Tonight’s Meeting Agenda

• Overview of Reasonable Alternatives in Corridors 1 through 8
• Breakout Sessions
• Feedback
The Road and Bridge Laws are in 605 ILCS (Illinois Compiled Statutes). These laws cover everything related to design, construction, utilities, land acquisition, etc.

- Land Acquisition laws are in:
  605 ILCS 5/4-501 to 5/4-511
- Eminent Domain laws are in:
  735 ILCS 30/1-1-1 to 30/99-5-5
Disclaimers

The plans you are viewing tonight require more design or design changes. Some items that are still to be worked out and that will affect the right of way footprint may include:

• Bike/pedestrian accommodations (bike/ped lanes, bike/ped paths)
• Final drainage designs (storm sewers, culverts, etc)
• The final design layout of the IL Route 3/111 & US 67 connection (presented at CAG meeting #4)
• A possible interchange design at the Wenzel Road overpass
• Noise walls and intersection improvements
• Possible environmental impacts
Please provide input on the following:

- Impacts to traffic flow on major routes
- Displacements
- Connectivity to local road network
- Concepts as a whole (i.e. likes/dislikes)
Alternatives 1 and 2
Upgrades of Existing Facilities
(US 67 and North Humbert Rd)
Corridor Alternative 1
Upgrade of Existing US 67
US 67 - Typical Sections

ALTERNATIVE 1
LEFT TURN TYPICAL SECTION

ALTERNATIVE 1
TYPICAL SECTION

* MINIMUM MEDIAN WIDTH 18’ WOULD REQUIRE A DESIGN EXCEPTION.
Alternative 1

• Key Issues
  – Uses existing US 67
  – Increase mobility by increasing speed limit and limiting turning movements (raised median)
  – Indirect left turns ("jug-handles" / U-Turns)
  – Frontage roads and/or service drives to maintain access to businesses and residents
  – Spot improvements (signal timings, turning lanes) could be implemented in a relatively shorter timeframe
Alternative 1

• Concerns
  – Not as effective in addressing the project Purpose and Need
  – Connectivity to IL 255 remains as it is now
  – Improvements to mobility would require modifications to access or displacement of some existing businesses
  – 2 residential and 10 commercial displacements
  – Potential additional 1 residential and 5 commercial displacements
  – 1 relocated entrance
Proposed Change in Function – US 67

Now vs. Proposed:

Access vs. Mobility

<table>
<thead>
<tr>
<th>Classification</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial</td>
<td>• High Mobility</td>
</tr>
<tr>
<td></td>
<td>• Low Access</td>
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<tr>
<td>Collector</td>
<td>• Balance of Mobility and Access</td>
</tr>
<tr>
<td>Local</td>
<td>• Low Mobility</td>
</tr>
<tr>
<td></td>
<td>• High Access</td>
</tr>
</tbody>
</table>

Proportion of Service

- Arterials
- Collectors
- Locals

Proposed

Now

Land Access

Mobility
What is a “jug handle”?

Example: Lindbergh Blvd. – St. Louis County

Basically, it’s a ramp that handles U-turns
Corridor Alternative 2

Upgrade of North Humbert
North Humbert - Typical Sections

2' | 12' | 12' | 2' | 12' | 12' | 2'

THRU LANE  THRU LANE  THRU LANE  THRU LANE

EXISTING HUMBERT RD

2' | 12' | 12' | 12' | 12' | 12' | 2'

THRU LANE  THRU LANE  TWO WAY LEFT TURN LANE  THRU LANE  THRU LANE

PROPOSED HUMBERT RD

CURB & GUTTER  CURB & GUTTER
Alternative 2

• Key Issues
  – Uses existing N. Humbert Rd
  – Spot improvements (signal timings, turning lanes) could be implemented in a relatively shorter timeframe
  – RR overpass included on N. Alby (benefit for emergency services and travel times)
Alternative 2

• Concerns
  – Not as effective in addressing the project Purpose and Need
  – Connectivity to IL 255 remains as it is now
  – 6 residential and 1 commercial displacements
  – Potential additional 11 residential and 3 commercial displacements
  – Large retaining walls used at N. Alby and N. Humbert
  – Does not address east-west connectivity
  – Does not eliminate at-grade RR crossing just north of IL Route 3/111
Breakout Session #1
Alternatives 1 and 2
Alternatives 3, 4 and 5
N/S Connections incorporating the North Alby Corridor
Corridor Alternative 3

Upgrade of North Alby; Upgrade of North Humbert north of Alby; Upgrade of Tolle

Note: this has been revised from the previous version
Alternative 3

• Key Issues
  – Ties into Alton Square Mall and commercial areas
  – Improves a portion of N. Alby to 5 lanes
  – N. Alby alignment relocated to the east to avoid more displacements and two churches (Oakwood and Cornerstone)
  – RR overpasses included on N. Alby and Tolle Lane
  – N. Alby and N. Humbert Rd intersection is elevated
Alternative 3

• Concerns
  – 19 residential and 7 commercial displacements
  – Possible additional 8 residential and 7 commercial displacements
  – Large retaining walls used at N. Alby and N. Humbert and along Tolle Lane to reduce displacements
  – N. Alby to N. Alby connection is not direct
Corridor Alternative 4

Upgrade of North Alby with Extension to N. Humbert/Tolle

(Note: this has been revised from the previous version)
Alternative 4

• Key Issues
  – Ties into Alton Square Mall Drive
  – Improves a portion of N. Alby to 5 lanes
  – N. Alby alignment relocated to east to avoid more displacements and two churches (Oakwood and Cornerstone)
  – Intersection of N. Alby and N. Humbert relocated to Tolle Lane
  – RR overpasses included on N. Alby and Tolle Lane
Alternative 4

• Concerns
  – 20 residential and 6 commercial displacements
  – Possible additional 5 residential and 4 commercial displacements
  – Retaining wall used along Tolle Lane for overpass
Corridor
Alternative 5

Upgrade of North Alby with Extension to Wenzel Overpass and Upgrade/Extension of Tolle

Note: this has been revised from the previous version
Alternative 5

• Key Issues
  – Ties into Alton Square Mall Drive
  – Improves N. Alby to 5 lanes
  – N. Alby alignment relocated to east to avoid more displacements and two churches (Oakwood and Cornerstone)
  – Intersection of N. Alby and N. Humbert relocated to Tolle Lane
  – RR overpasses included on N. Alby and Tolle Lane
  – Connects to Wenzel Road
Alternative 5

• Concerns
  – 23 residential and 6 commercial displacements
  – Possible additional 9 residential and 4 commercial displacements
  – Retaining wall used along Tolle Lane for overpass to minimize displacements
  – Potential displacements pending Wenzel Road connection
Breakout Session #2
Alternatives 3, 4 and 5
Alternatives 6, 7 and 8
N/S Connections East of the Mall
Corridor Alternative 6

New Alignment from Alton Sq. Mall Dr. to Wenzel Overpass
Alternative 6

• Key Issues
  – Compatible with any of the alternatives in Corridor 12
  – Requires a connection at Wenzel and IL 255 in order to attract traffic volumes

• Concerns
  – 7 residential and 6 commercial displacements
  – Potential additional 1 residential and 4 commercial displacements
  – Potential environmental impacts (forested area)
  – Terrain and railroad on high fill forces a large structure for a grade separated crossing
Corridor Alternative 7

New Alignment from Alton Sq. Mall Dr. to Wenzel Overpass and Upgrade/Extension of Tolle
Alternative 7

• Key Issues
  – Compatible with any of the alternatives in Corridor 12
  – Requires a connection at Wenzel and IL 255 in order to attract traffic volumes
  – Utilizes Tolle Lane and removes existing at-grade RR crossing
Alternative 7

• Concerns
  – 7 residential and 6 commercial displacements
  – Potential additional 5 residential and 5 commercial displacements
  – Potential environmental impacts (forested area)
  – Terrain and railroad on high fill forces a large structure for a grade separated crossing
  – Retaining wall used along Tolle Lane for overpass
Corridor Alternative 8

New Alignment from Alton Sq. Mall Dr. to Seminary
Alternative 8

• Key Issues
  – Compatible with any of the alternatives in Corridor 12
  – Utilizes existing Seminary Road interchange

• Concerns
  – 1 residential and 6 commercial displacements
  – Potential additional 4 commercial displacements
  – Potential environmental impacts (forested area)
  – Terrain and railroad on high fill forces a large structure for a grade separated crossing
Breakout Session #3
Alternatives 6, 7 and 8
General Discussion / Action Items / Next CAG Meeting
Thanks for your participation in the Alton-Godfrey Transportation Study