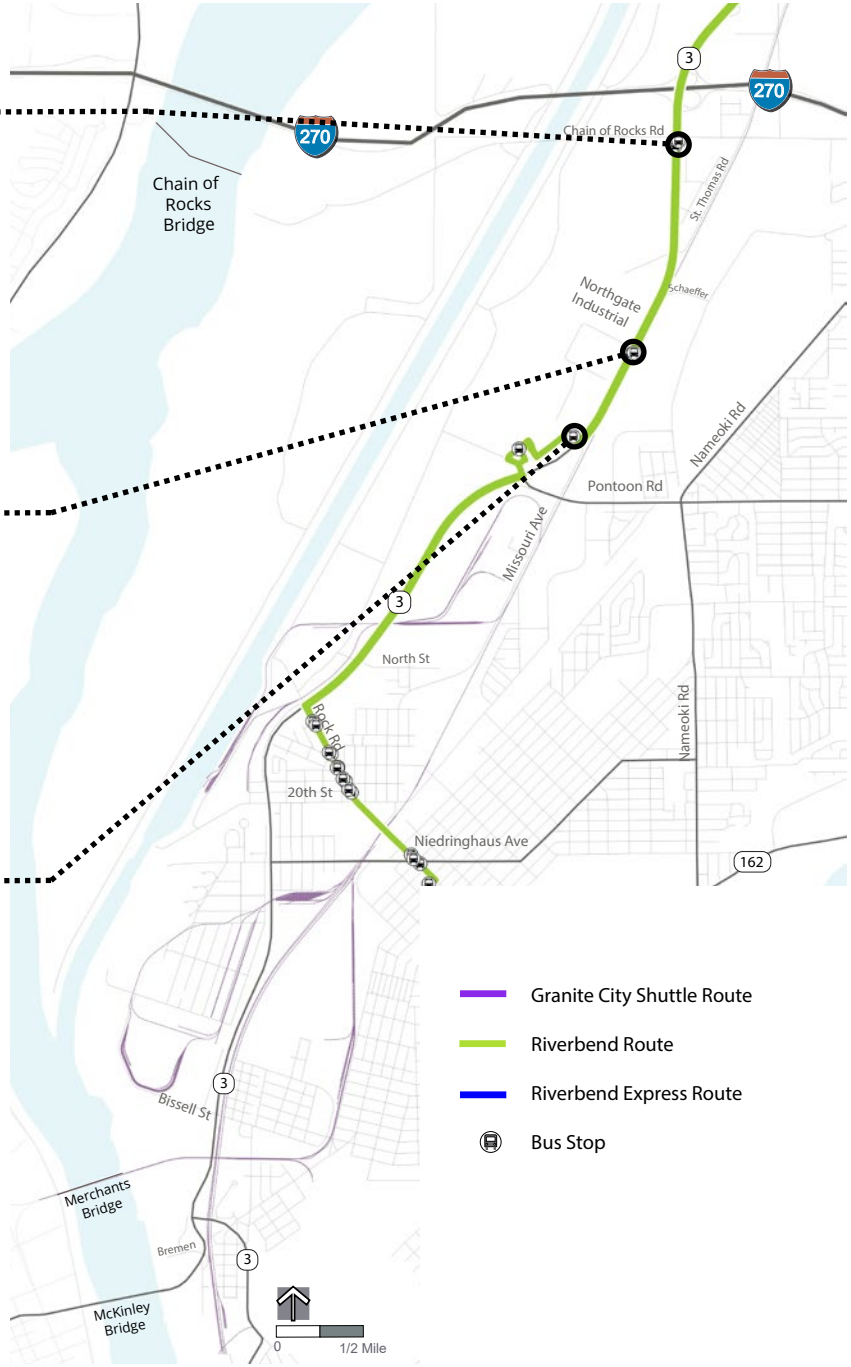
The Riverbend route connects the MCT station in Alton with the MCT station in Granite City.

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.



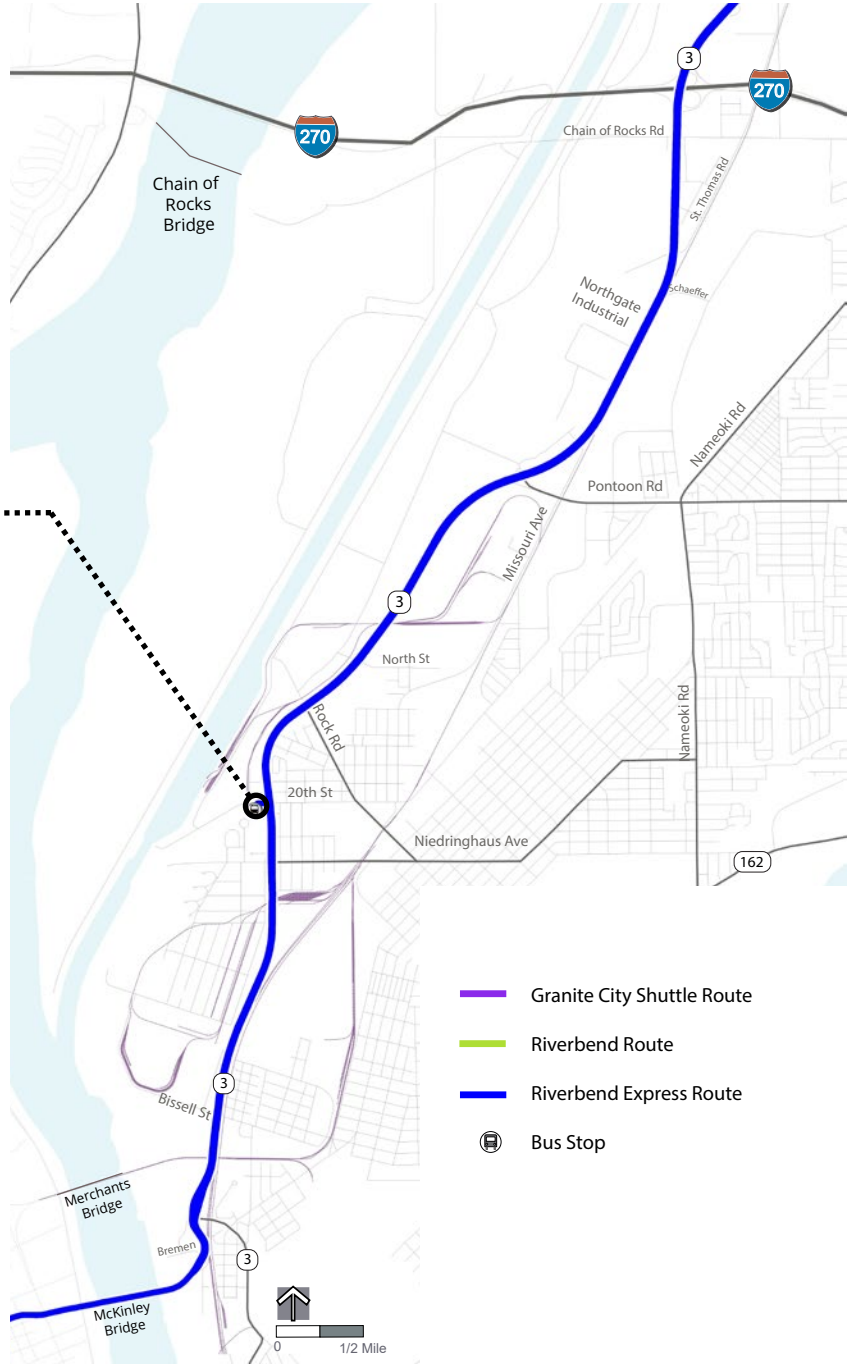
Map: Riverbend Bus Route

Riverbend Express Bus Route

The 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

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.

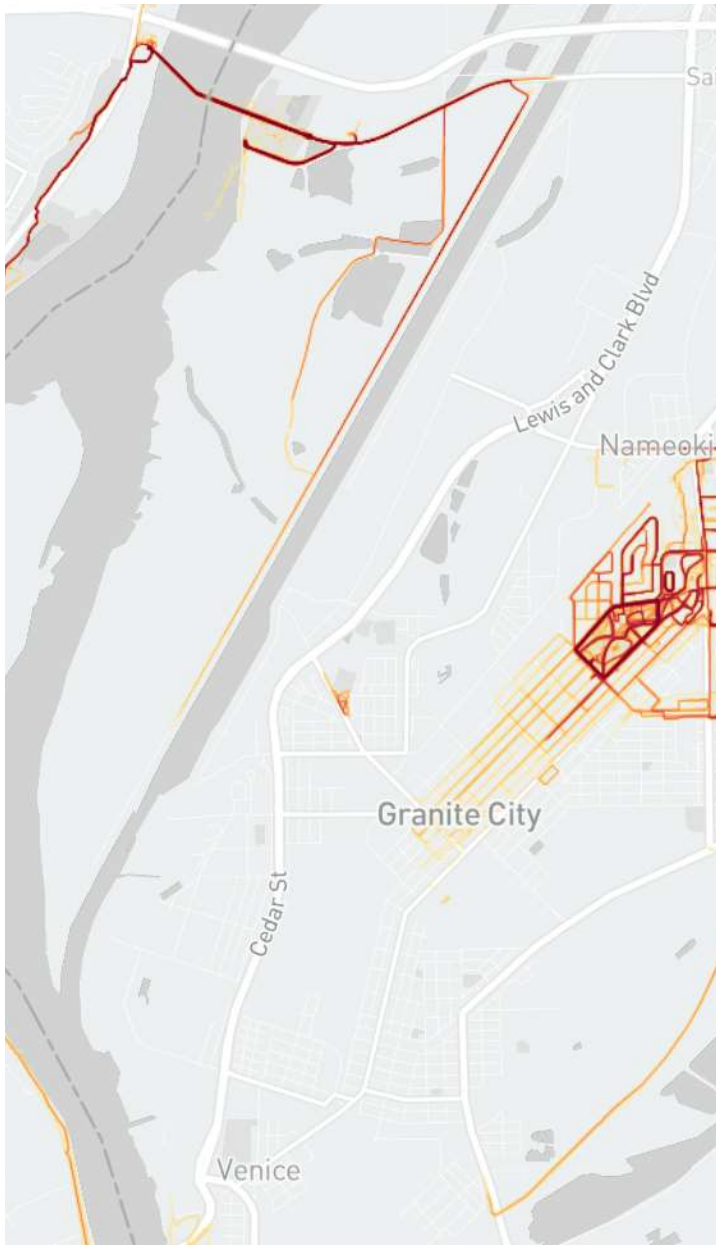
Map: Existing Bike Trails

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
- Road Diet 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 road diet 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 road diet 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 road diet. 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

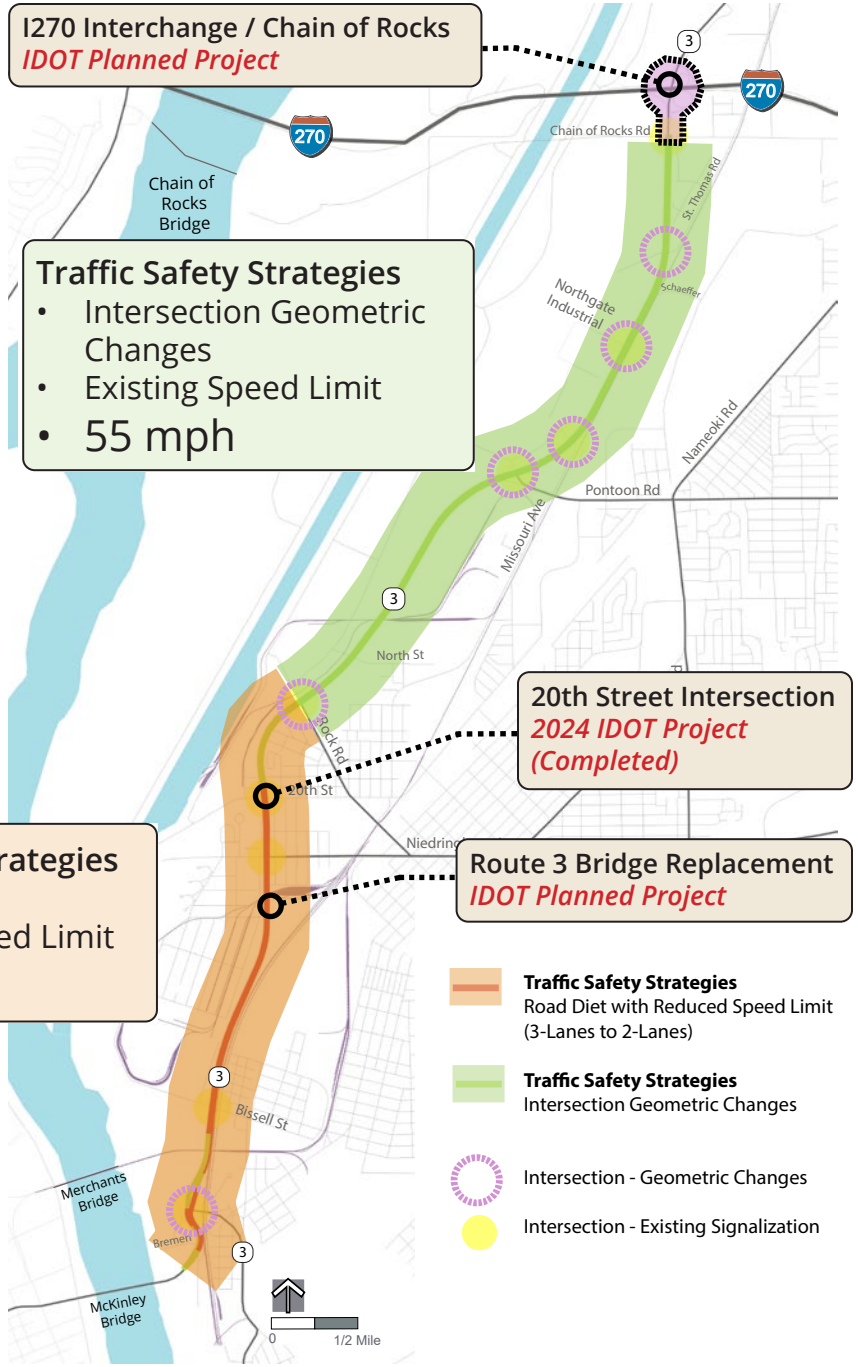
The Route 3 corridor can be divided into two main sections:

- 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 a road diet from the McKinley Bridge approach to Rock Road. A road diet 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 road diet 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 Road Diet	
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 Road Diet
	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 road diet 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)

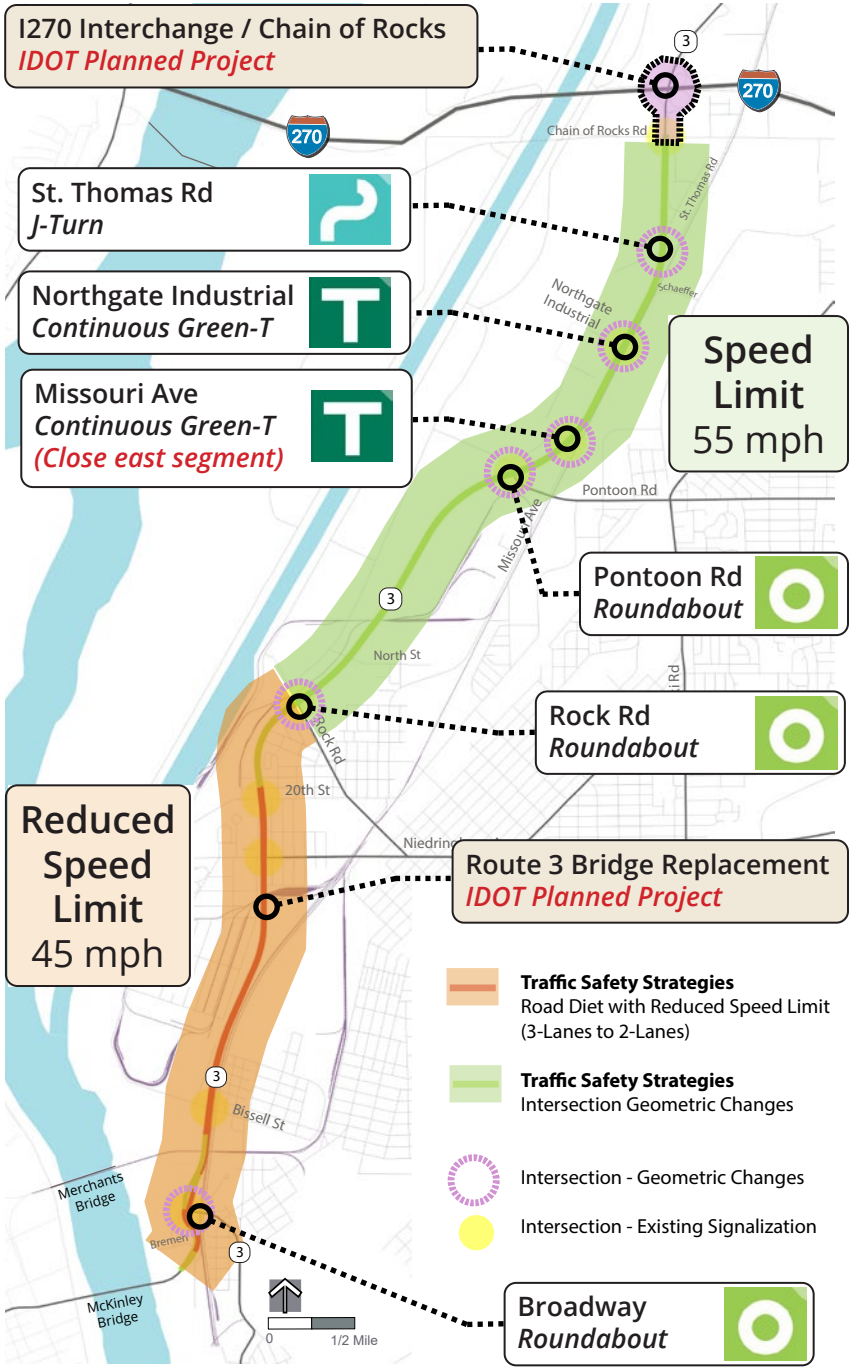
Option 1 for the Route 3 corridor prioritizes new intersection designs that promote lower speeds and decrease the number of traffic conflict points.

The proposed road diet 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)

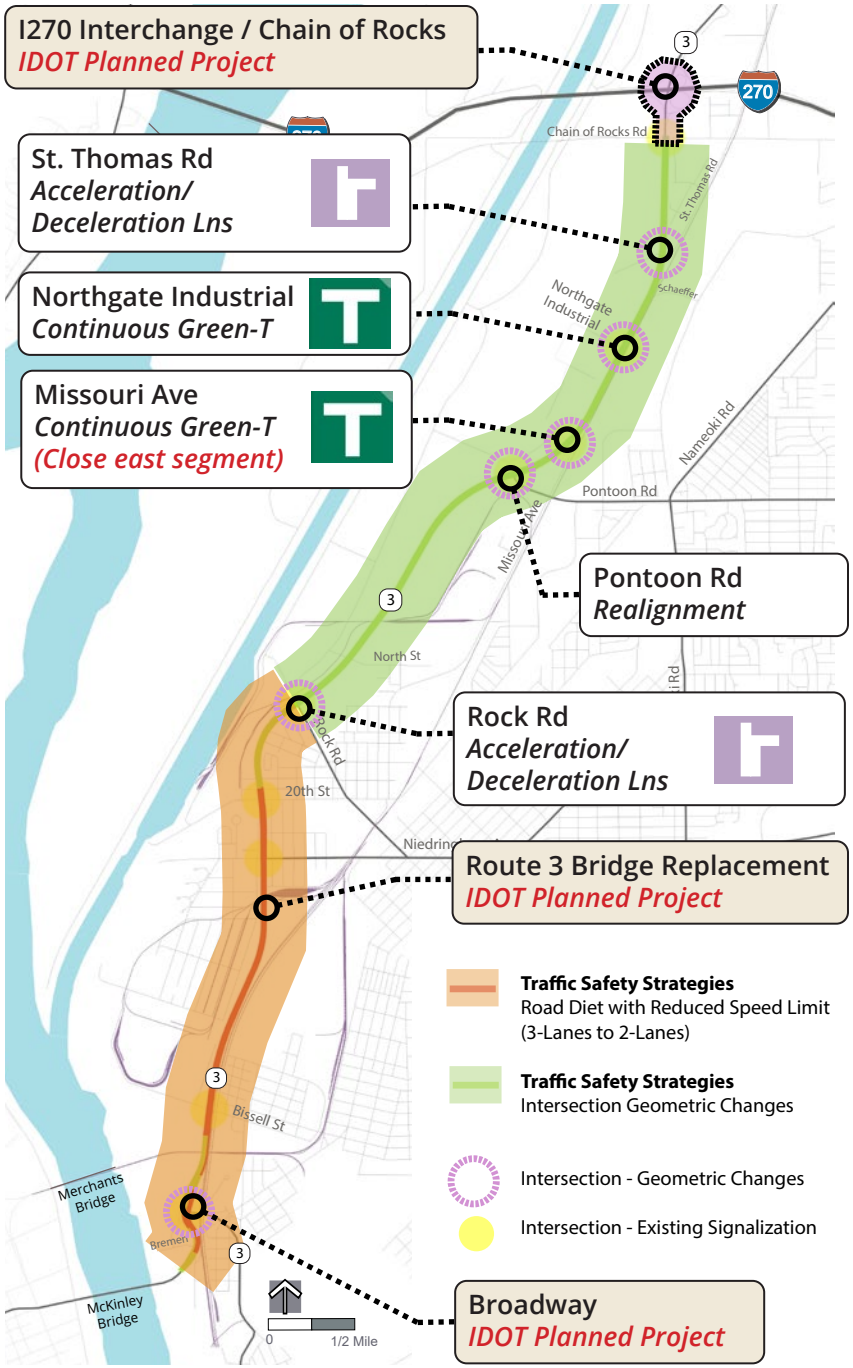
Option 2 for the Route 3 corridor prioritizes modifications to existing intersections that focus on addressing existing safety issues but have a smaller focus on lowering speeds.

The proposed road diet 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.

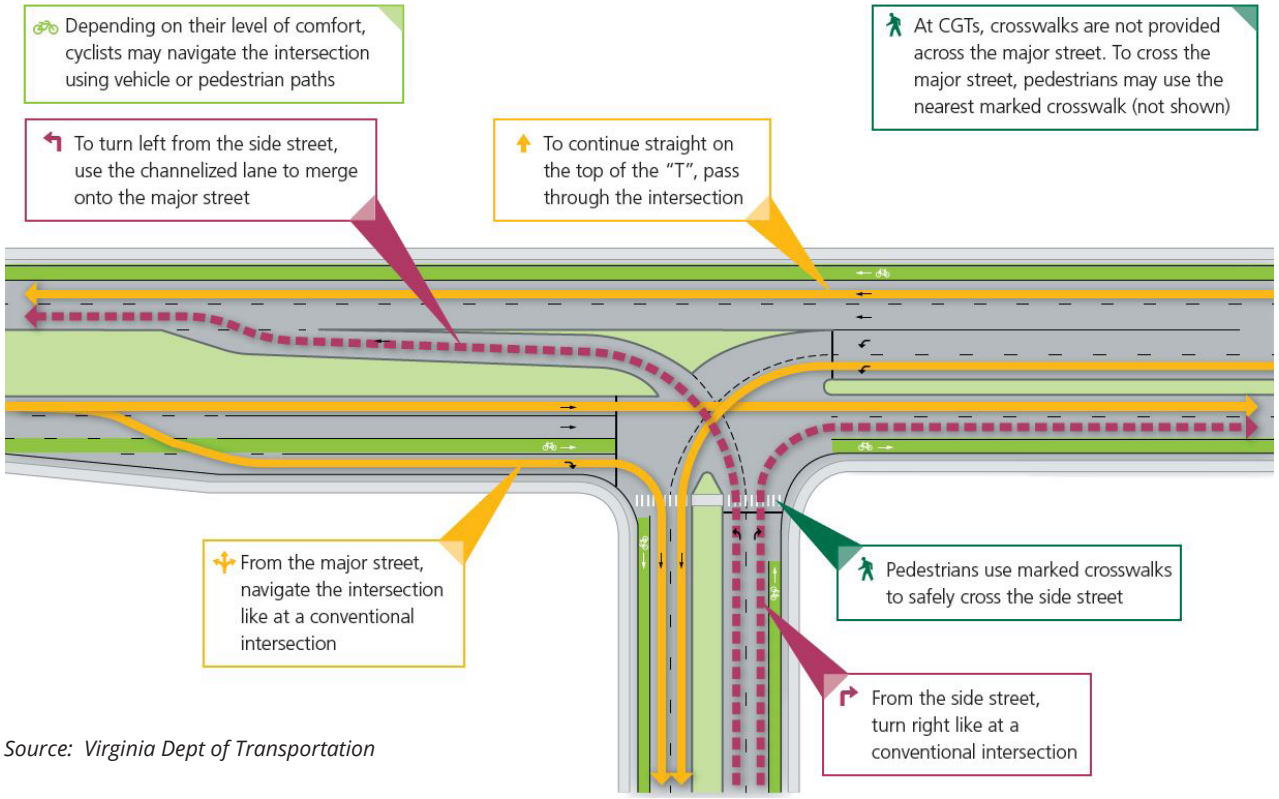
Adding acceleration and deceleration lanes at Rock Road and St. Thomas Road provides opportunities for turning vehicles to slow down at these intersections without impeding traffic. While acceleration lanes reduce the risk of rear-end collisions, they will not promote lower traffic speeds along the Route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

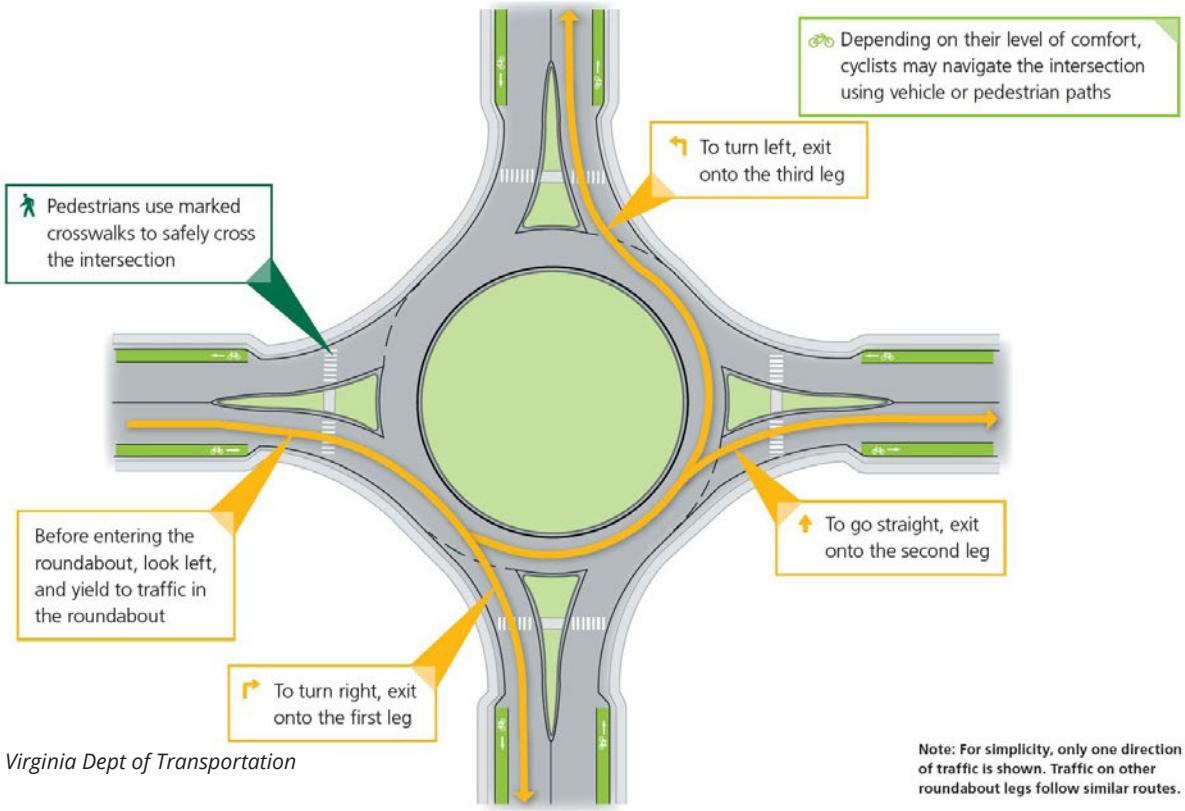
- Reduces Total crashes by **4%** (FHWA data).
- Reduces Fatal & Injury crashes by **15%** (FHWA data).
- Reduces Rear-End, Angle, & Sideswipe crashes by **8%** (FHWA data).
- Remove risk of far-side right-angle collisions.
- Lowers number of conflict points.
- Left-turning vehicles have channelized 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

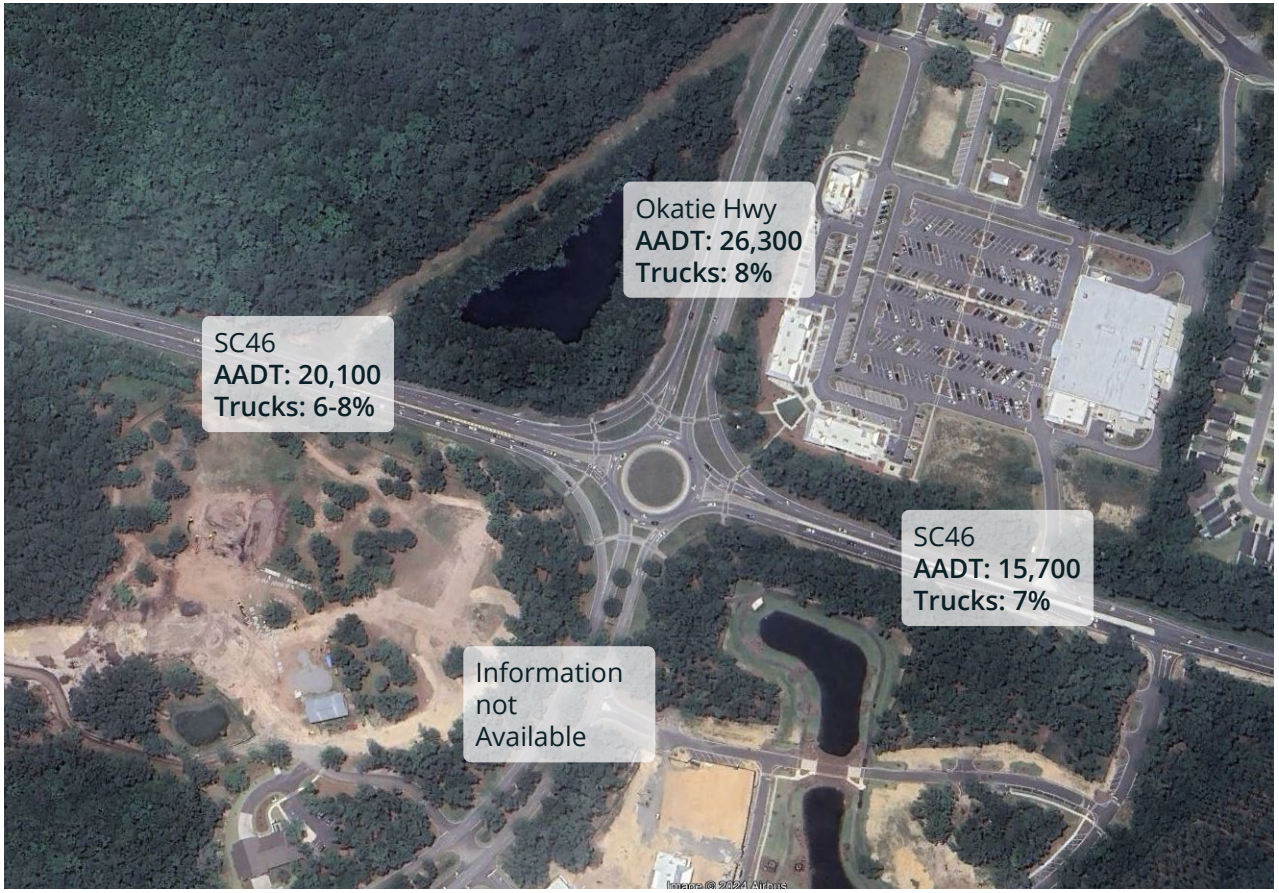
Above: A truck navigating a two-lane roundabout. The following pages provide precedent examples of two-lane roundabouts that handle high traffic volumes and substantial truck traffic.

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.

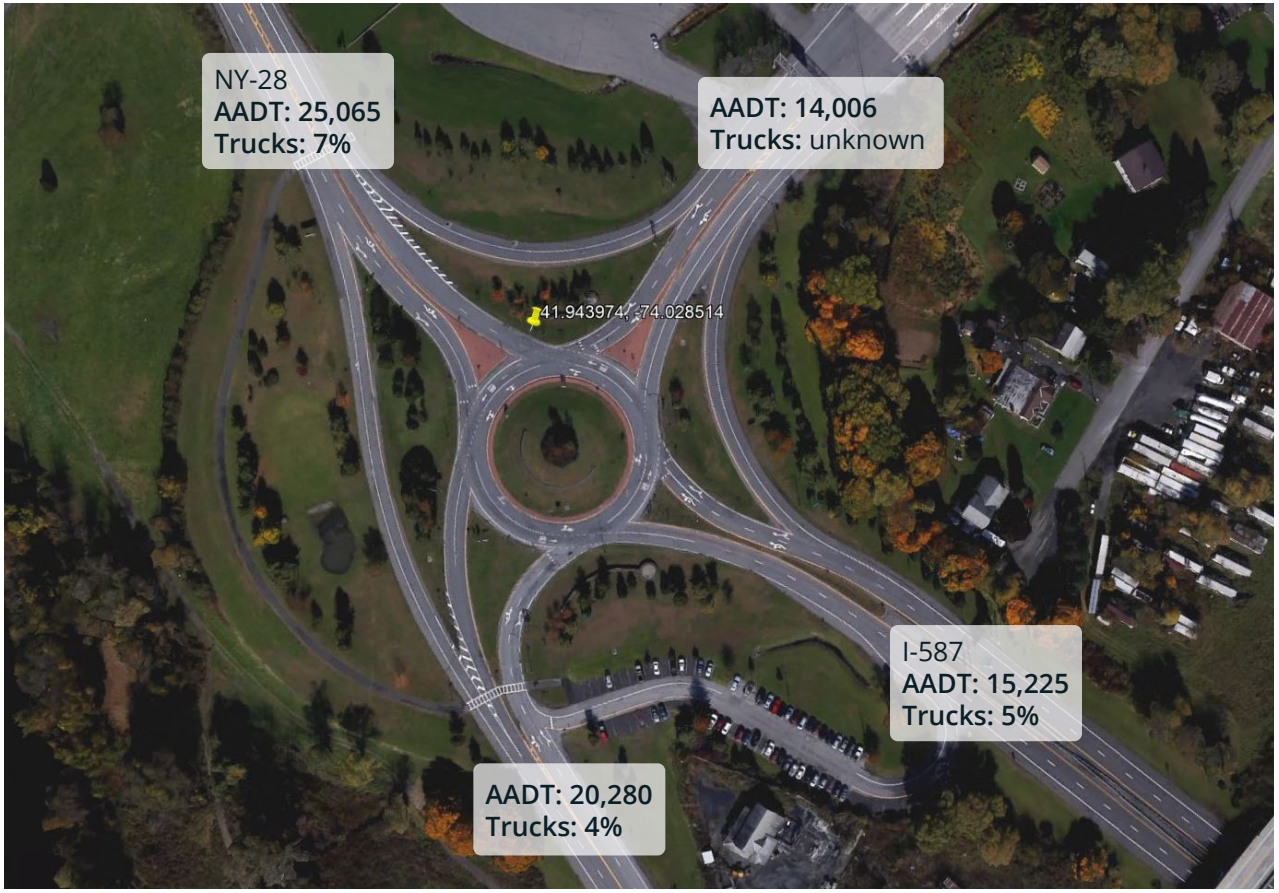
Roundabout Precedent: New York I-587 and NY28

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

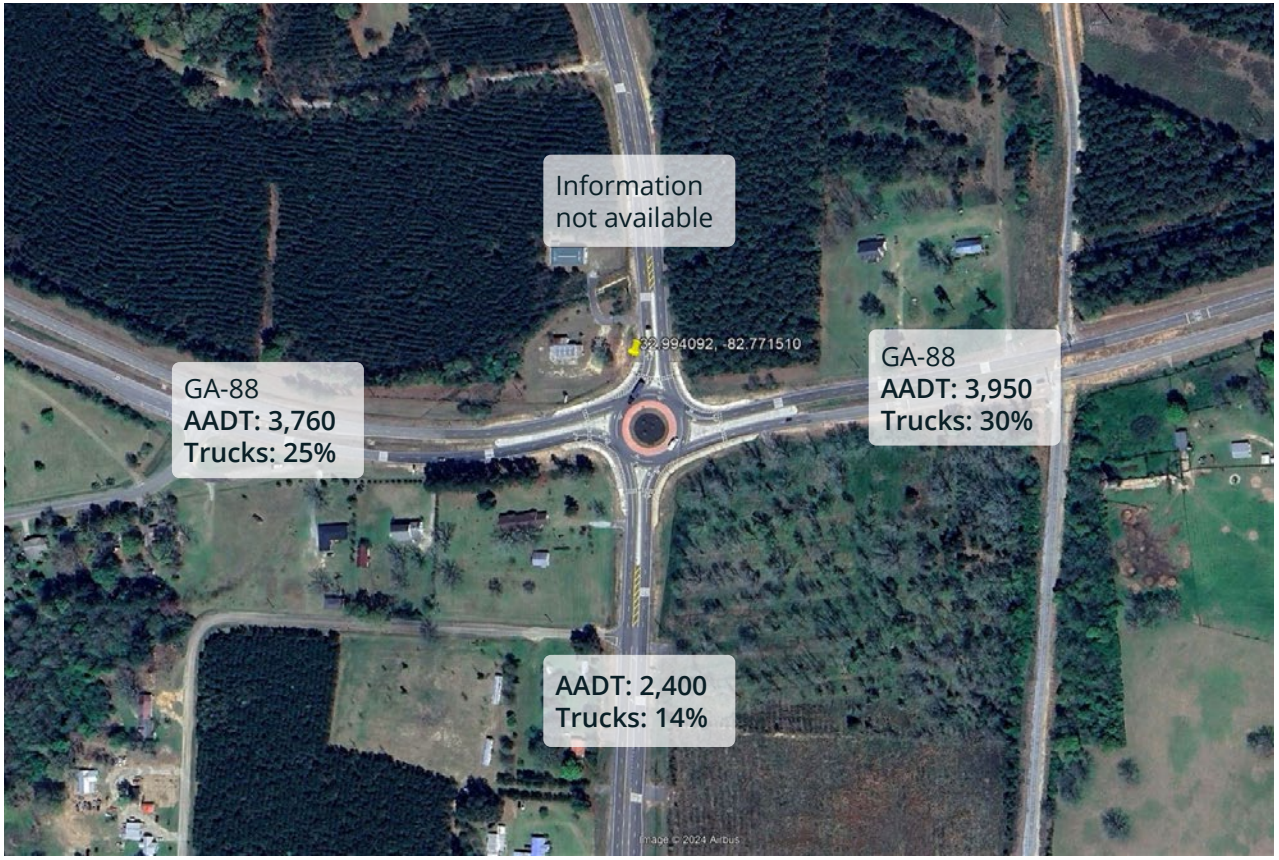
Coordinates: 32.993879, -82.771448

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)



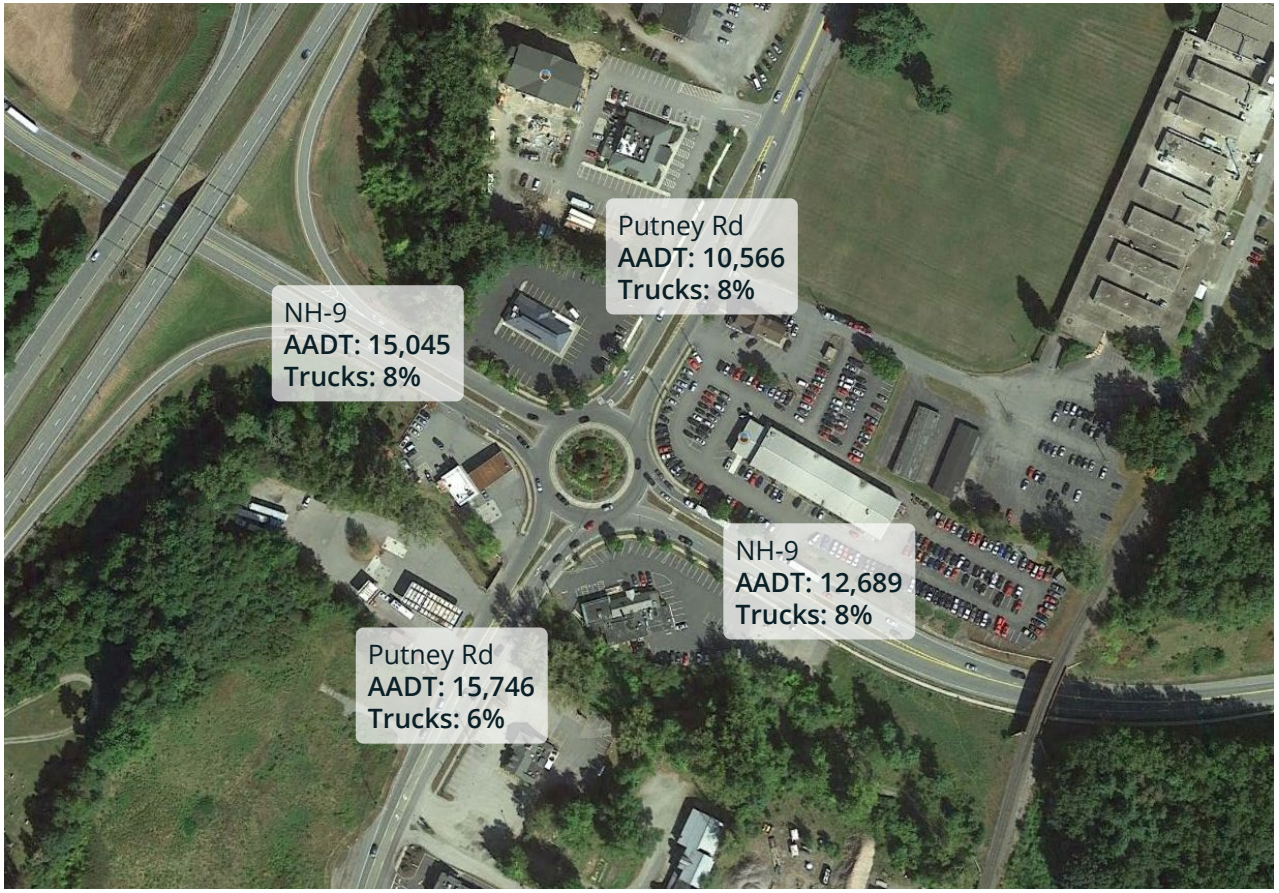
Looking east along GA-HWY 88 toward roundabout.

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

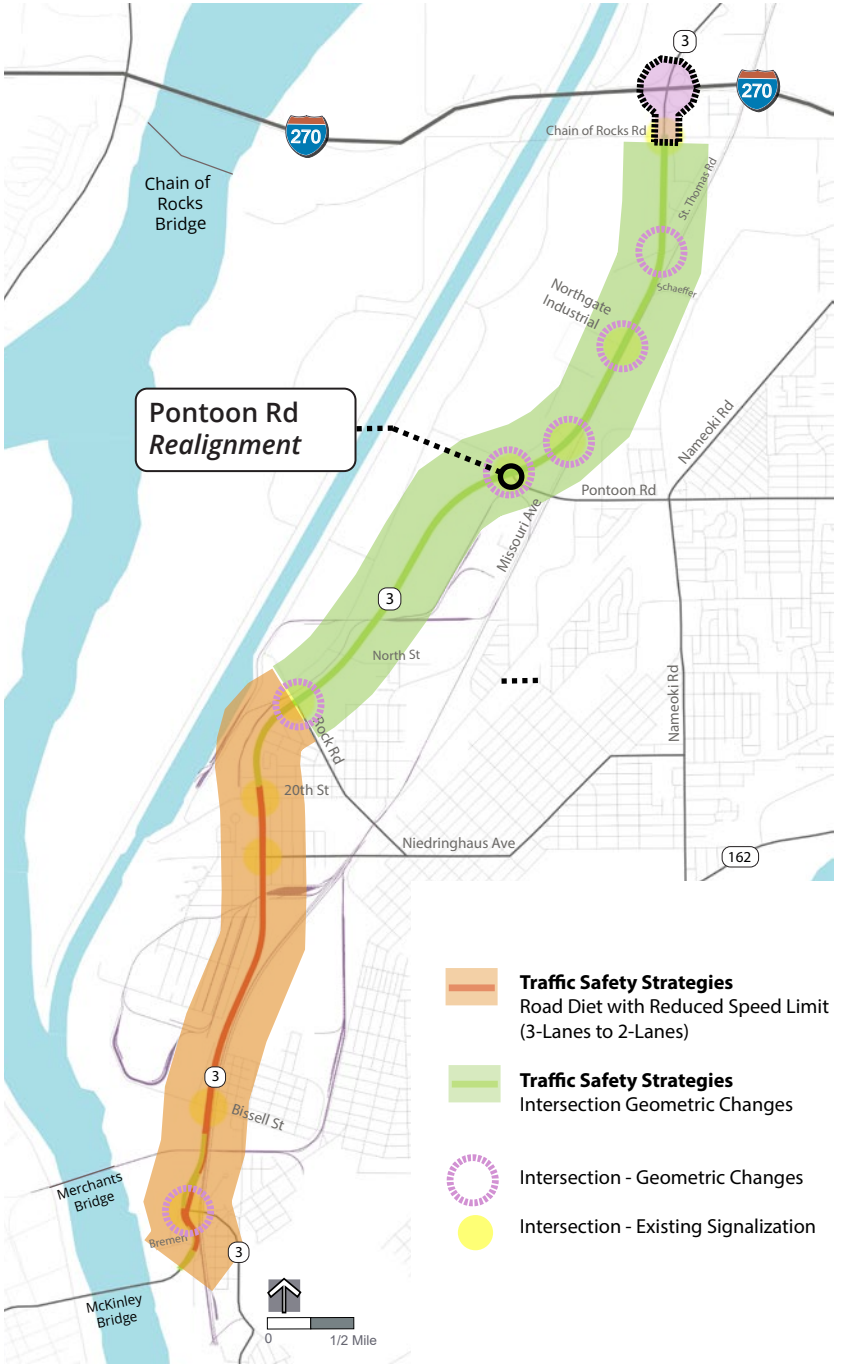
Another possible improvement to the Pontoon Road intersection is to realign the westbound approach so that all four legs are at perpendicular angles from one another and to remove the northbound-right turn slip lane. This intersection design does not require significant changes to the northbound, southbound,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

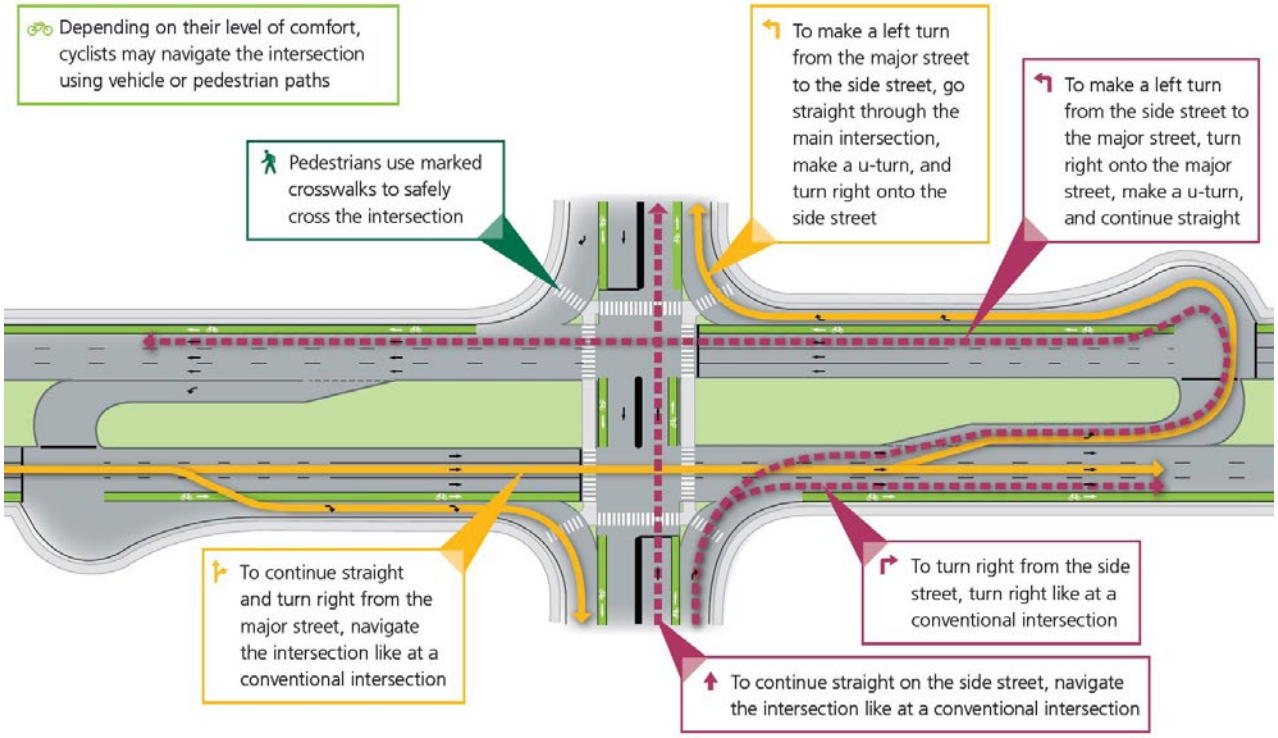
BENEFITS: Realignment

- 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.

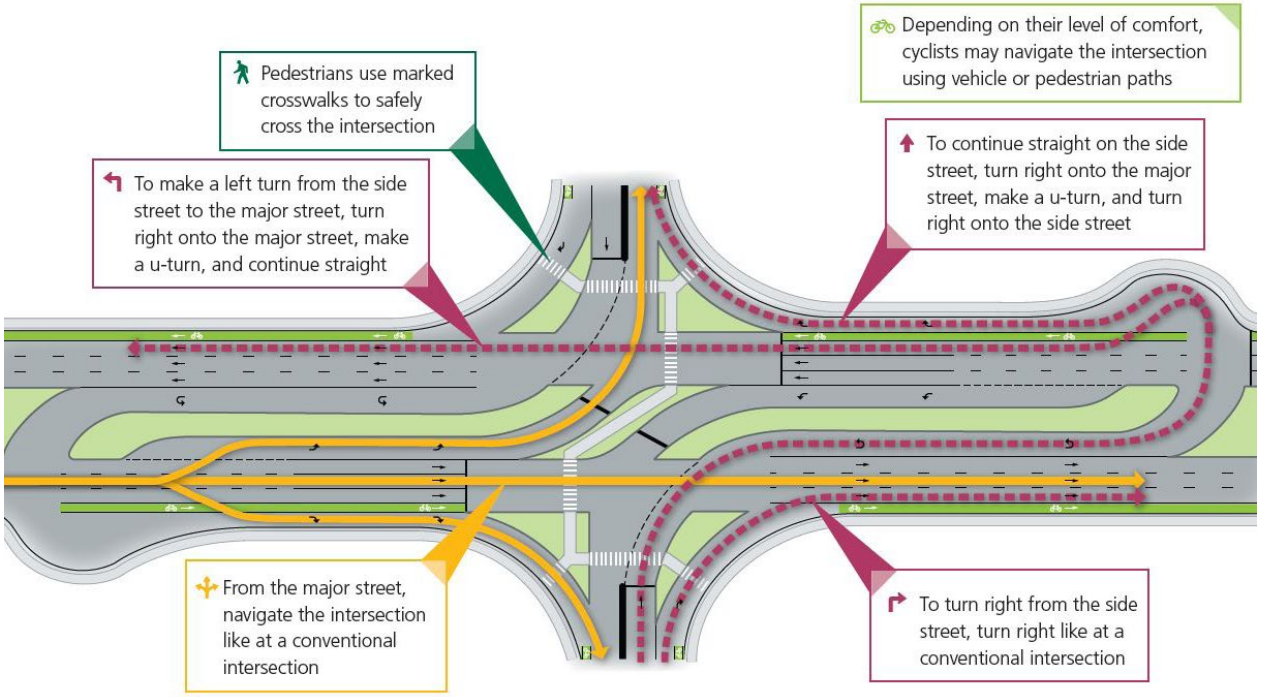
Median U-Turns help improve safety by reducing the number of traffic conflict points. Since left-turn movements are eliminated at the intersection, the traffic signal can also provide more green time for the other movements and reduce delay.

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.

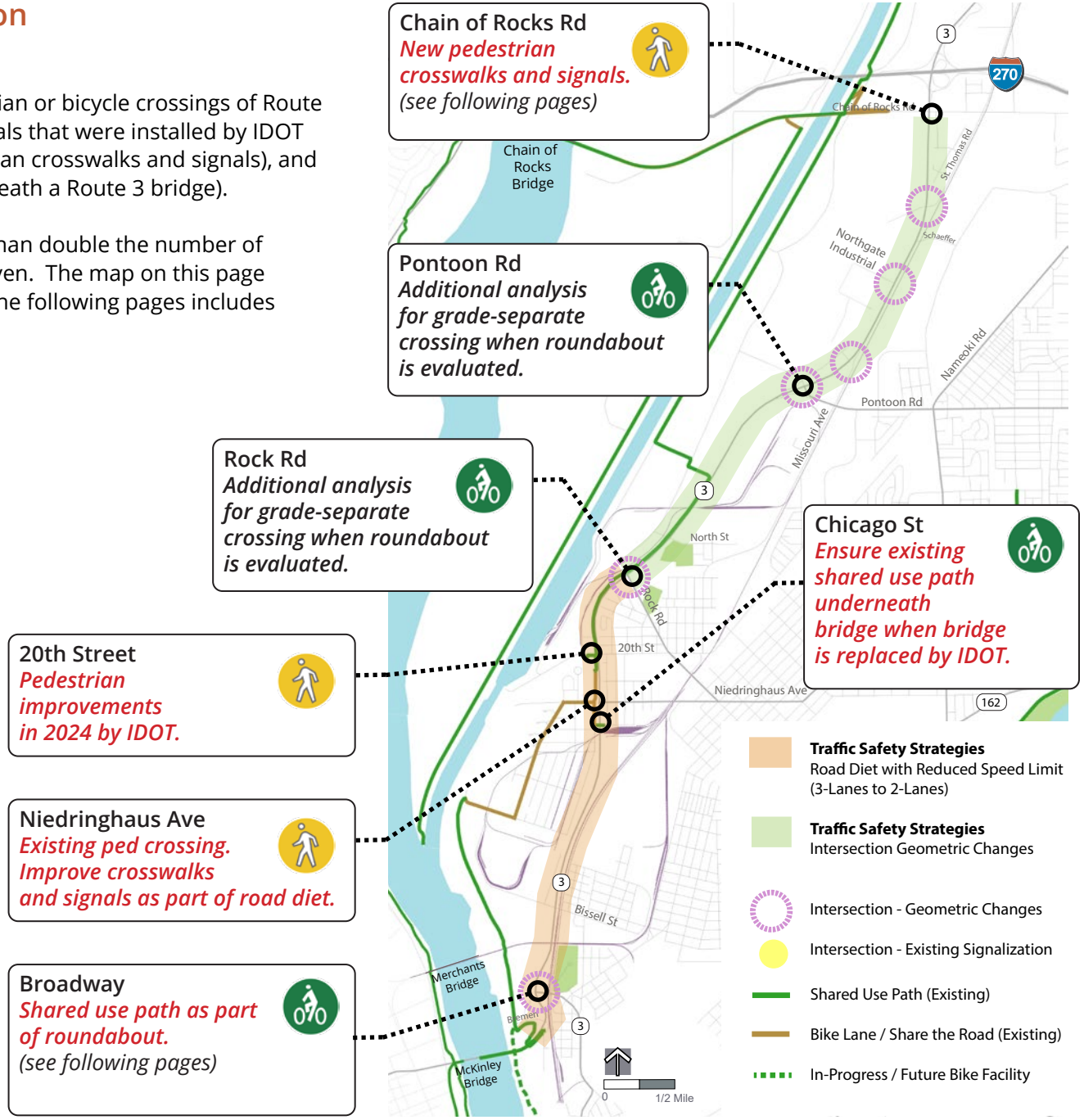
BENEFITS: J-Turn

- 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

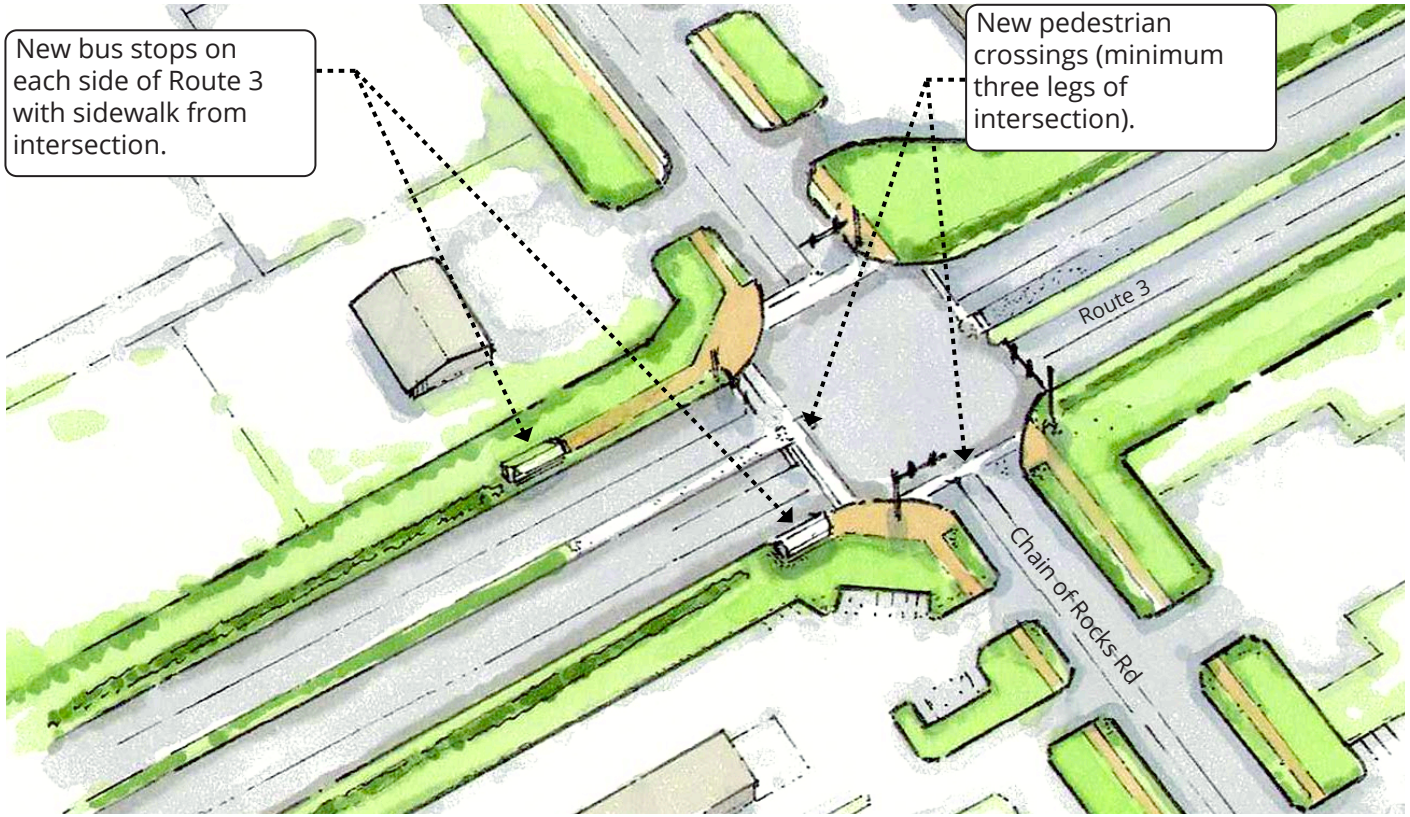
As of 2024, there are only three existing pedestrian or bicycle crossings of Route 3 at 20th Street (pedestrian crosswalks and signals that were installed by IDOT in 2024), Niedringhaus Avenue (existing pedestrian crosswalks and signals), and Chicago Street (existing shared use path underneath a Route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

The recommendations of this plan could more than double the number of pedestrian or bicycle crossings from three to seven. The map on this page highlights the intersection recommendations. The following pages includes additional details.



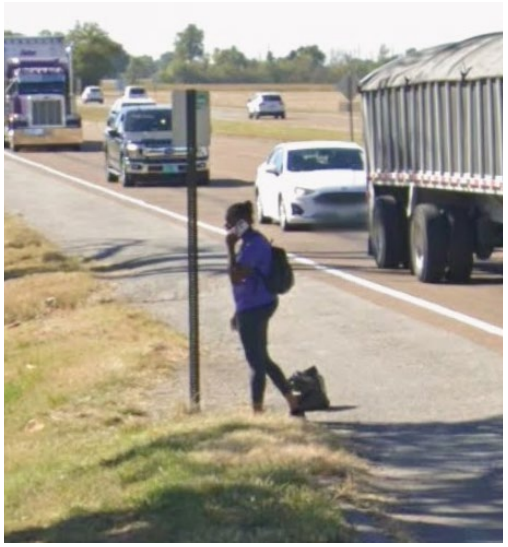
Pedestrian and Bicycle Intersection Opportunities: Chain of Rocks Road

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.



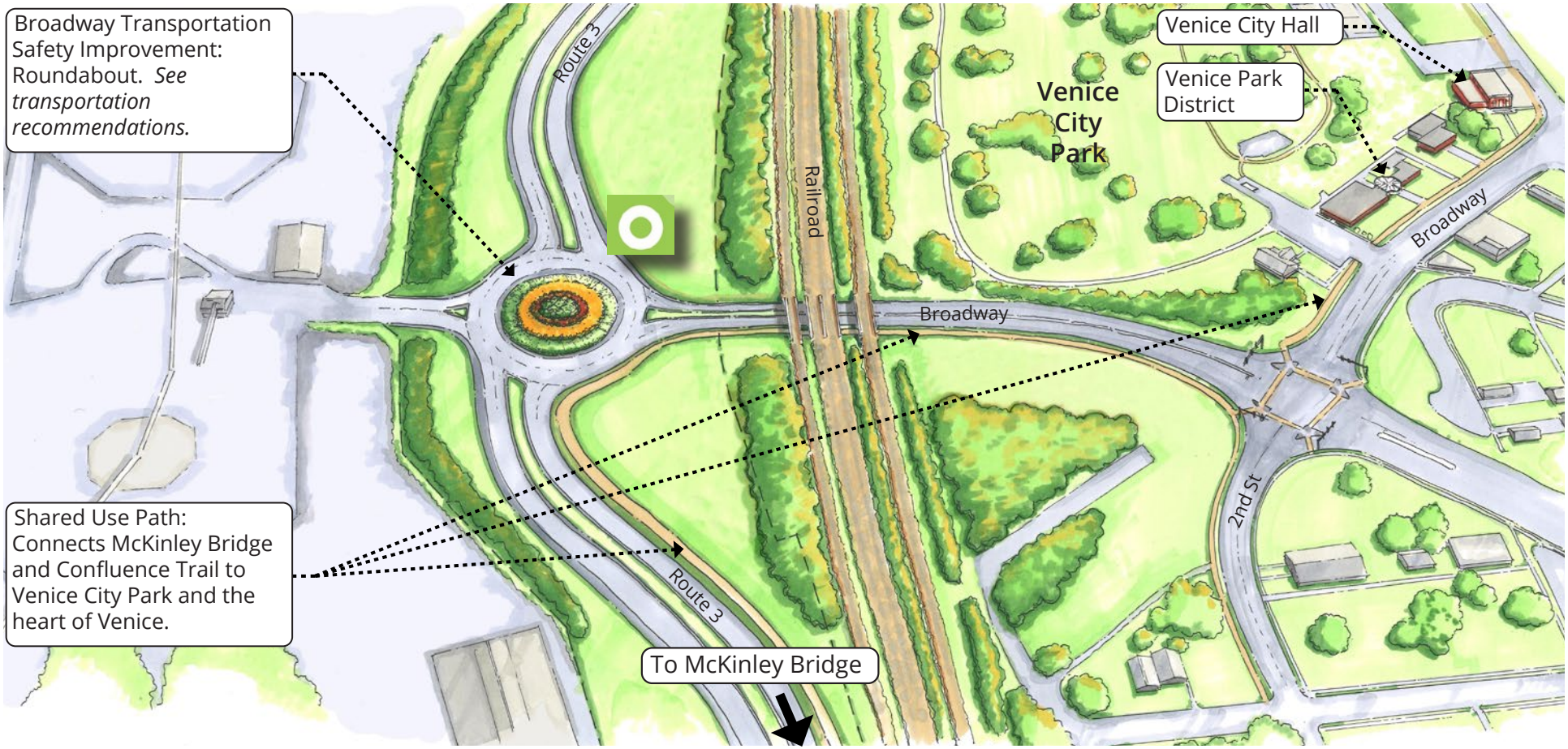
Bottom Left and Center: The existing bus stops at the Chain of Rocks intersection are frequently used. However, the intersection lacks existing crosswalks and the bus stops must be accessed using the shoulder of Route 3.

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:

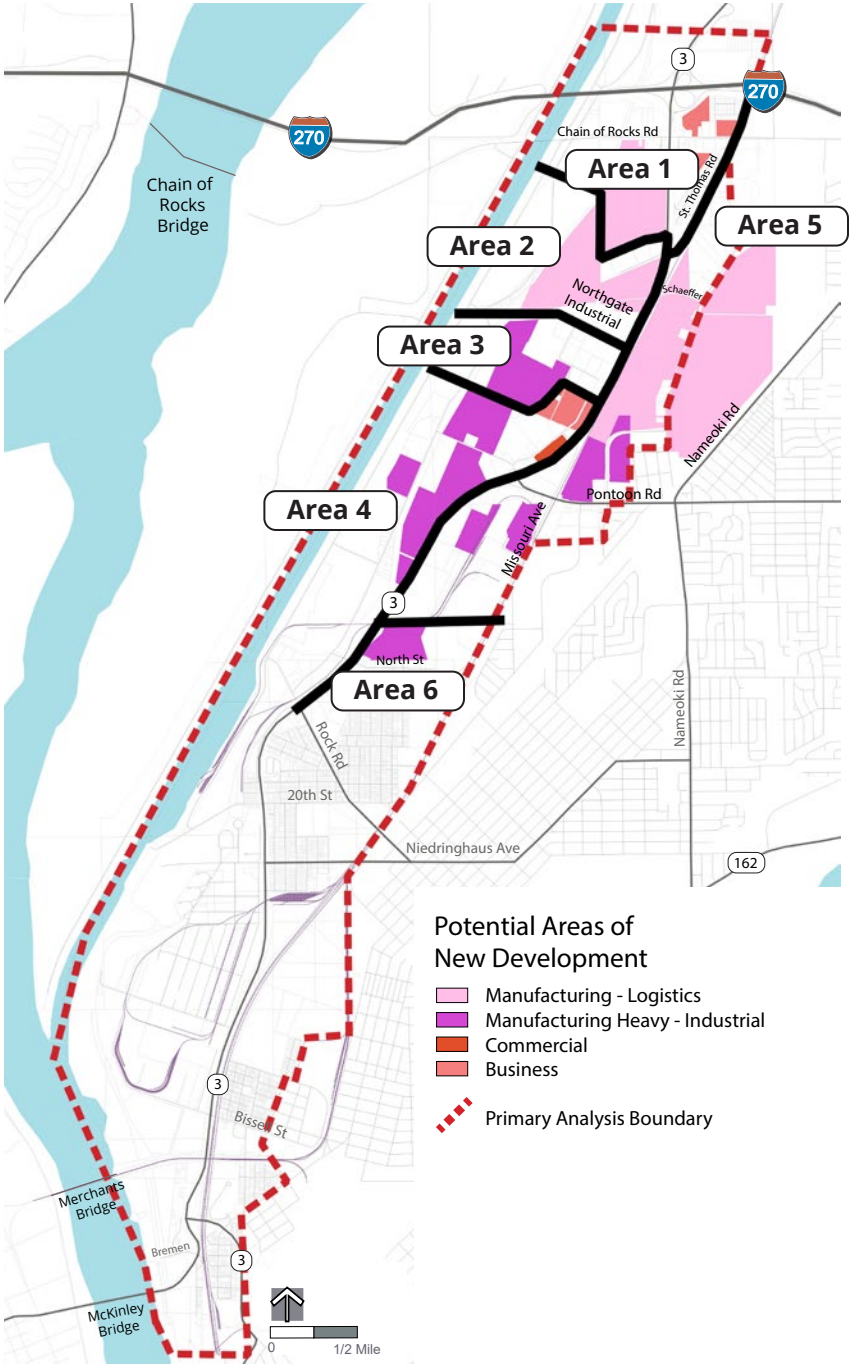
North Intersection	South Intersection	ADT (veh/day)
I-270	W Chain of Rocks Rd	14,900
W Chain of Rocks Rd	St. Thomas Rd	14,300
St. Thomas Rd	W Pontoon Rd	14,600
W Pontoon Rd	Rock Rd	13,000

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

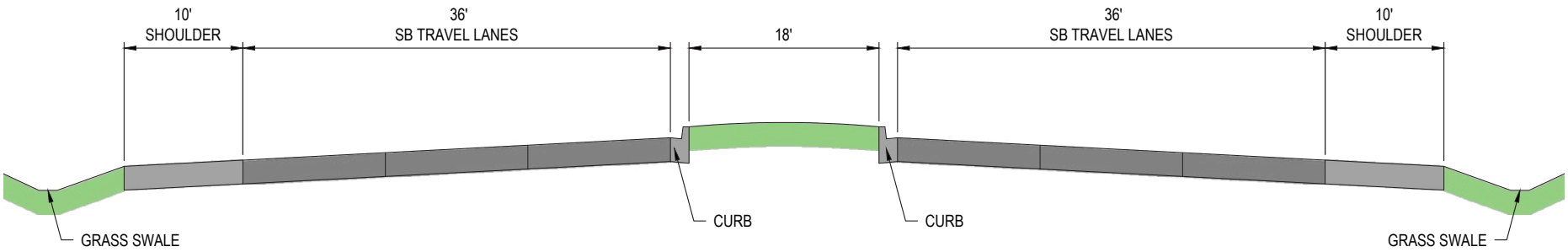
The IDOT Bureau of Design and Environment (BDE) Manual gives guidance on the number of lanes for suburban two-way arterials based on the Design Hourly Volume. The BDE recommends two lanes for DHV volumes of 1,250 or less, four lanes for DHV volumes between 1,250 and 2,050, and six lanes for DHV volumes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

Road Diet Section: Existing Conditions

McKinley Bridge to Rock Road

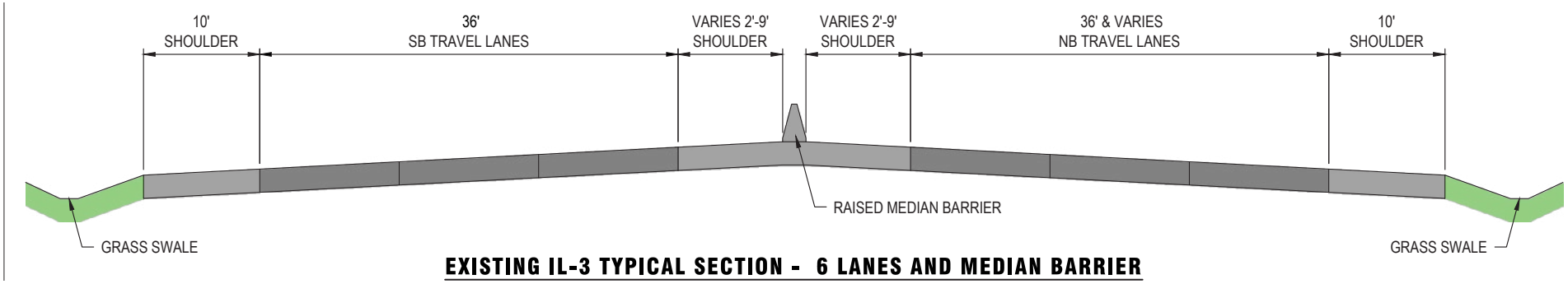


EXISTING IL-3 TYPICAL SECTION - 6 LANES AND RAISED GRASS MEDIAN

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).

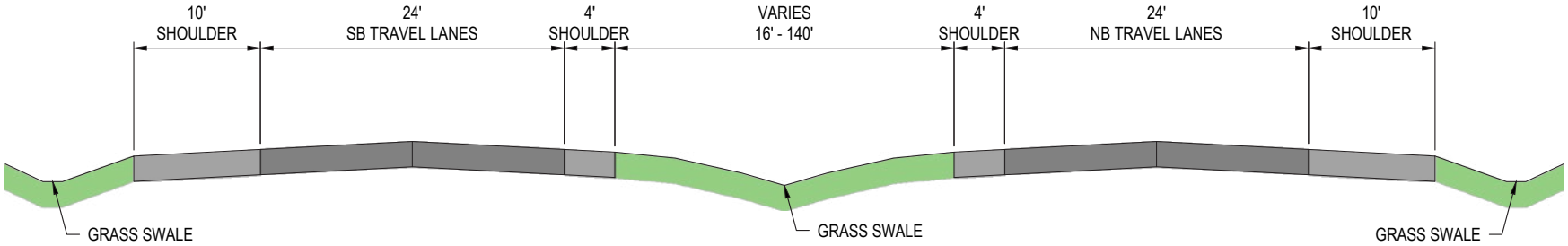
Road Diet Section: Existing Conditions

McKinley Bridge to Rock Road



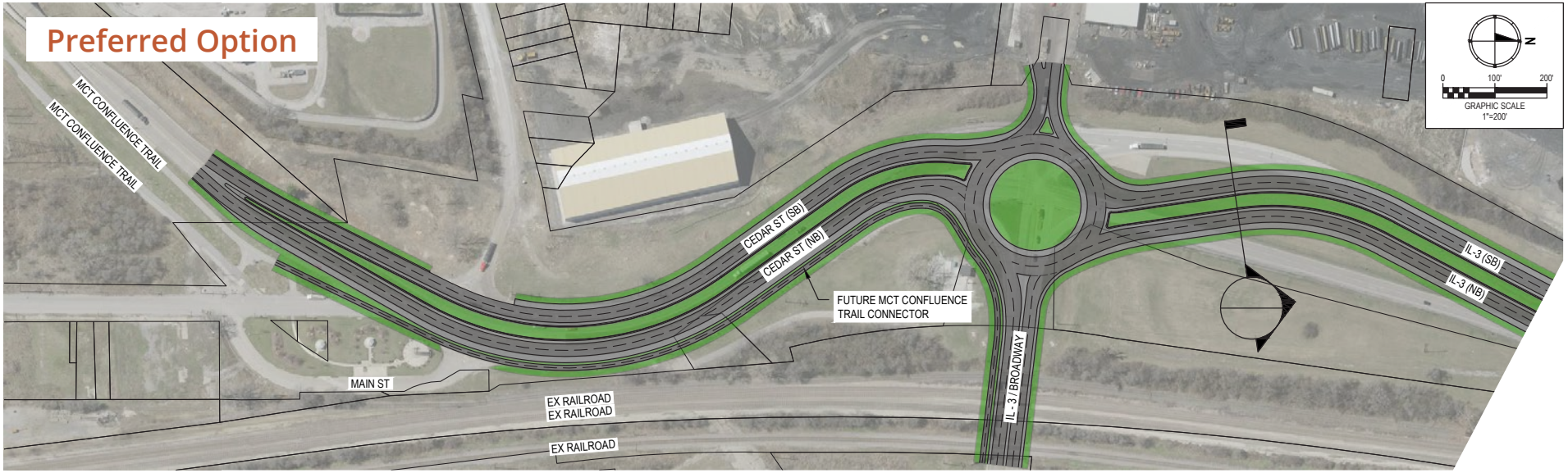
EXISTING IL-3 TYPICAL SECTION - 6 LANES AND MEDIAN BARRIER

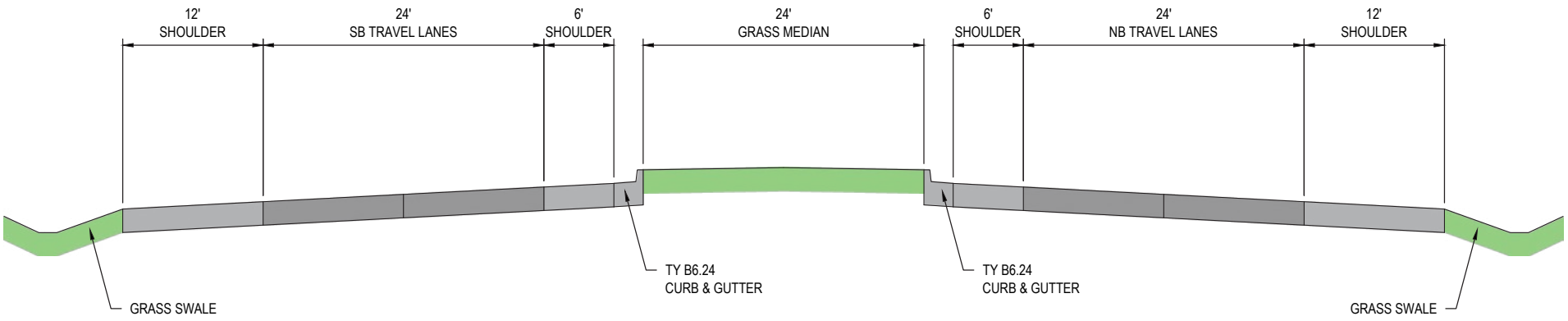
Road Diet Section: Existing Conditions
McKinley Bridge to Rock Road



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

Road Diet Conceptual Design:
McKinley Bridge to Rock Road



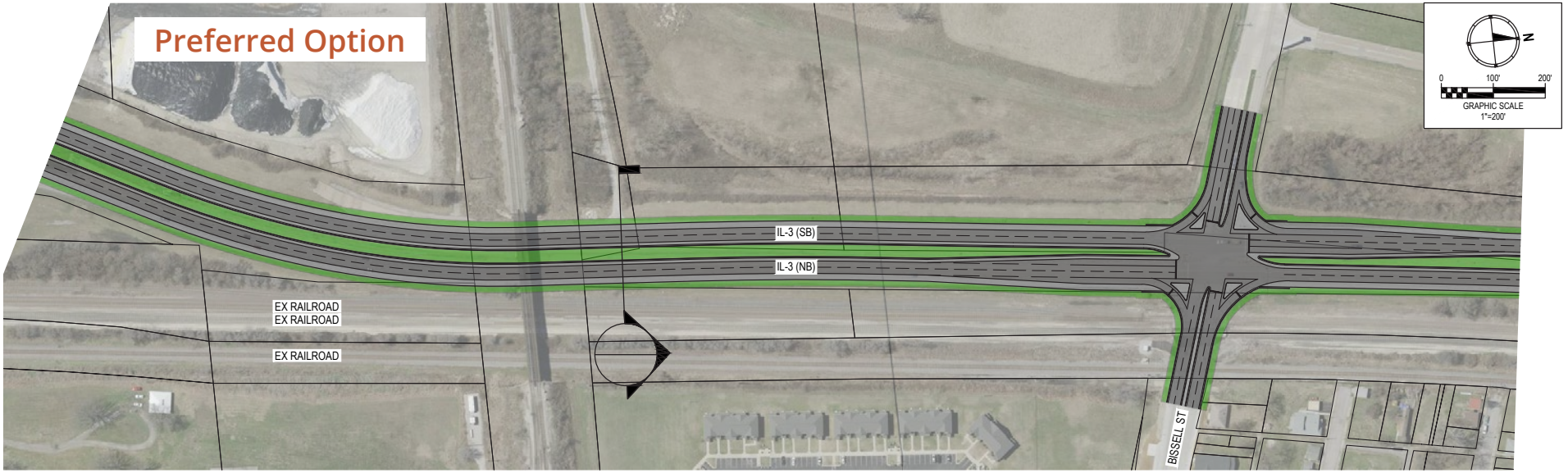


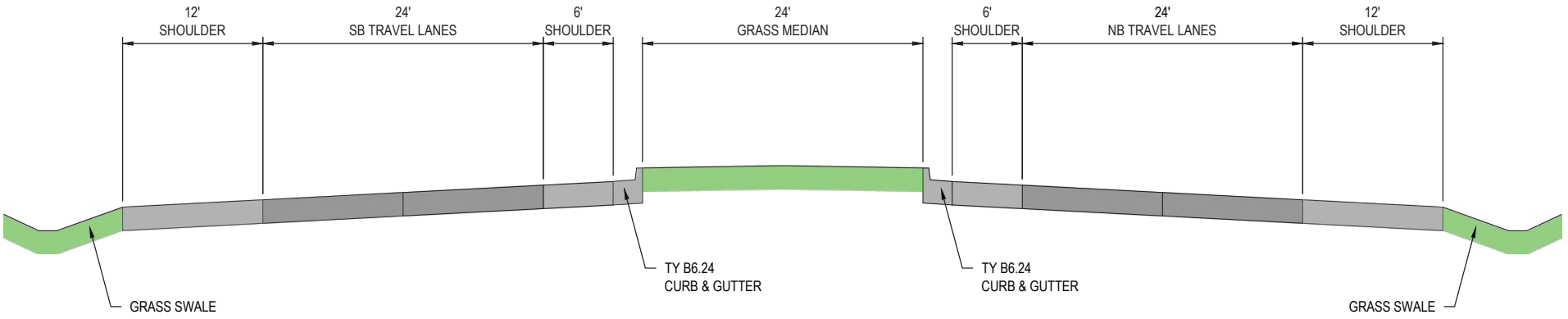
PROPOSED IL-3 TYPICAL SECTION

OATES ASSOCIATES

IL-3 ROAD DIET CONCEPTUAL DESIGN

Road Diet Conceptual Design:
McKinley Bridge to Rock Road





PROPOSED IL-3 TYPICAL SECTION

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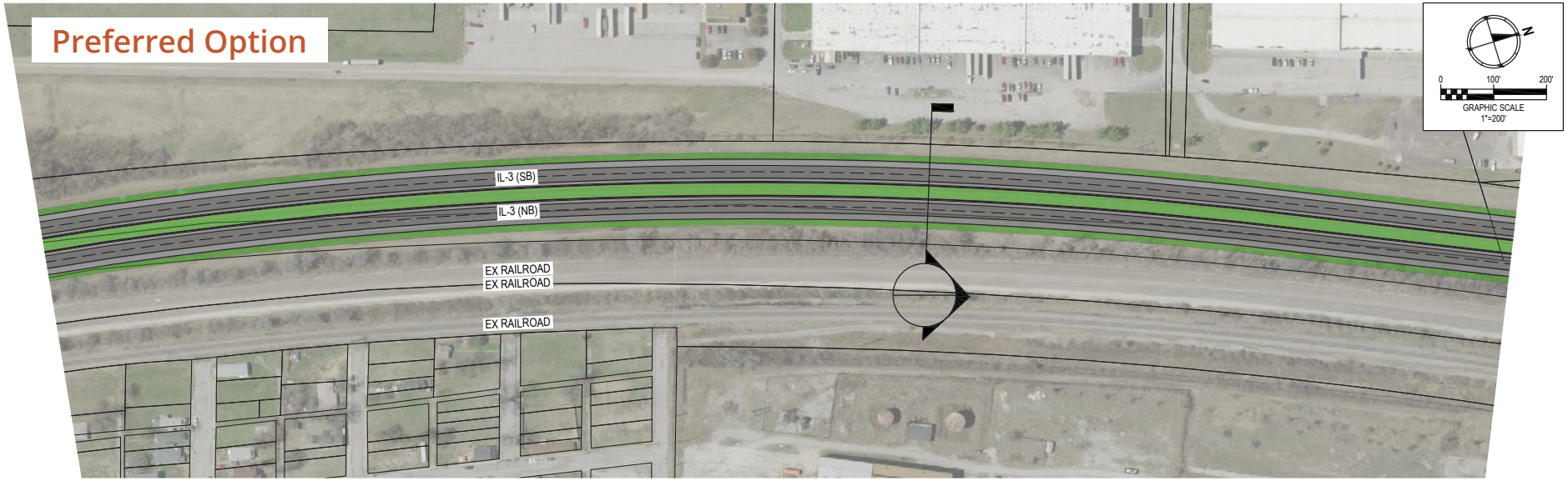
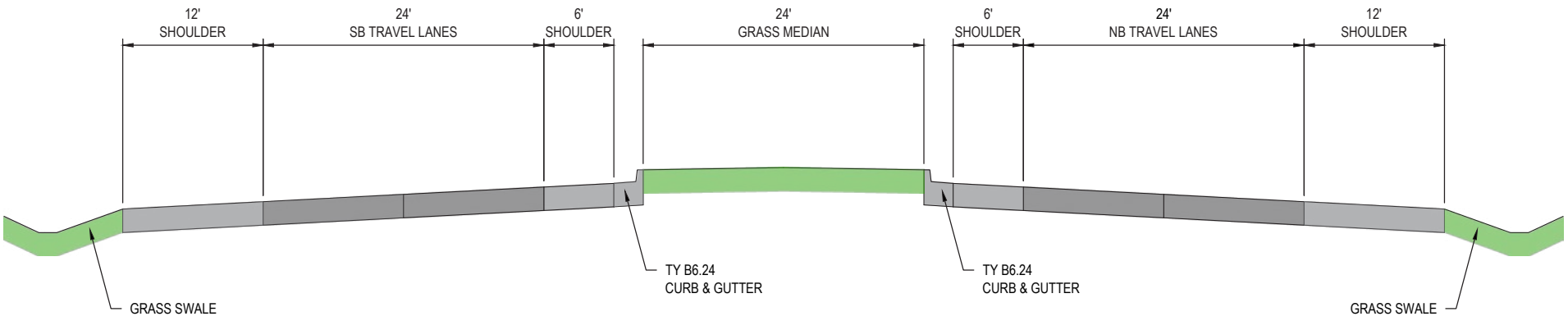
McKinley Bridge to Rock Road



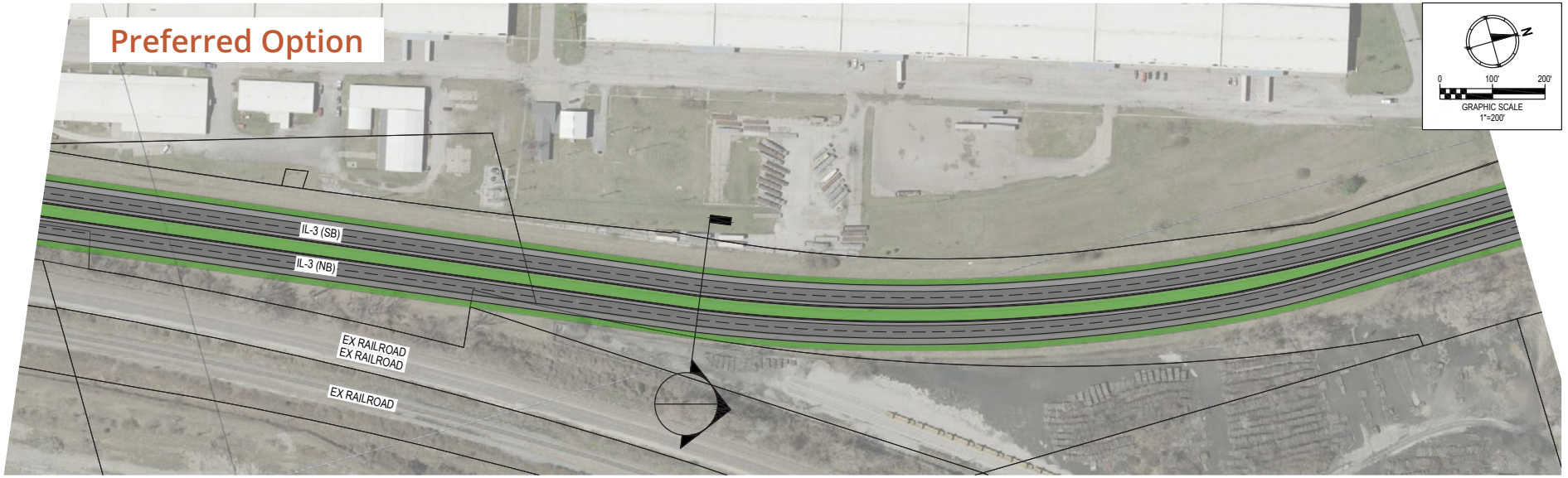


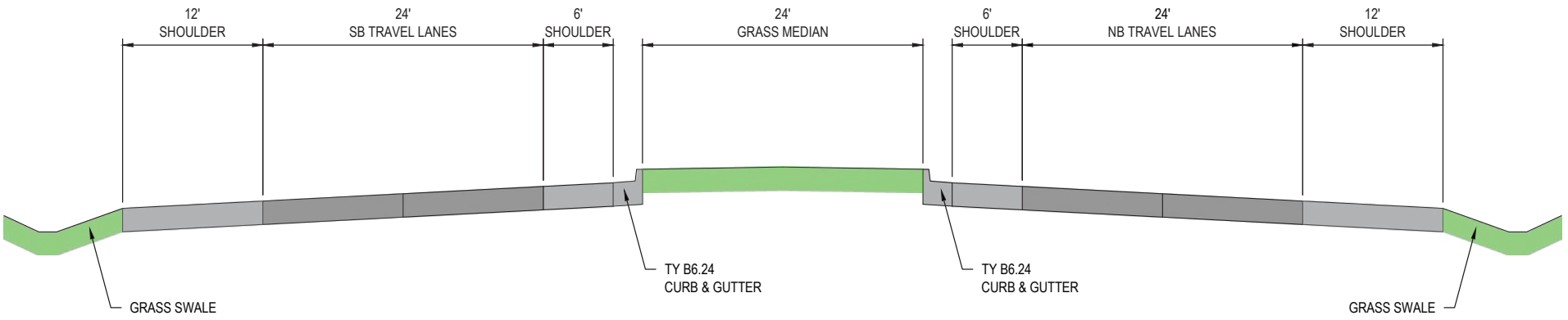
PROPOSED IL-3 TYPICAL SECTION

OATES ASSOCIATES

IL-3 ROAD DIET CONCEPTUAL DESIGN

Road Diet Conceptual Design:
McKinley Bridge to Rock Road



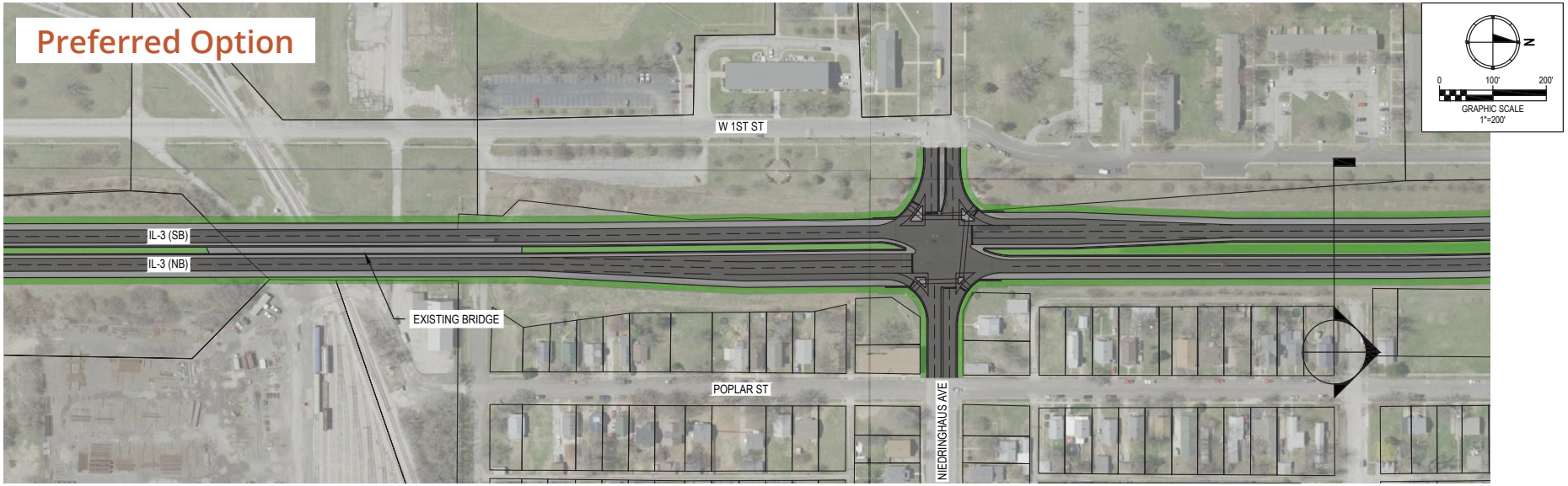


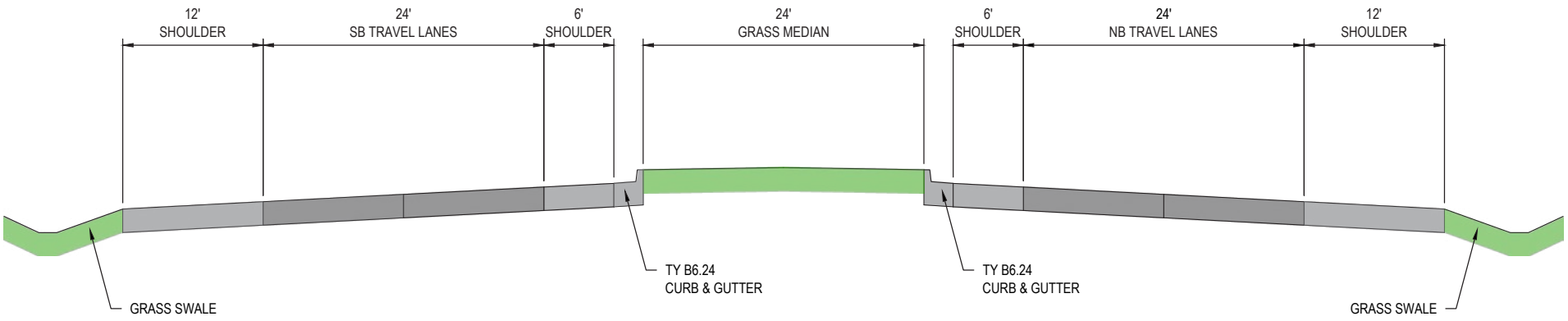
PROPOSED IL-3 TYPICAL SECTION

OATES ASSOCIATES

IL-3 ROAD DIET CONCEPTUAL DESIGN

Road Diet Conceptual Design:
McKinley Bridge to Rock Road



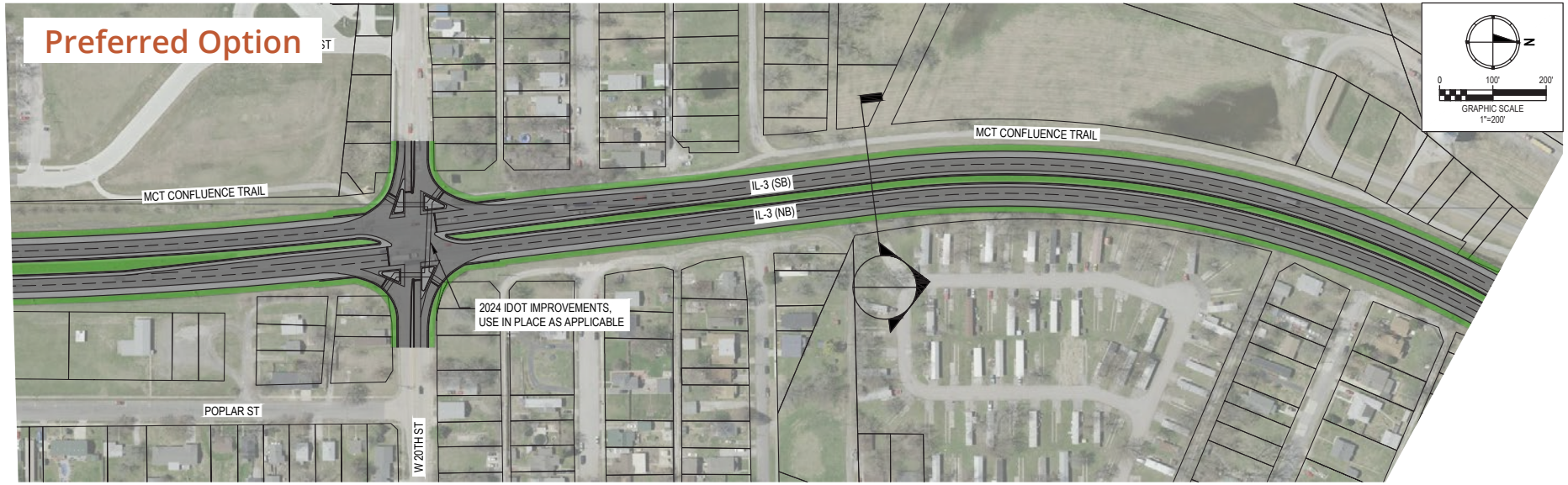


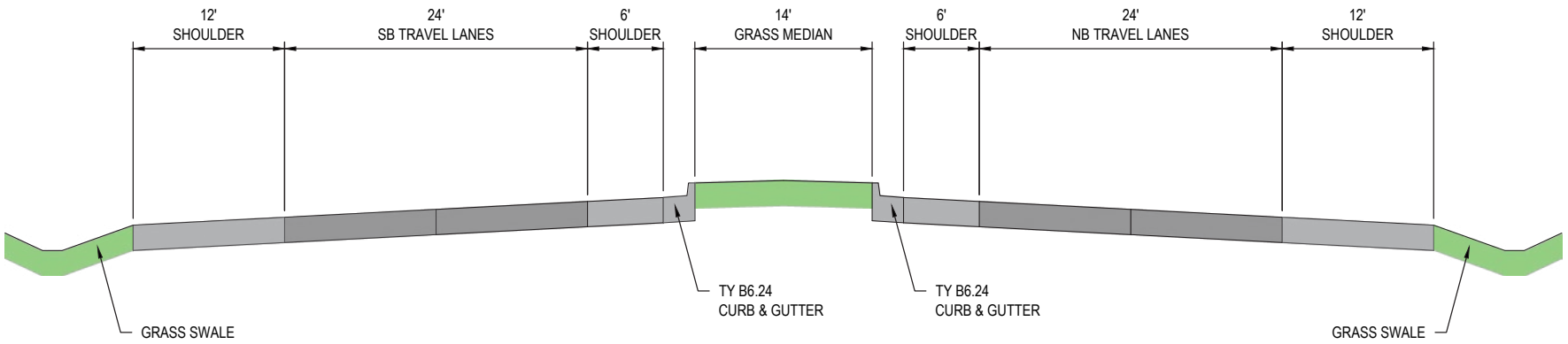
PROPOSED IL-3 TYPICAL SECTION

OATES ASSOCIATES

IL-3 ROAD DIET CONCEPTUAL DESIGN

Road Diet Conceptual Design:
McKinley Bridge to Rock Road



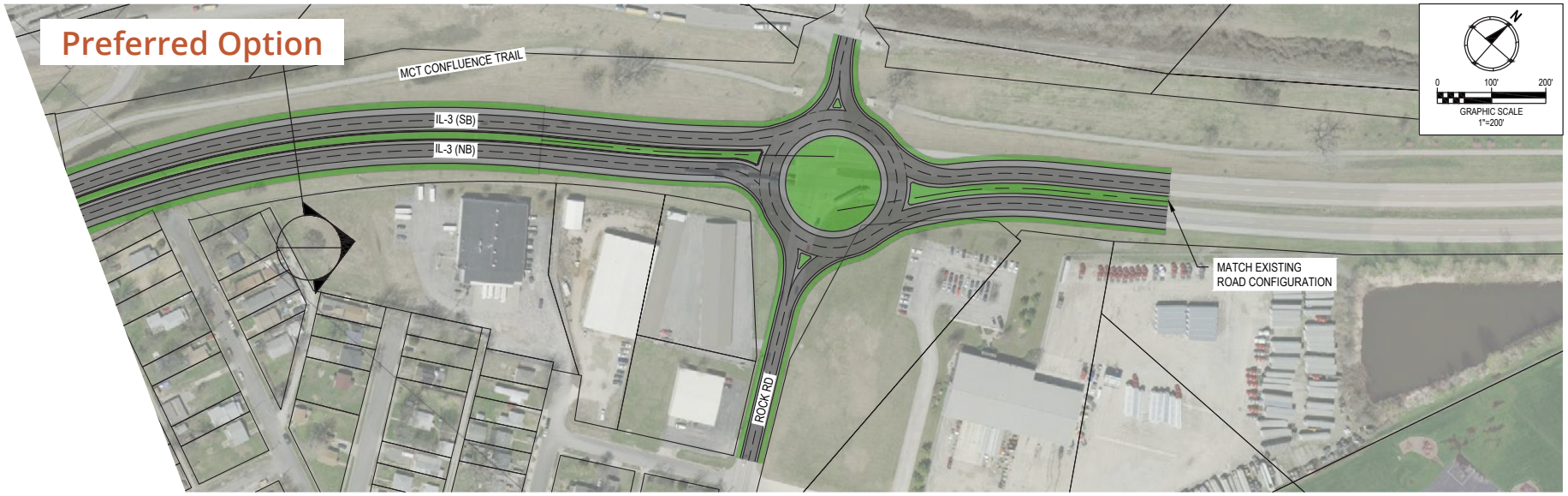


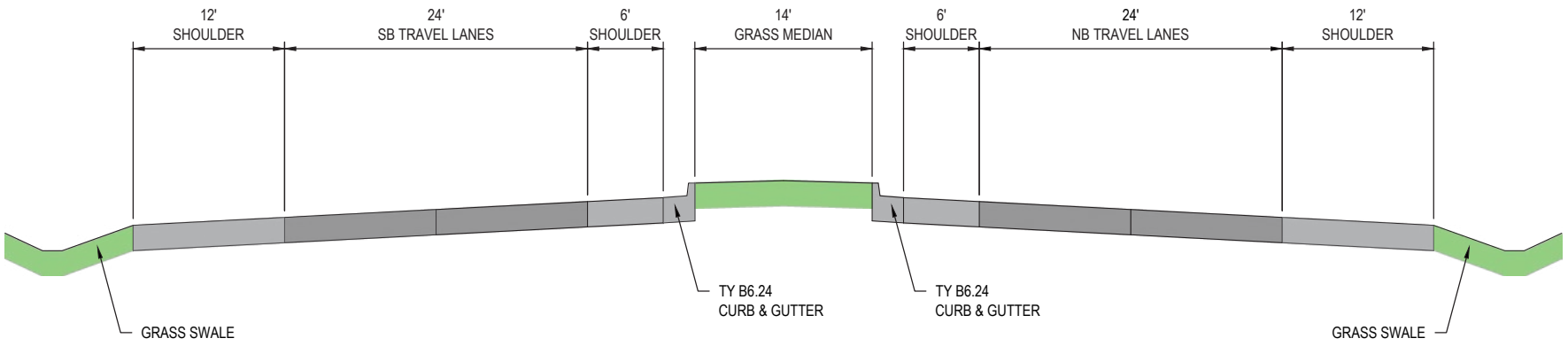
PROPOSED IL-3 TYPICAL SECTION

OATES ASSOCIATES

IL-3 ROAD DIET CONCEPTUAL DESIGN

Road Diet Conceptual Design:
McKinley Bridge to Rock Road



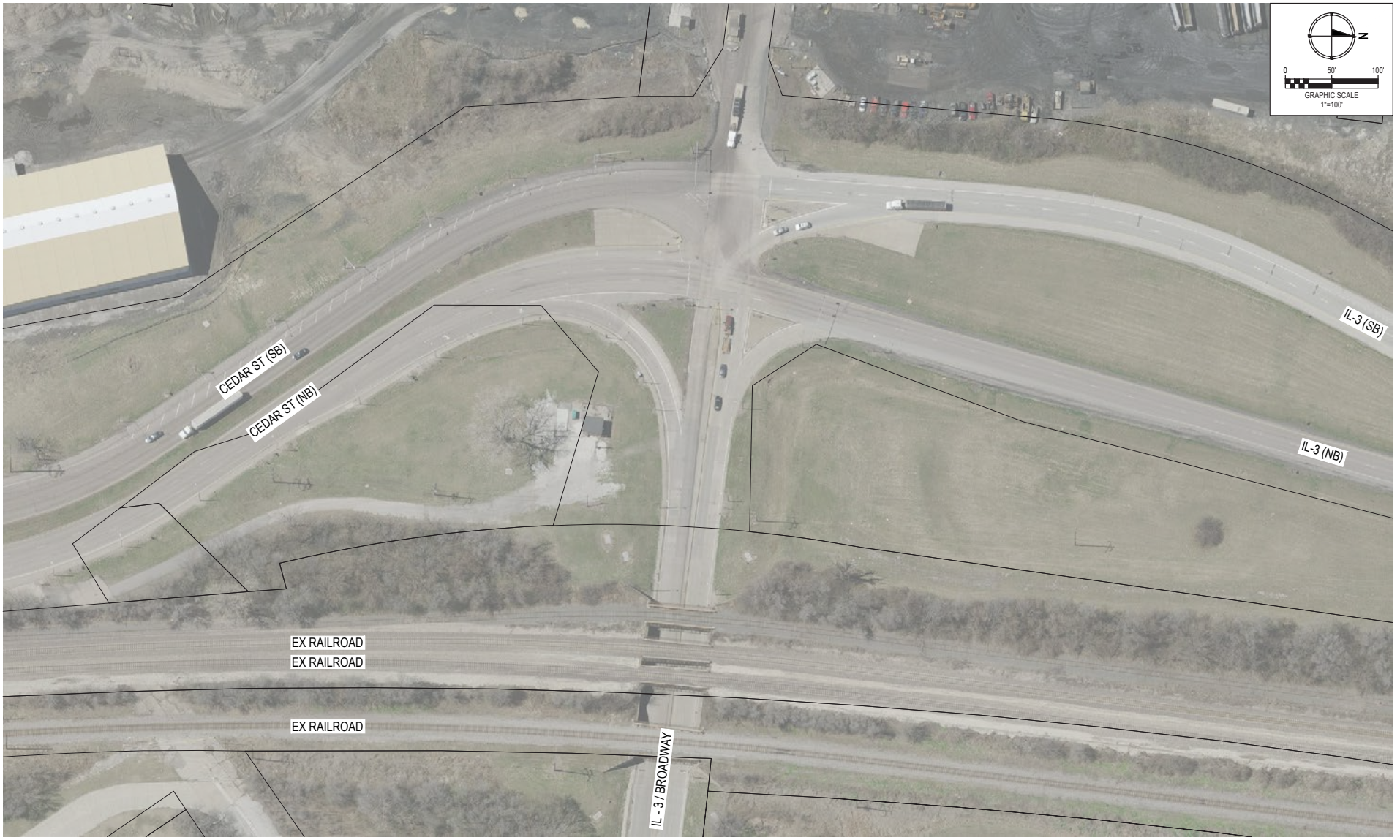


PROPOSED IL-3 TYPICAL SECTION

OATES ASSOCIATES

IL-3 ROAD DIET CONCEPTUAL DESIGN

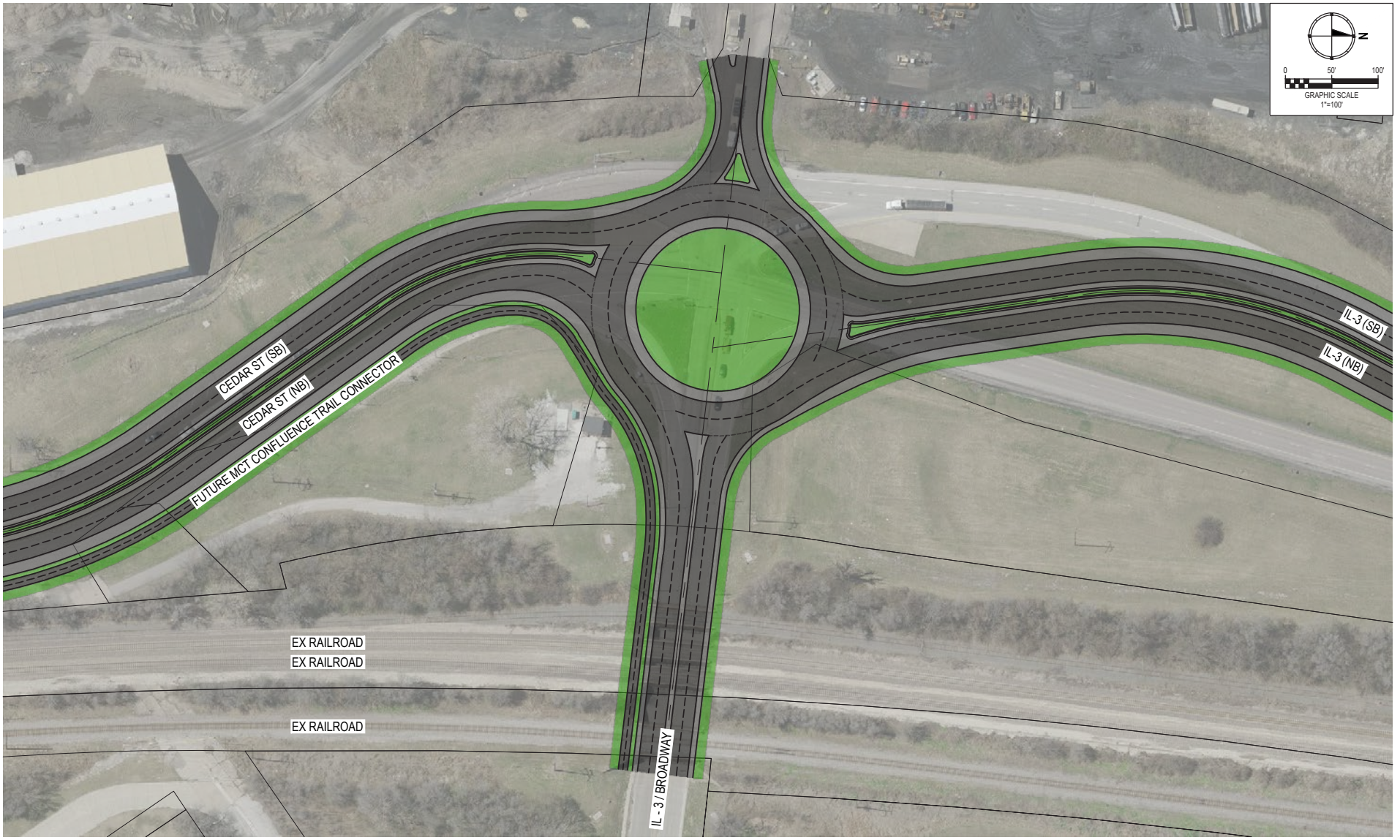
Existing Conditions
Broadway



OATES ASSOCIATES

BROADWAY

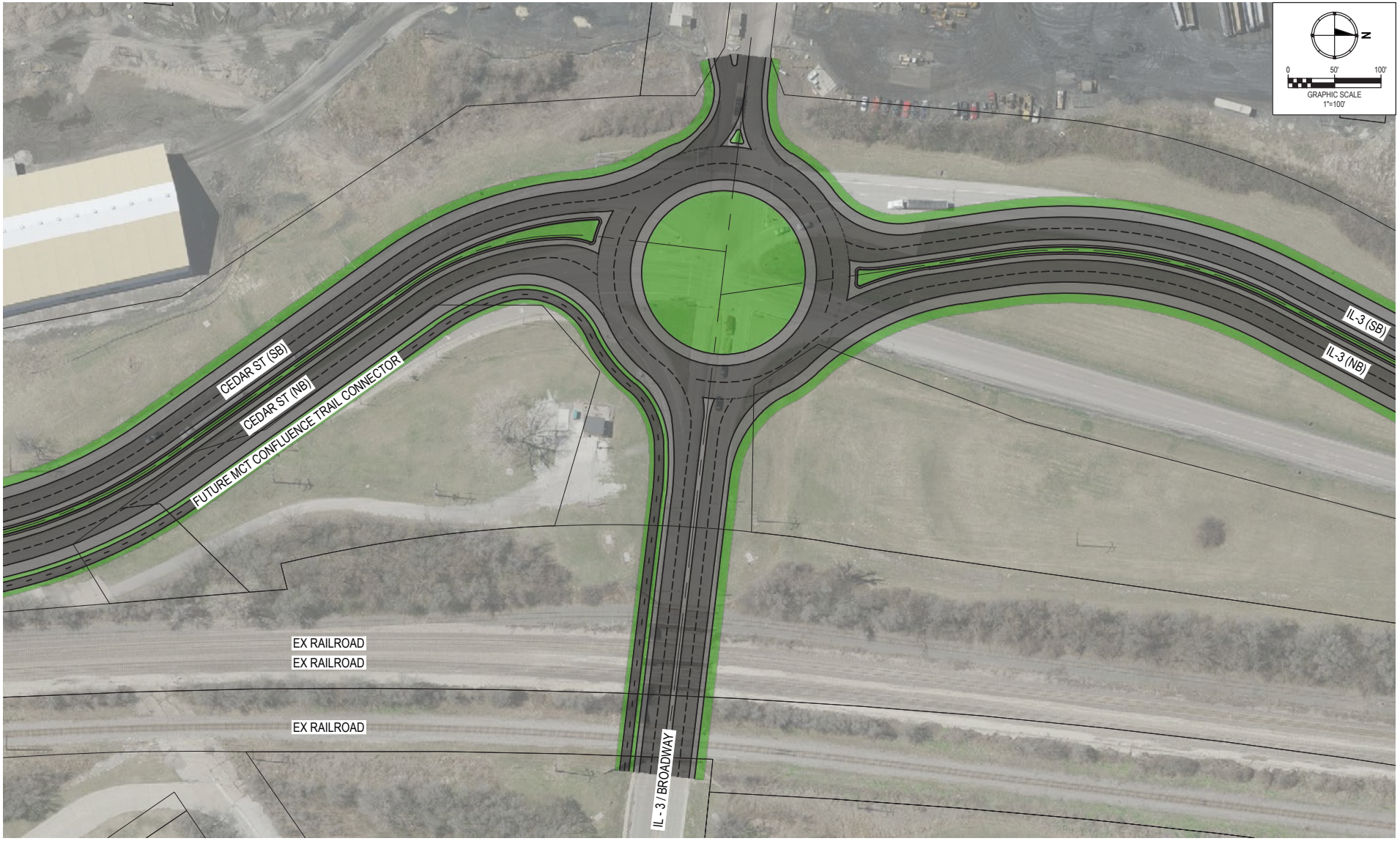
Conceptual Intersection Layout: Roundabout (Alternate A)
Broadway



OATES ASSOCIATES

BROADWAY - ROUNDABOUT (EAST)
CONCEPTUAL LAYOUT

Conceptual Intersection Layout: Roundabout (Alternate B)
Broadway



OATES ASSOCIATES

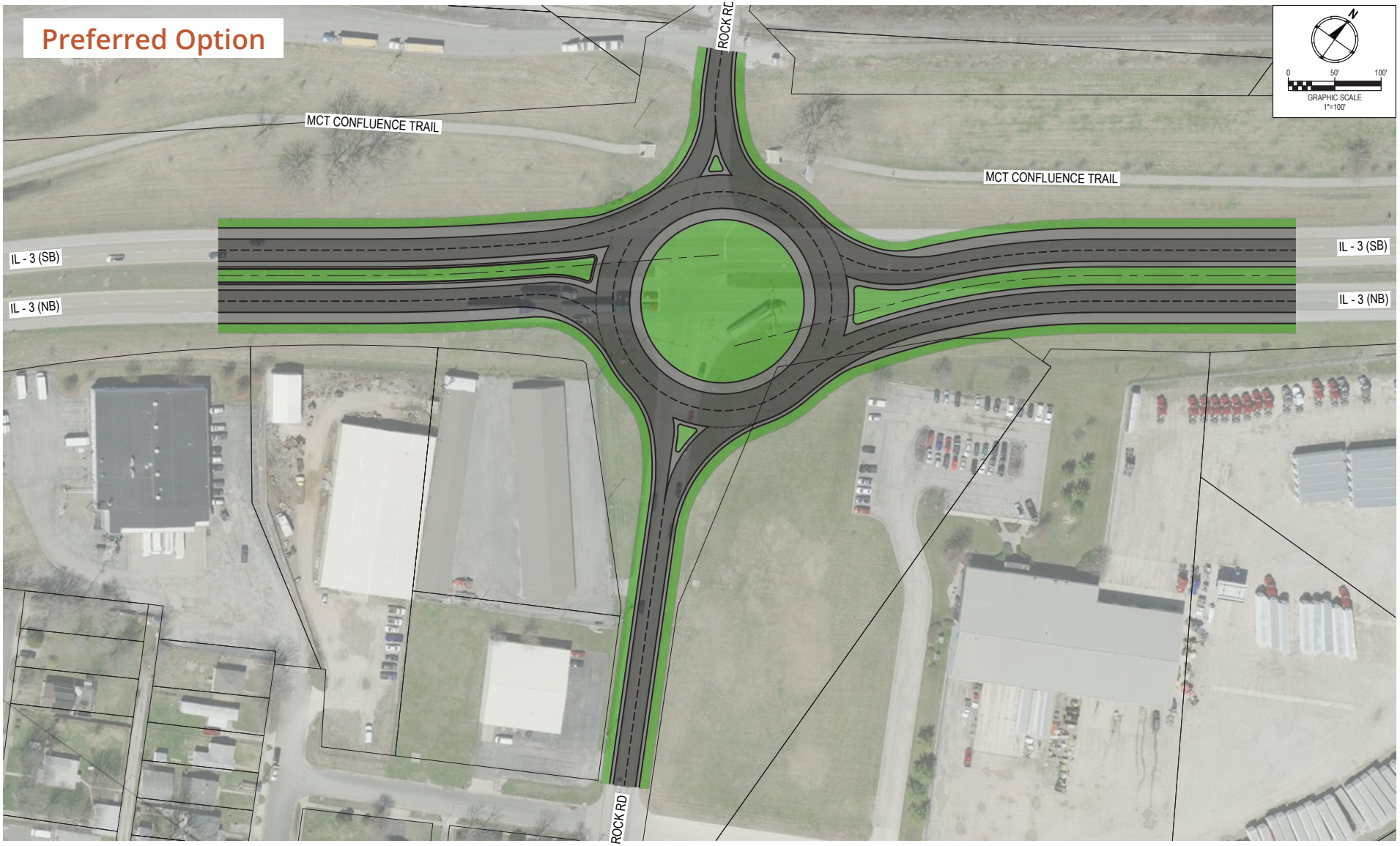
BROADWAY - ROUNDABOUT
CONCEPTUAL LAYOUT

Existing Conditions
Rock Road

OATES ASSOCIATES

ROCK RD

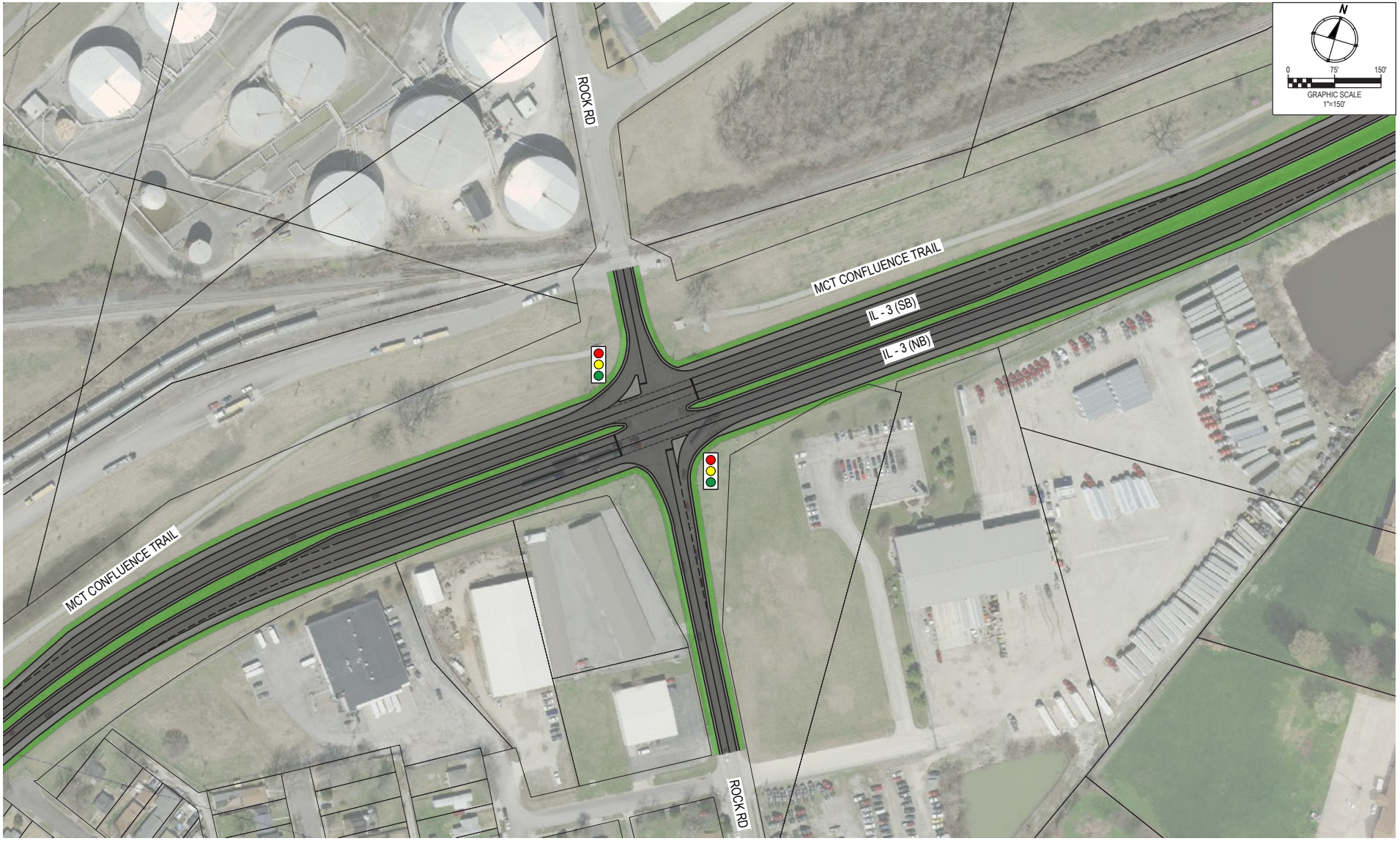
Conceptual Intersection Layout: Roundabout
Rock Road



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

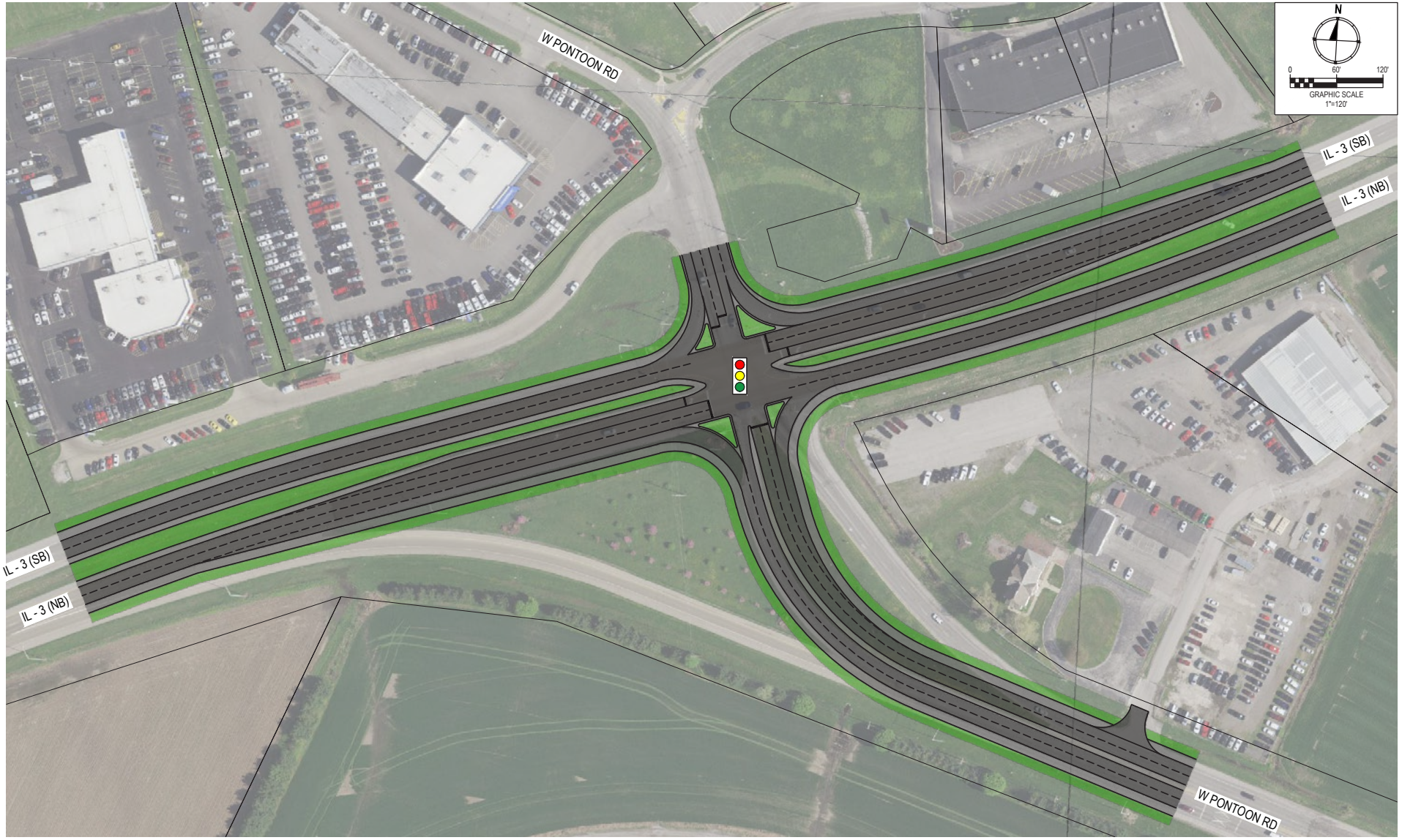
W PONTOON RD

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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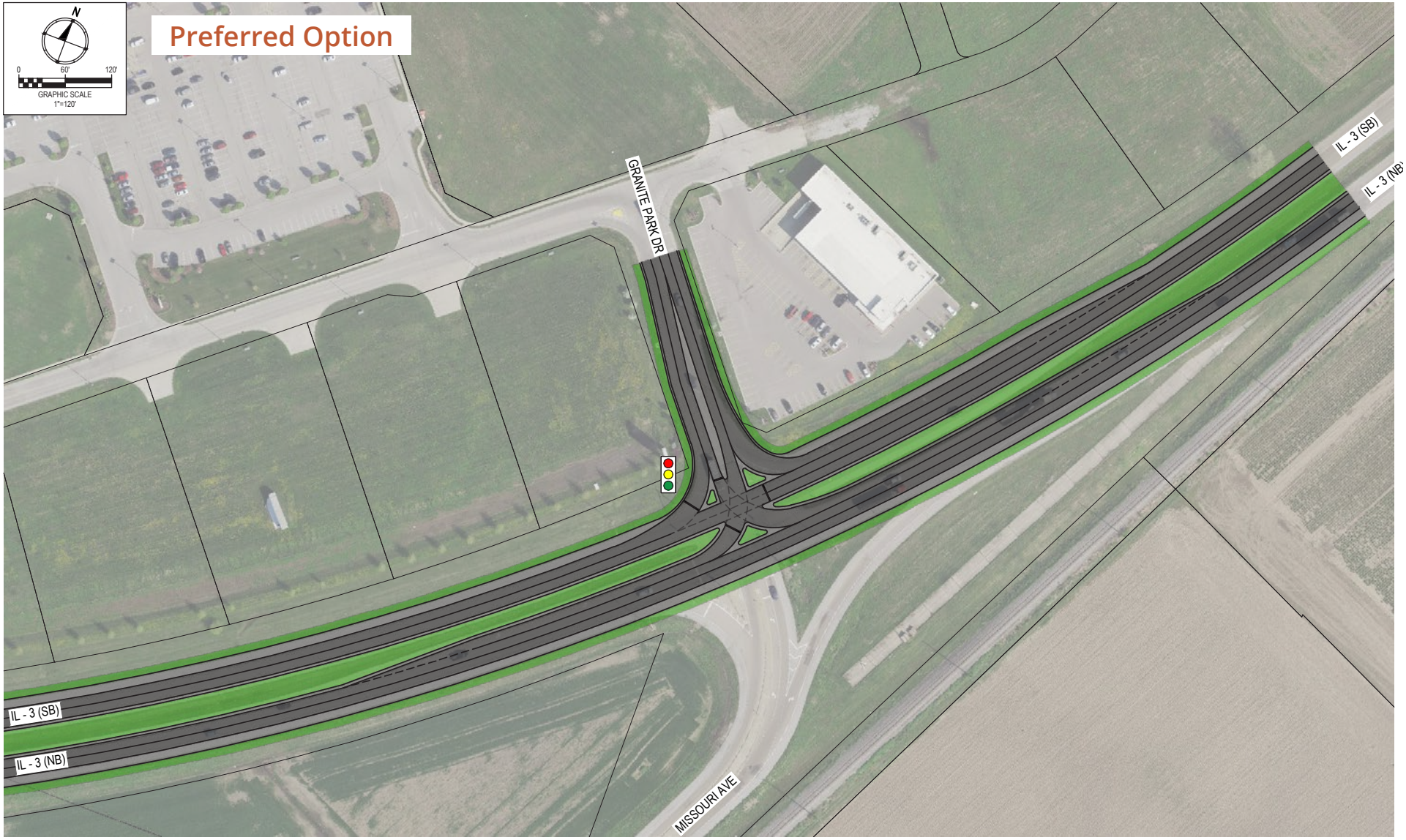
W PONTOON RD - WB LEG REALIGNMENT
CONCEPTUAL LAYOUT

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

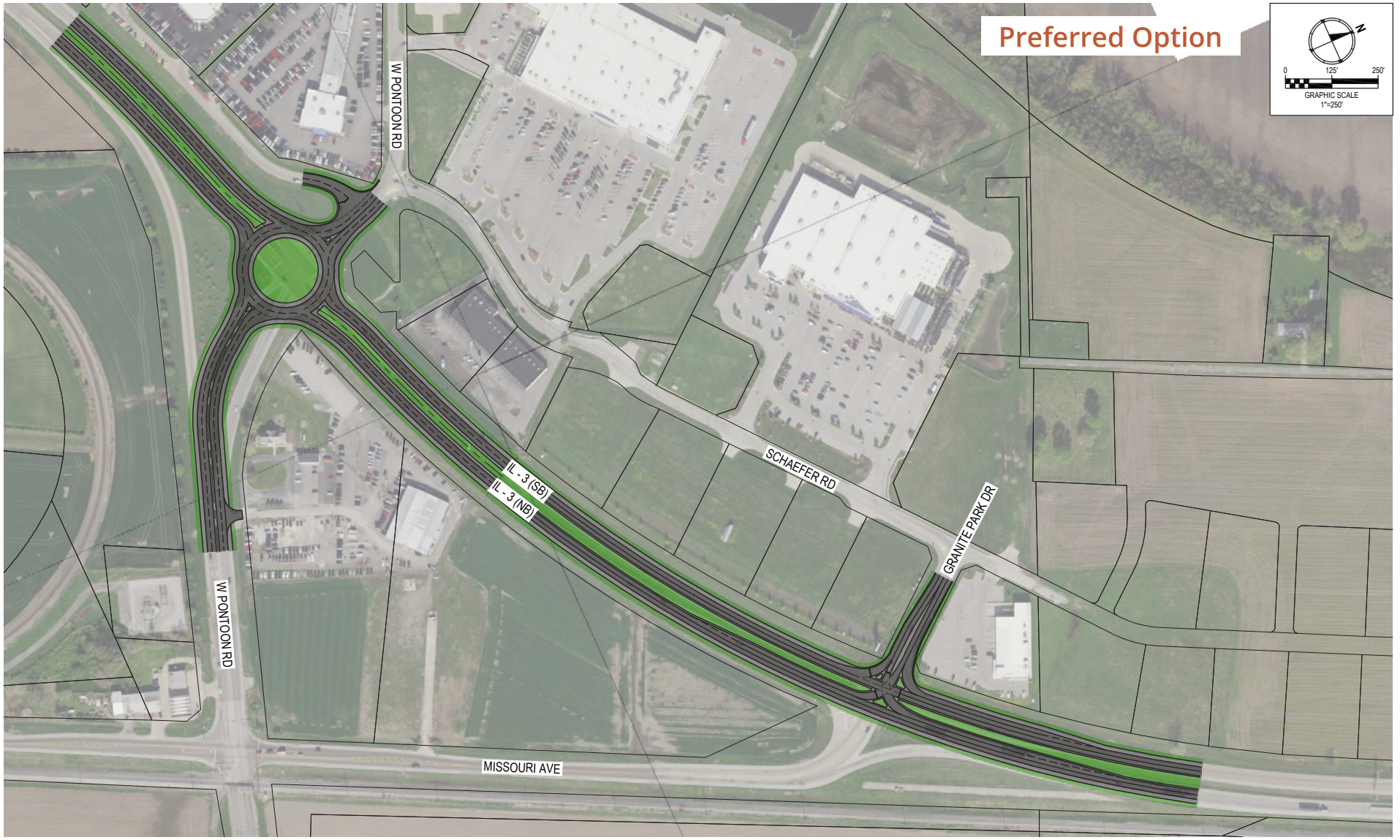
Conceptual Intersection Layout: Right-In / Right-Out
Missouri Avenue

OATES ASSOCIATES

MISSOURI AVE - RIGHT-IN RIGHT-OUT
CONCEPTUAL LAYOUT

Conceptual Intersection Layout: Roundabout and Continuous Green-T

Pontoon Road and Missouri Avenue

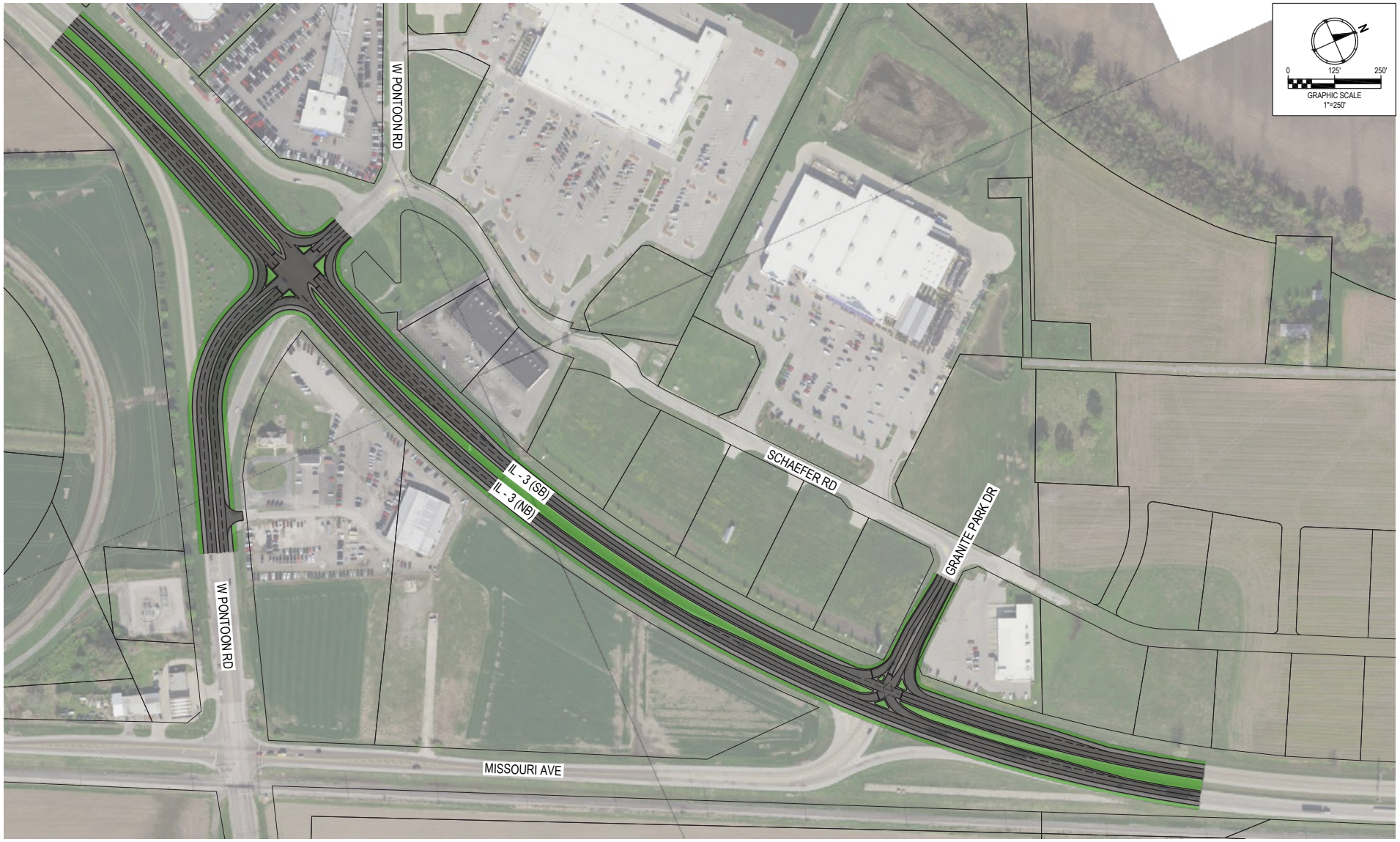


OATES ASSOCIATES

W PONTOON RD - ROUNDABOUT
MISSOURI AVE - CONTINUOUS GREEN TEE

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

Pontoon Road and Missouri Avenue

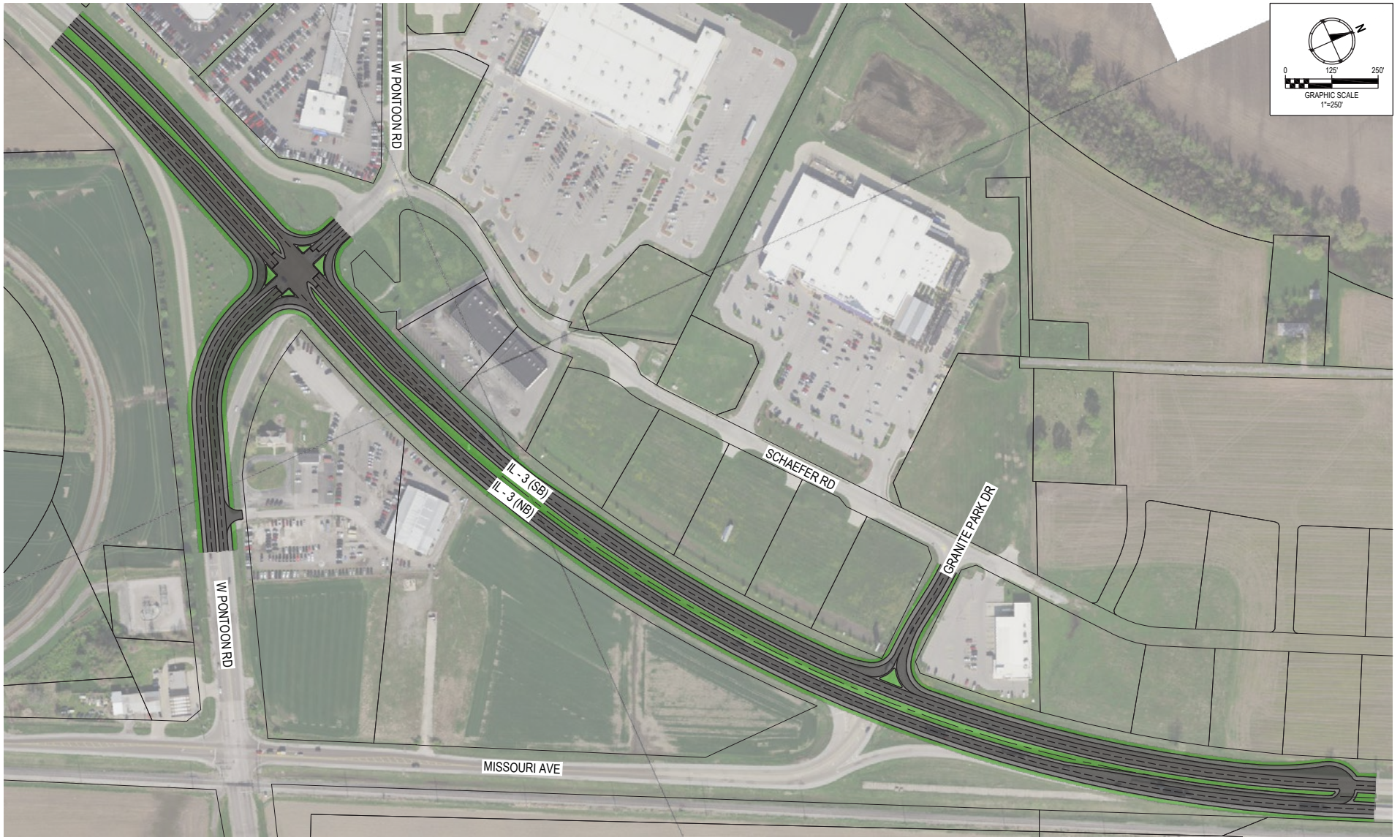


OATES ASSOCIATES

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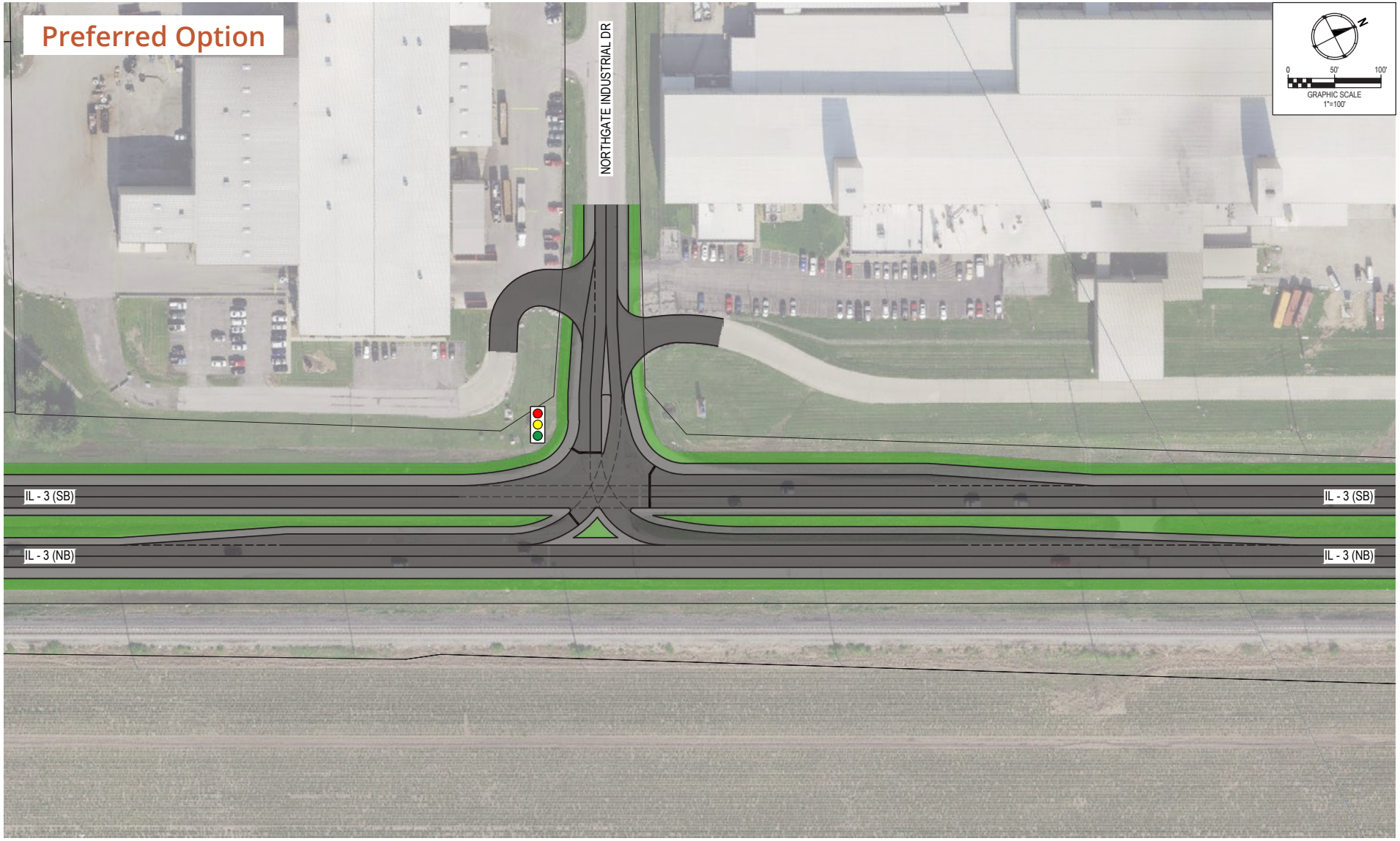
W PONTOON RD - WB LEG REALIGNMENT
MISSOURI AVE - RIGHT-IN RIGHT-OUT

Existing Conditions
Northgate Industrial Drive

OATES ASSOCIATES

NORTHGATE INDUSTRIAL DR

Conceptual Intersection Layout: Continuous Green-T
Northgate Industrial Drive



OATES ASSOCIATES

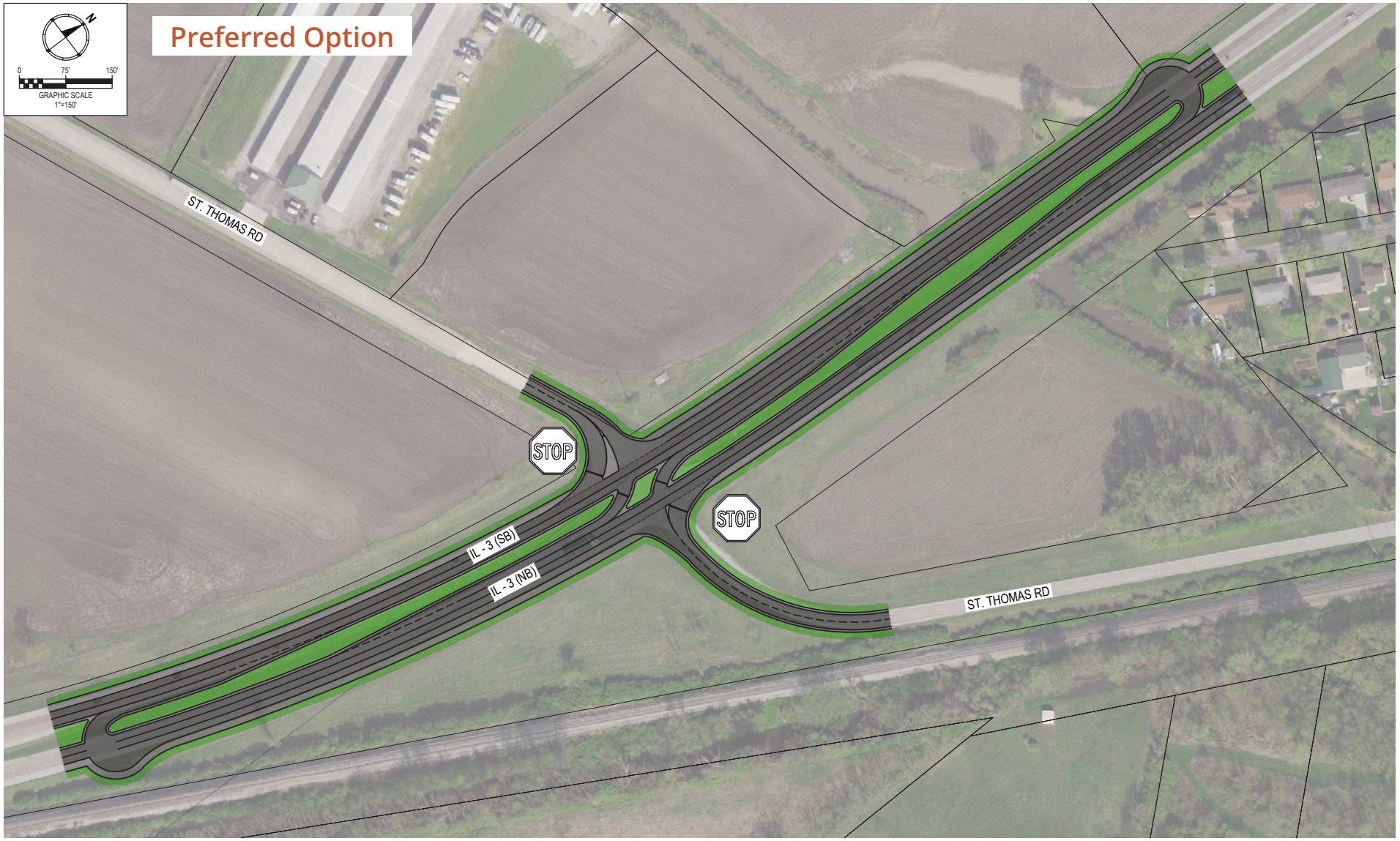
NORTHGATE INDUSTRIAL DR - CONTINUOUS GREEN TEE CONCEPTUAL LAYOUT

Existing Conditions
St Thomas Road

OATES ASSOCIATES

ST THOMAS RD

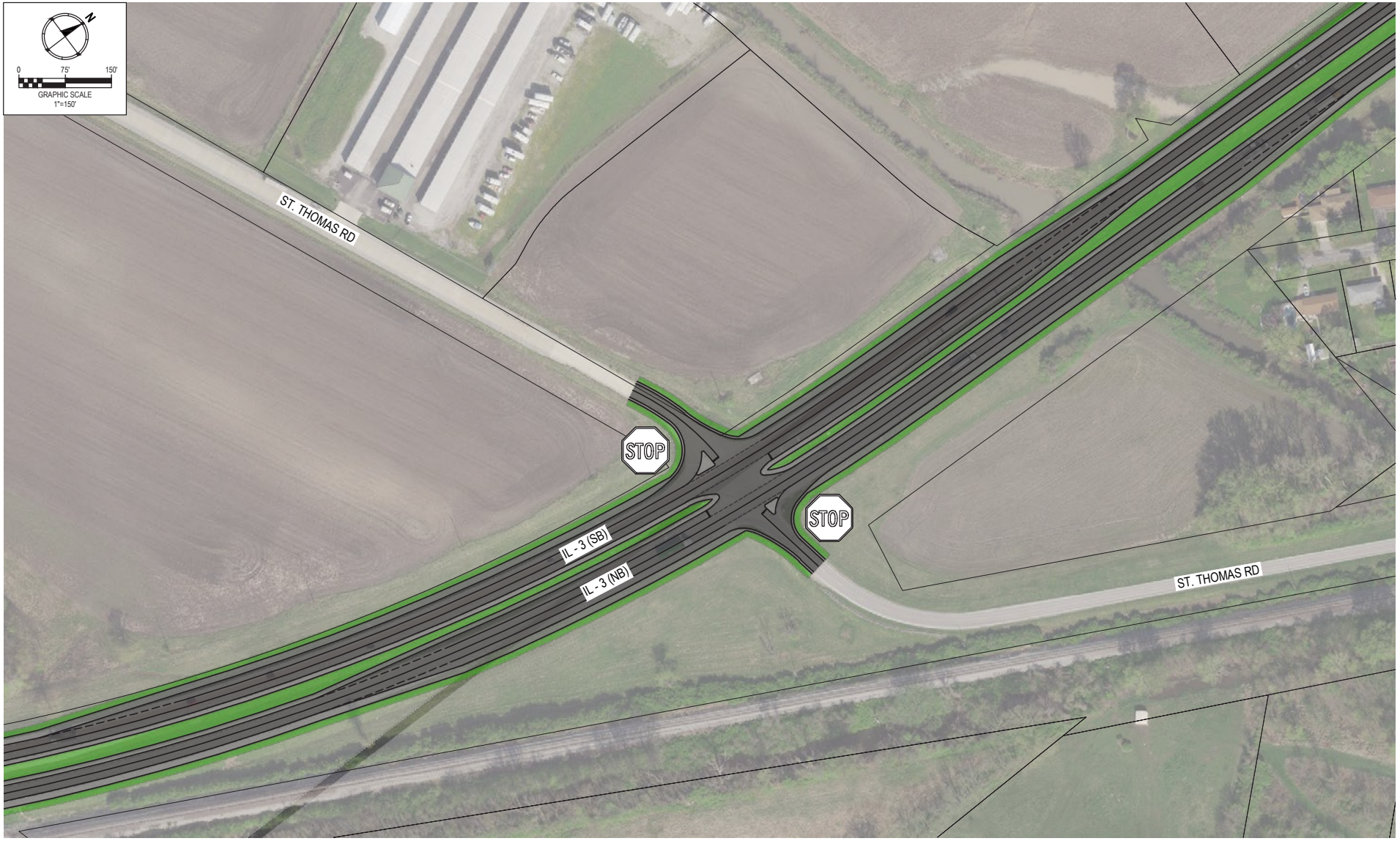
Conceptual Intersection Layout: J-Turn
St Thomas Road



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 road diet would lower the amount of impermeable surfaces along the corridor, lowering the amount of stormwater runoff. A road diet 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.

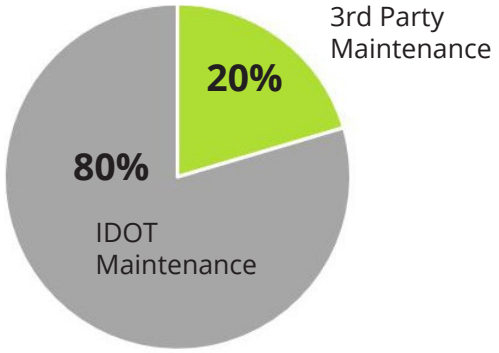
Corridor Businesses and Property Owners Already Provide Significance Maintenance
Almost 20% of grass is the Route 3 right-of-way is already maintained by adjacent property owners or businesses. This value of this existing maintenance is approximately $40,000 - $50,000 a year. If only high priority areas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

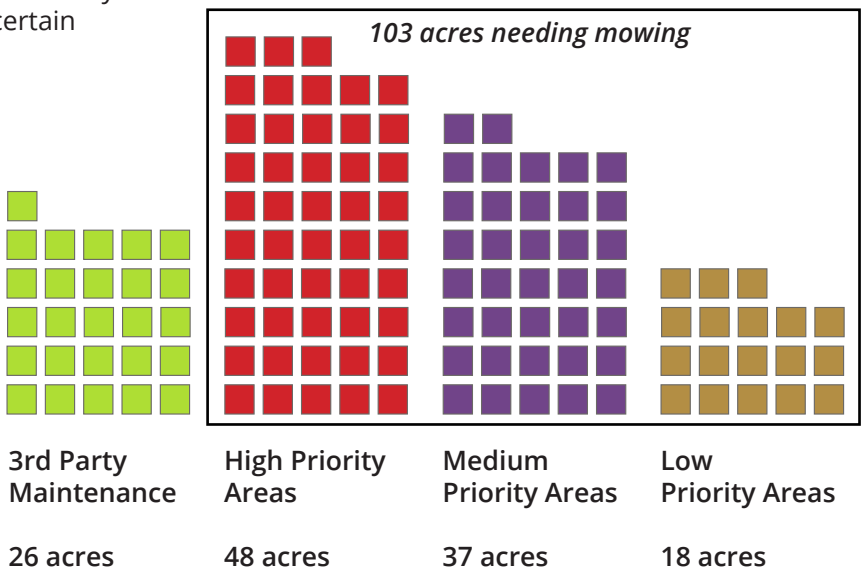
Not All Areas are Highly Visible
While there are approximately 120 acres of grass within the Route 3 right-of-way, not all these areas highly visible. This analysis breaks the corridor down into 'High Priority,' 'Medium Priority,' and 'Low Priority,' areas based on their visibility. Thus, funds to increase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

Costs shown should be considered approximate budgetary numbers. Actual costs can vary significantly based on economy of scale for the mowing contractor and access to certain parts of the right-of-way.

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	
Cost per mow/acre	varies		$105	$105	$105	
	$40,000 - $50,000		$75,000 - $85,000	$25,000 - $35,000	$7,000 - $9,000	

Segment 1: Existing Grass Maintenance

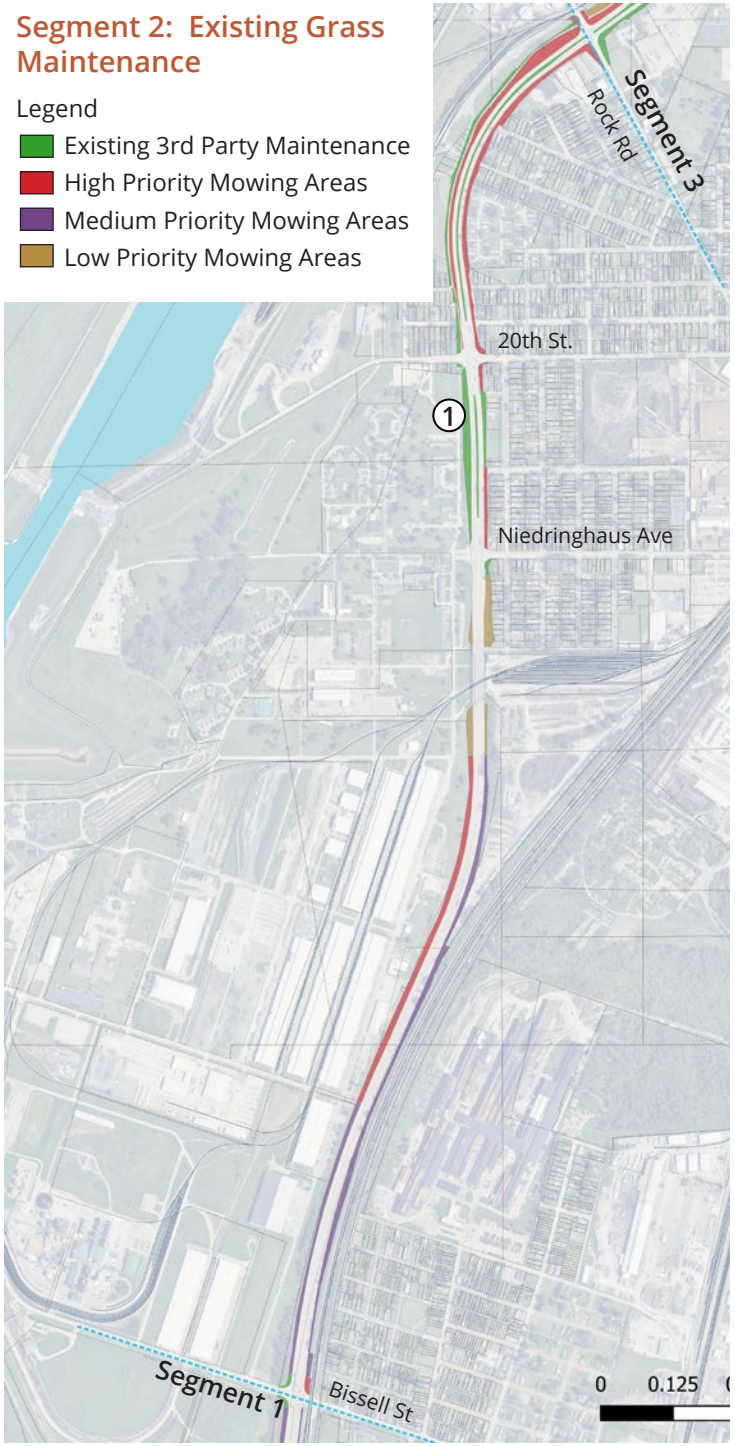
Segment 1: Existing Grass Maintenance

Segment 2: Existing Grass Maintenance

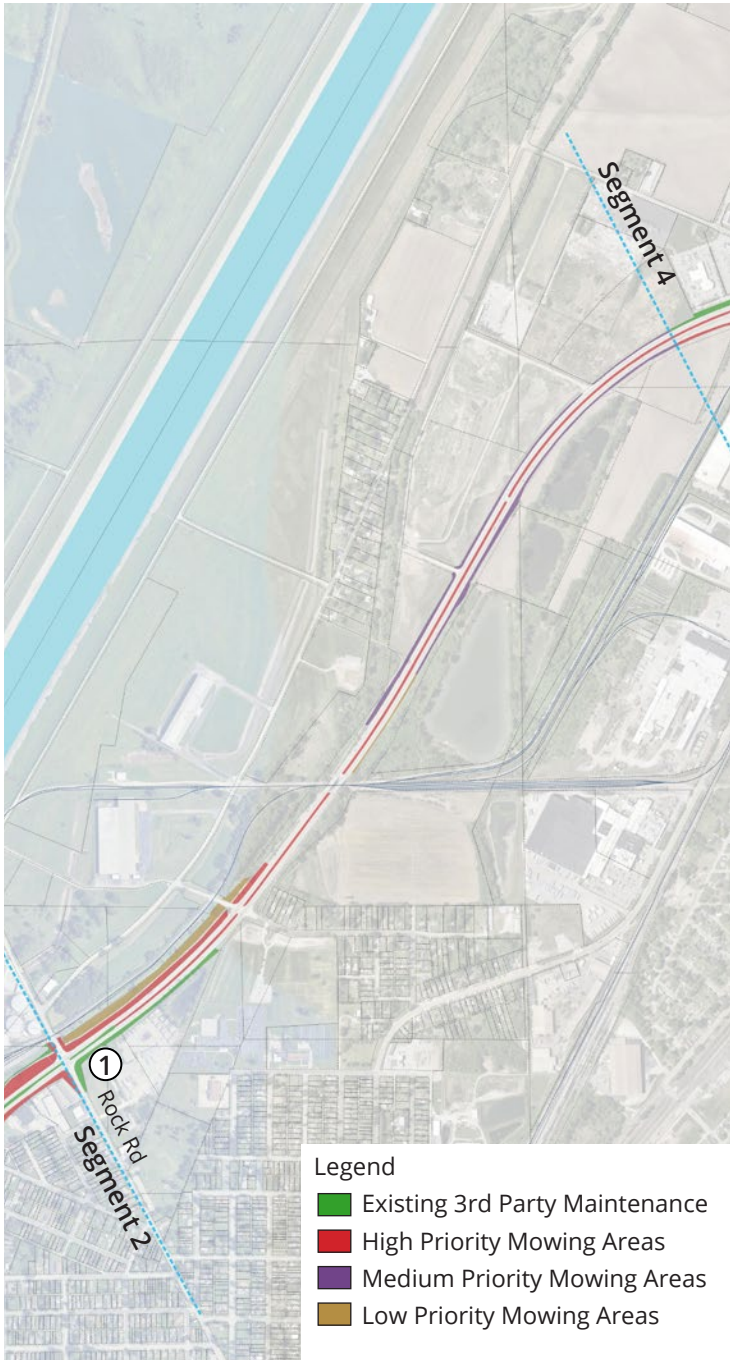
Segment 2: Existing Grass Maintenance

Legend

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

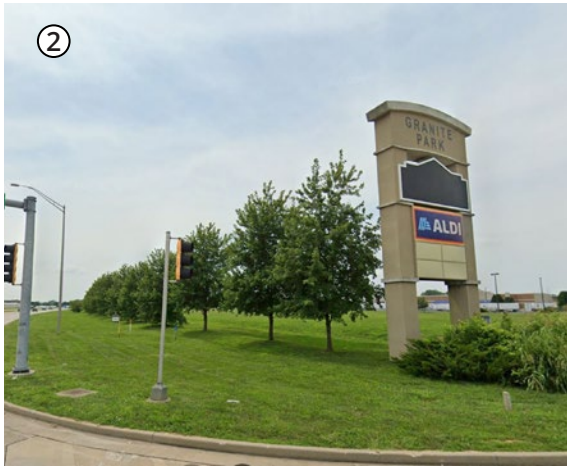


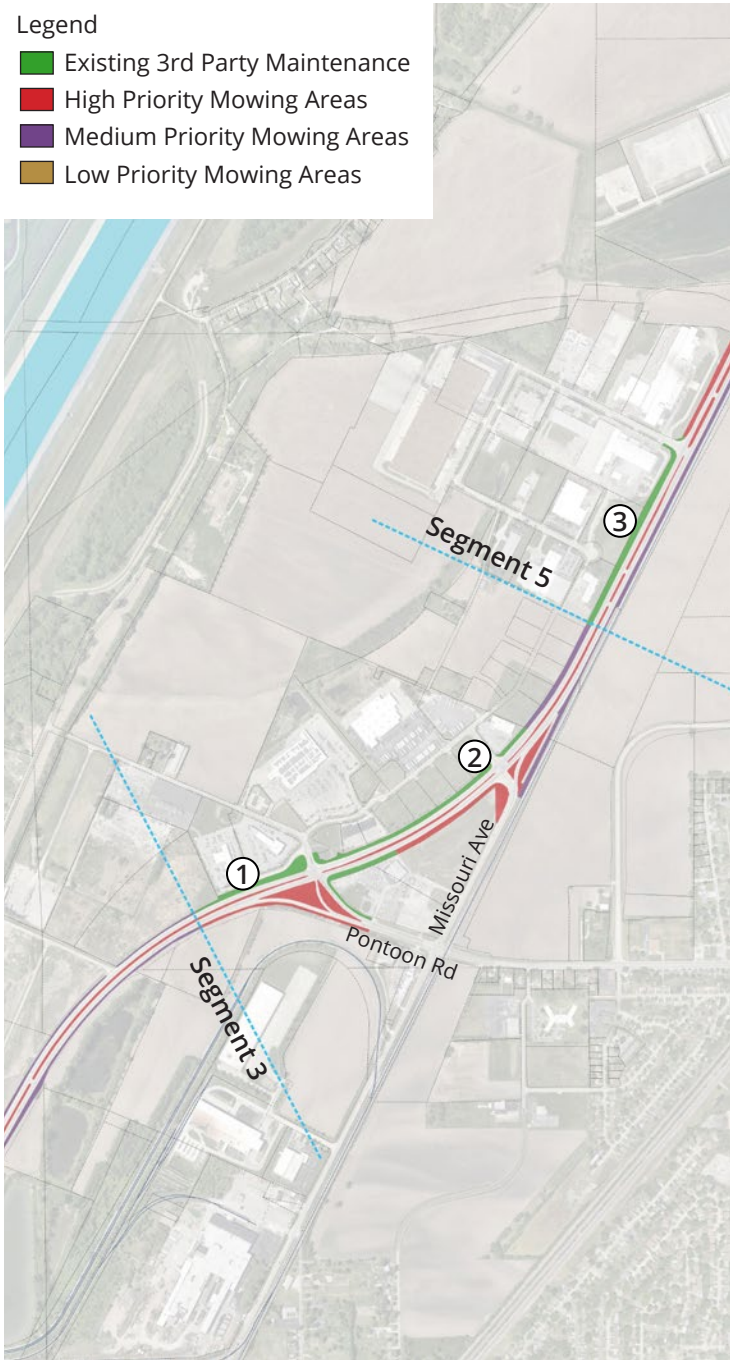
Segment 3: Existing Grass Maintenance



Segment 3: Existing Grass Maintenance

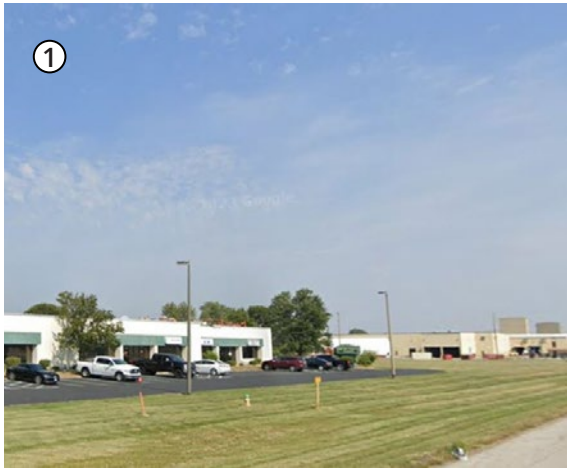
Segment 4: Existing Grass Maintenance

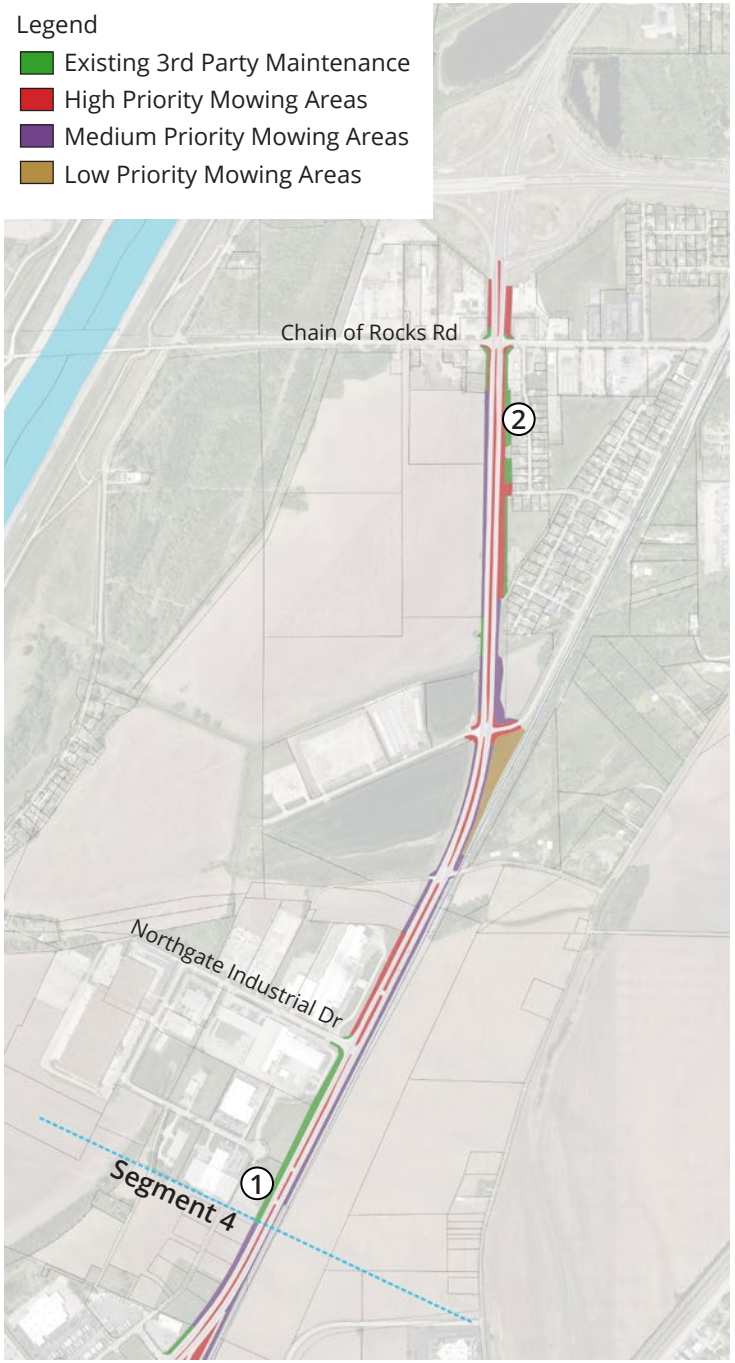




Segment 4: Existing Grass Maintenance

Segment 5: Existing Grass Maintenance





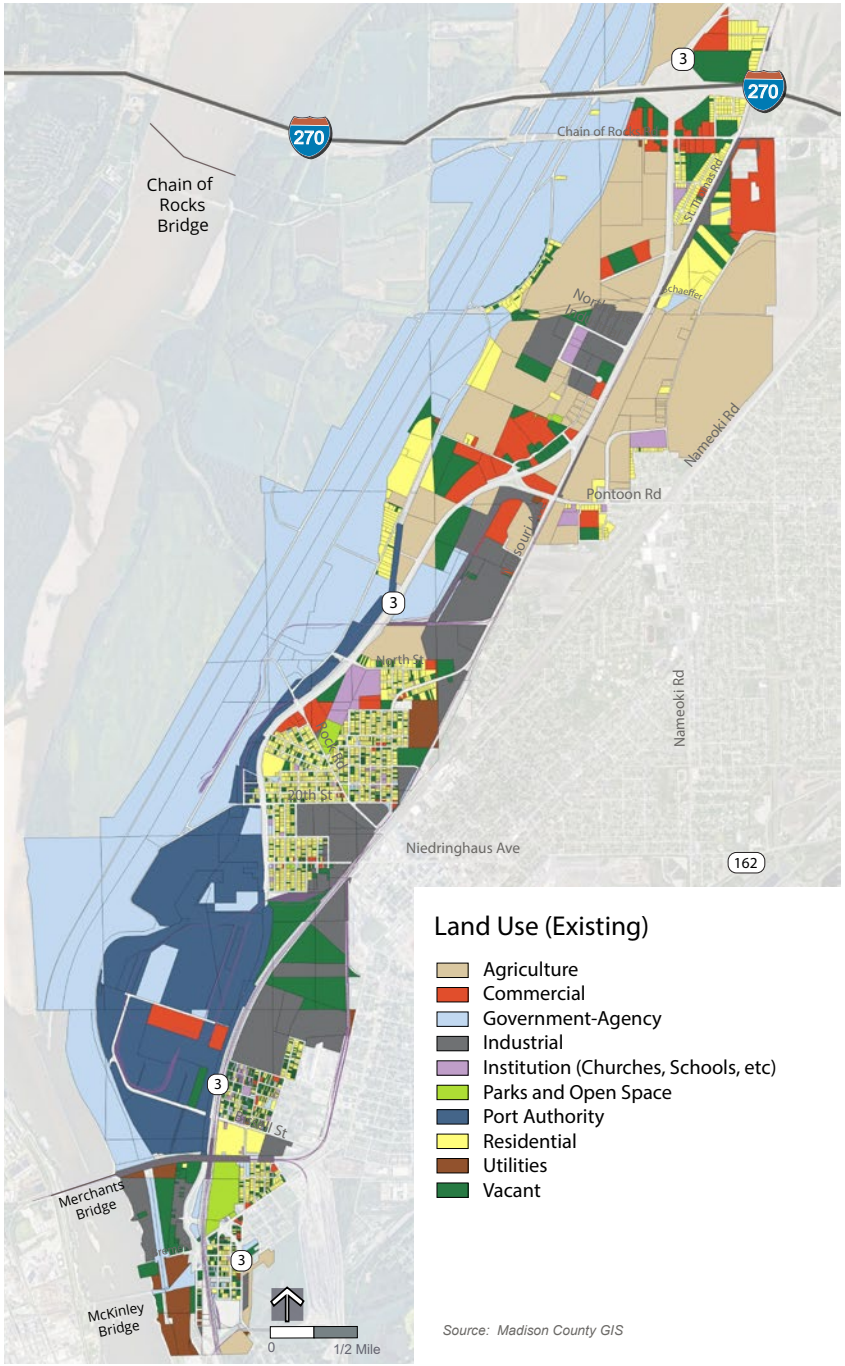
Segment 5: Existing Grass Maintenance

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.

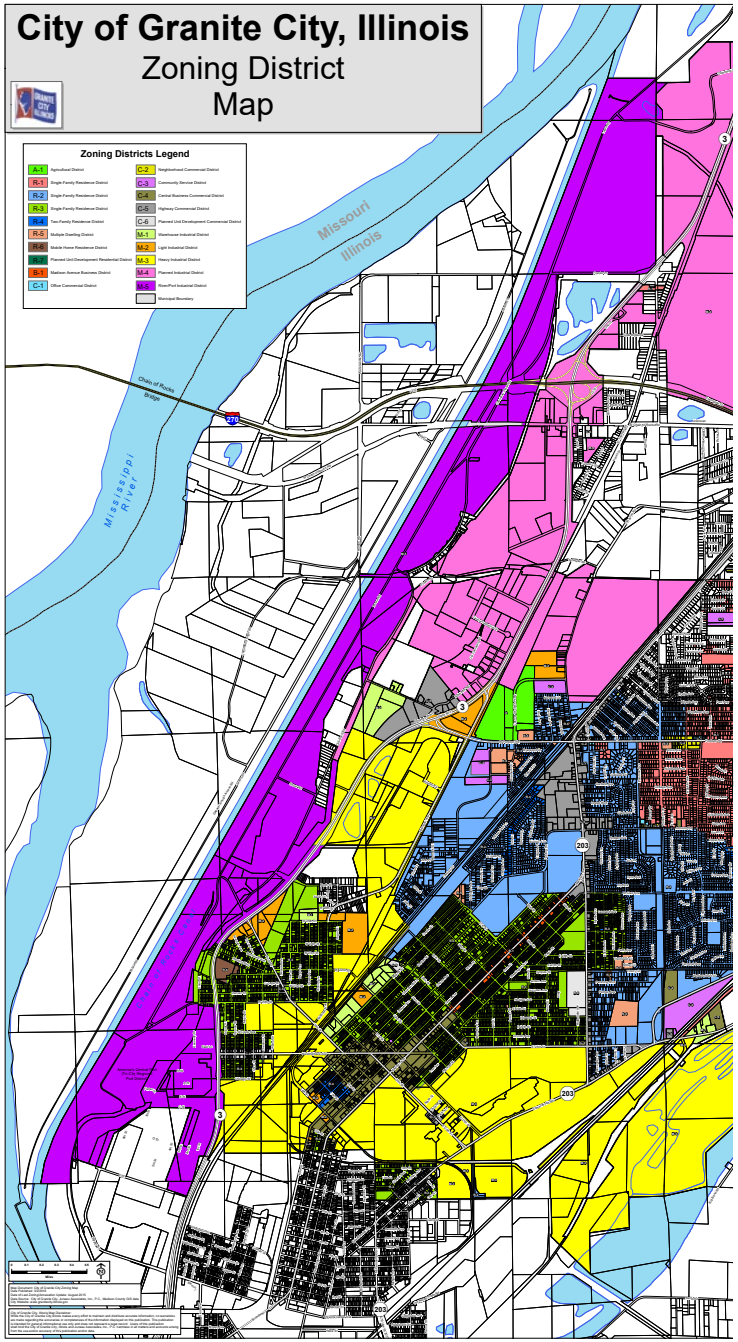


Map: Existing Land Use

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

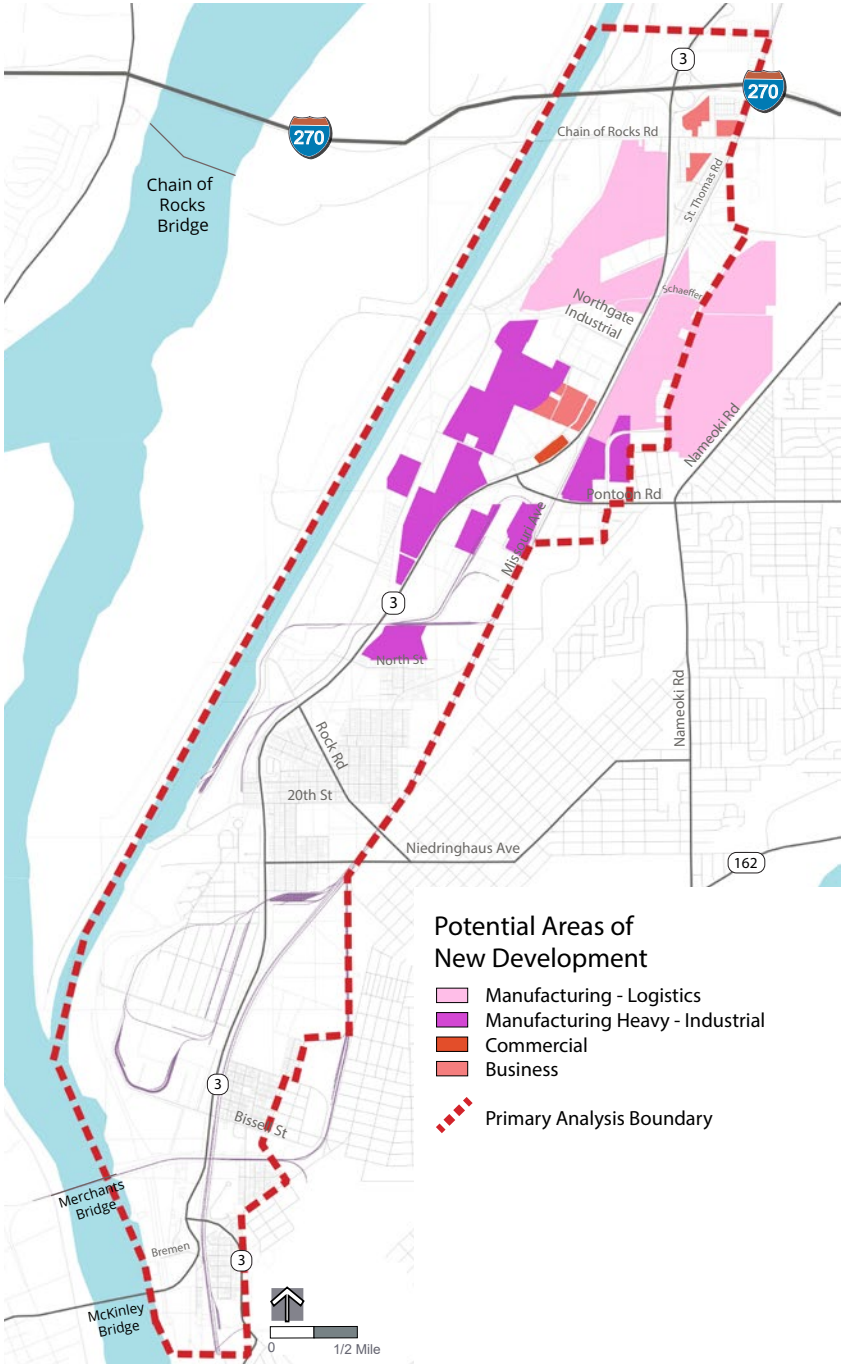
Future Development and Jobs (Full Build Out)

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

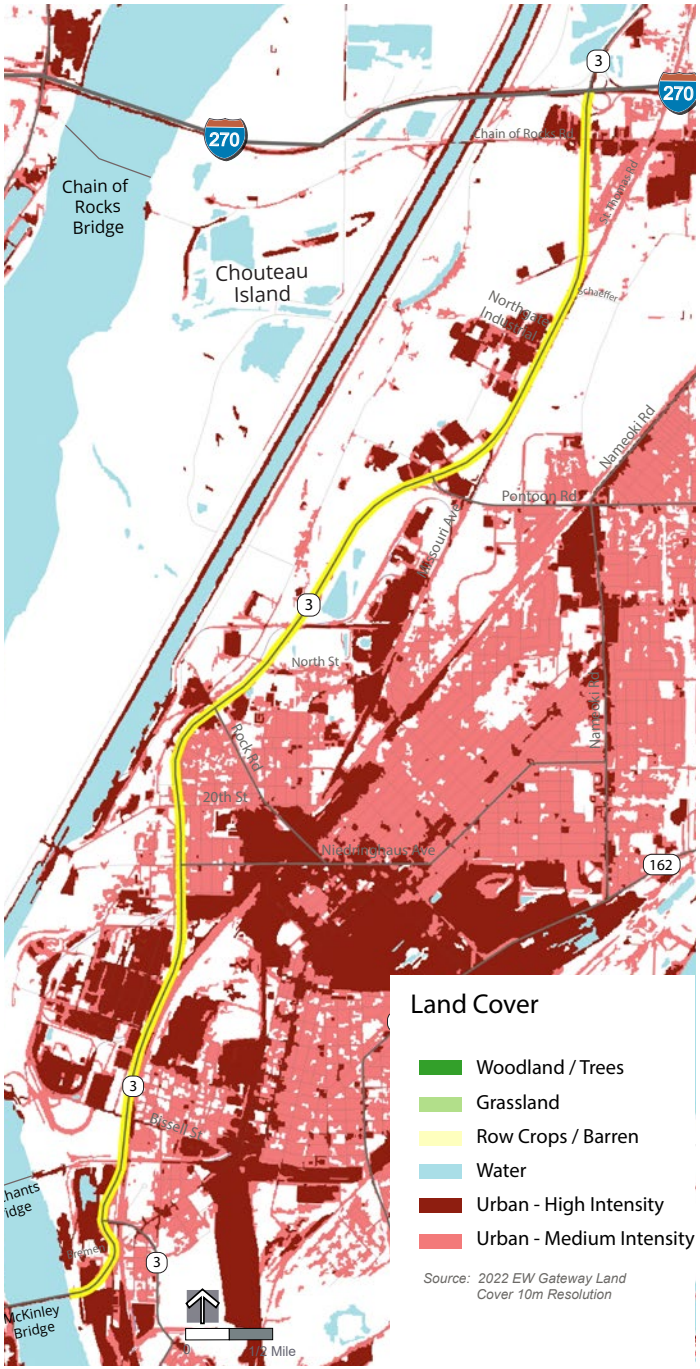
The land cover maps on this page illustrate how Route 3 serves as a transition area, from the industrial urban areas of Granite City to the natural ecological habitats of the Mississippi River and Chouteau Island.

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

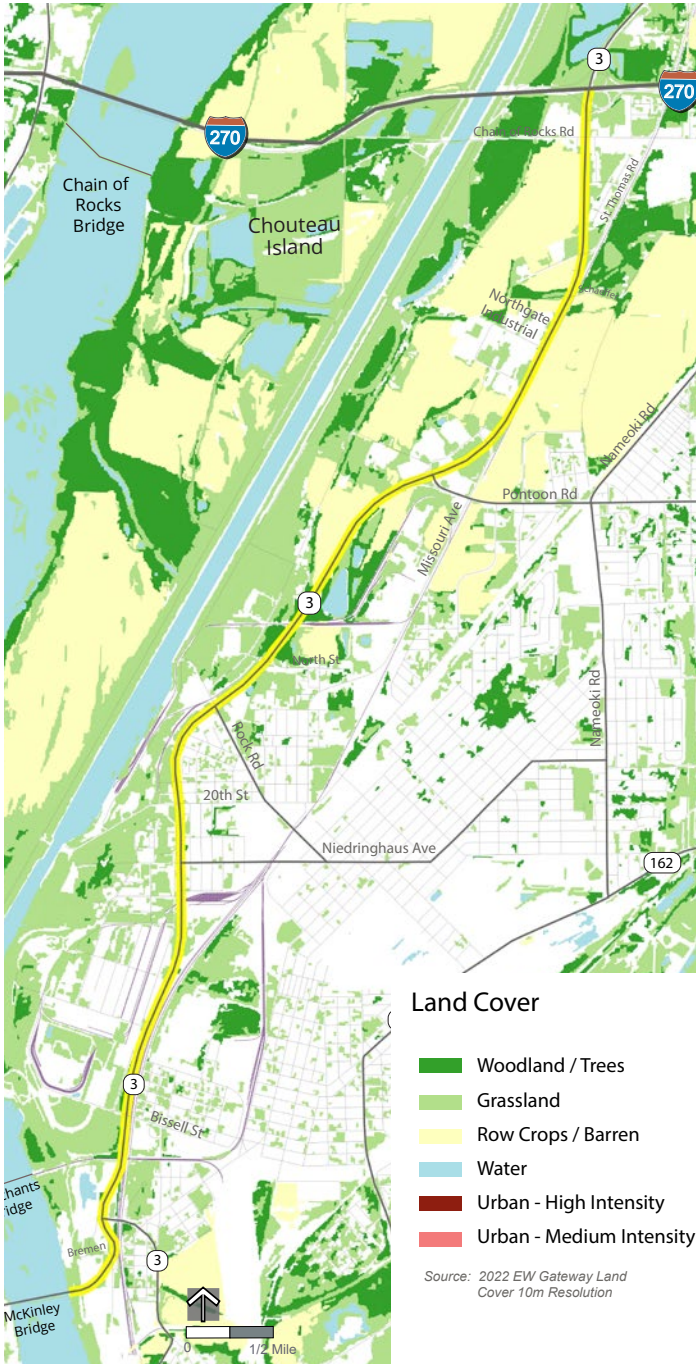
America's Central Port contains a significant amount of open space, owing to its legacy as a former army base with planned grounds and other features.

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)



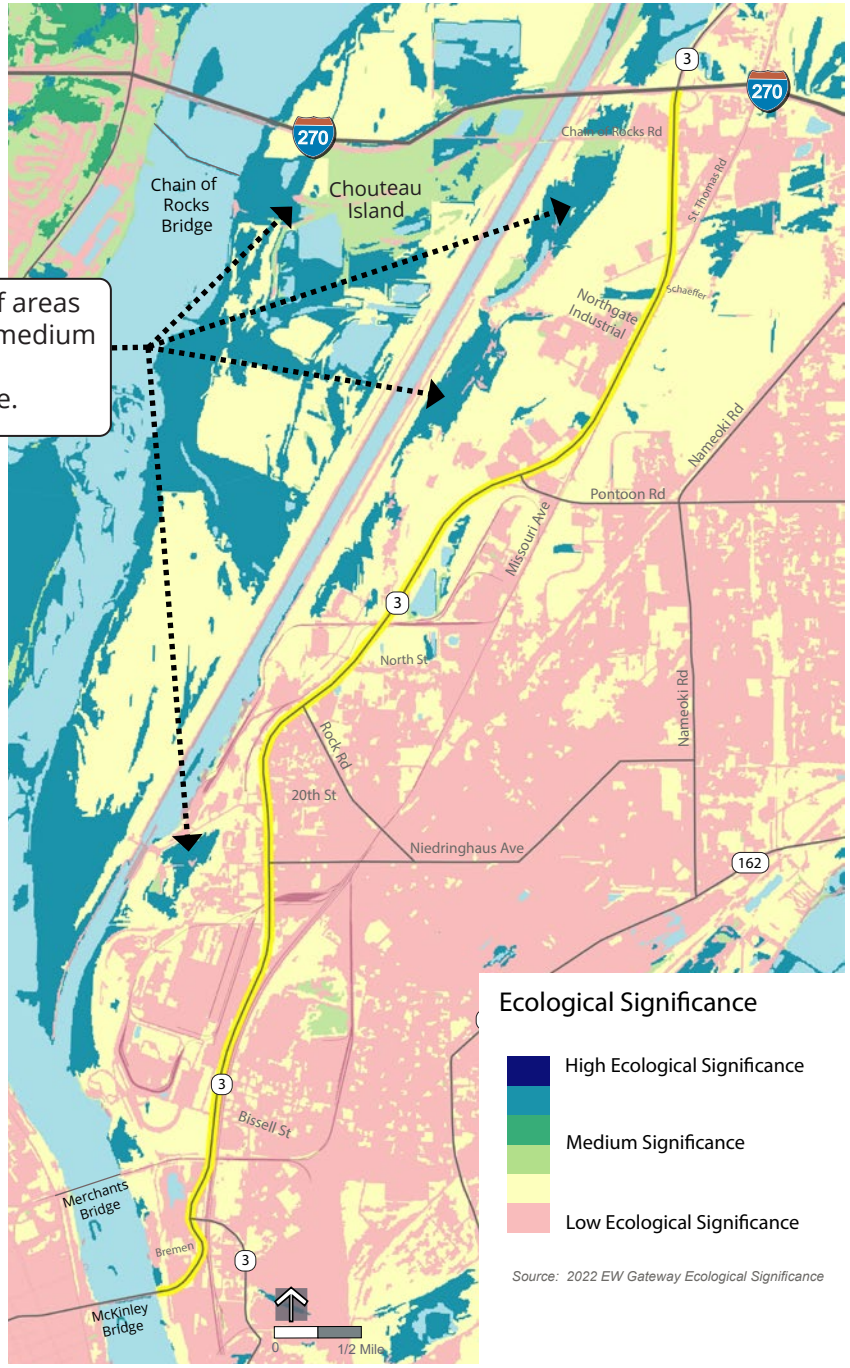
Map: Land Cover (Natural Areas)

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.

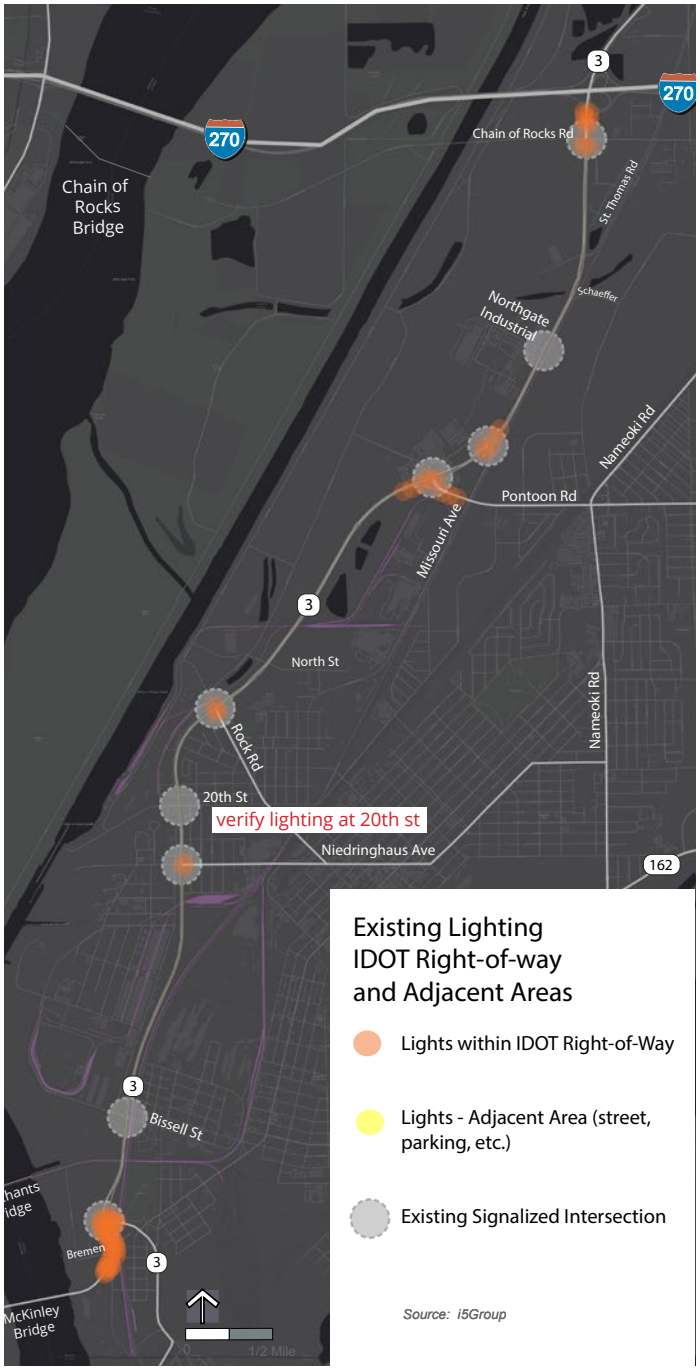
Below: Chouteau Island. The Mississippi River corridor is important for its ecological significance.



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.



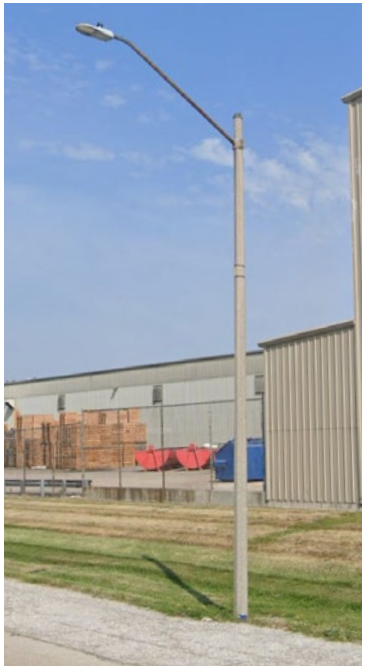
Map: Existing Lighting - IDOT Right-of-Way

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.



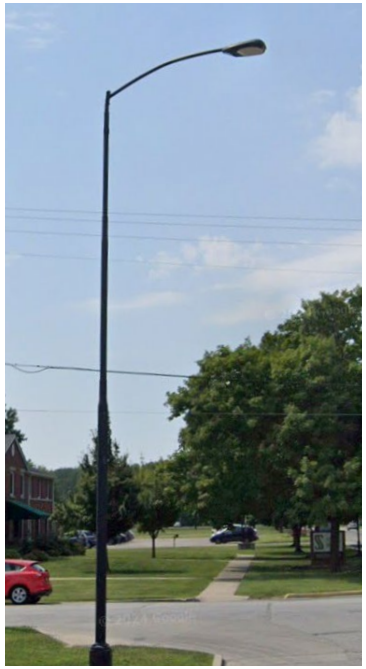
Existing lighting along Northgate Industrial Drive.

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.

www.aRT3Plan.com

last updated 4/8/2025