



Illinois Department of Transportation

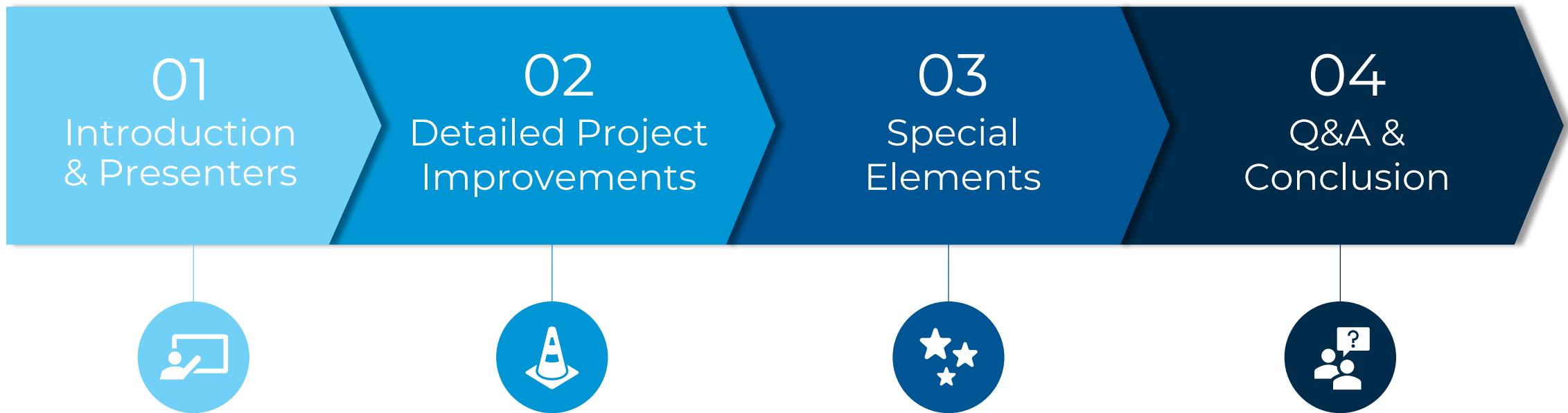
Virtual Public Meeting

October 27, 2020 | 6:00 - 7:30 p.m.



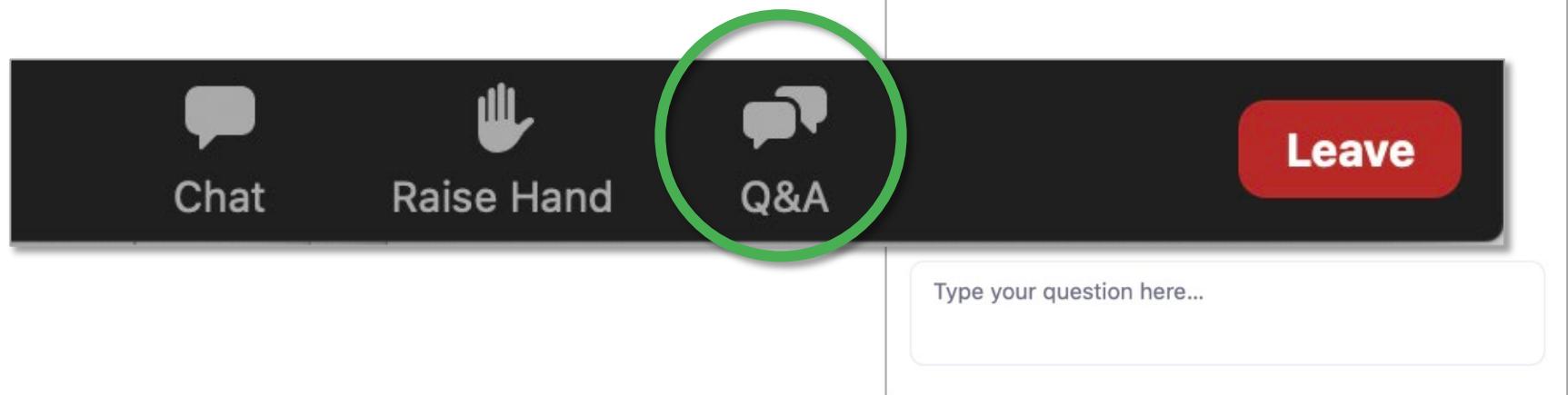
ILLINOIS I-270
Preliminary Engineering Study

Agenda

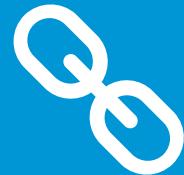


Your Feedback

For answers from our panel and to share your feedback, type your questions and comments in the Zoom Q&A box.



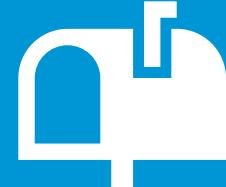
Submit Comments & See Additional Materials



ProjectMeeting
Online.com/
I-270-PublicMeeting



Tiffany Brase
IDOT Studies & Plans Engineer
tiffany.brase@illinois.gov



Attn: Tiffany Brase
Illinois Department of
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1102 Eastport Plaza Drive
Collinsville, IL 62234

See Additional Materials



[IDOT.Illinois.gov/Projects/
I-270-Preliminary-
Engineering-Study-](http://IDOT.Illinois.gov/Projects/I-270-Preliminary-Engineering-Study-)

The **project website** will be maintained and updated through the life of the project.

Presentation Team



Kirk Brown, PE
Program
Development Engineer



Tiffany Brase, PE
Studies &
Plans Engineer



Jim Michael, PE
Project Manager



Heather Lacey, PMP
Environmental Services
Group Manager



**Matt Overbey, PE,
PLS**
Project Engineer



Laurna Godwin
Owner/President

**IDOT,
District 8**

**IDOT,
District 8**

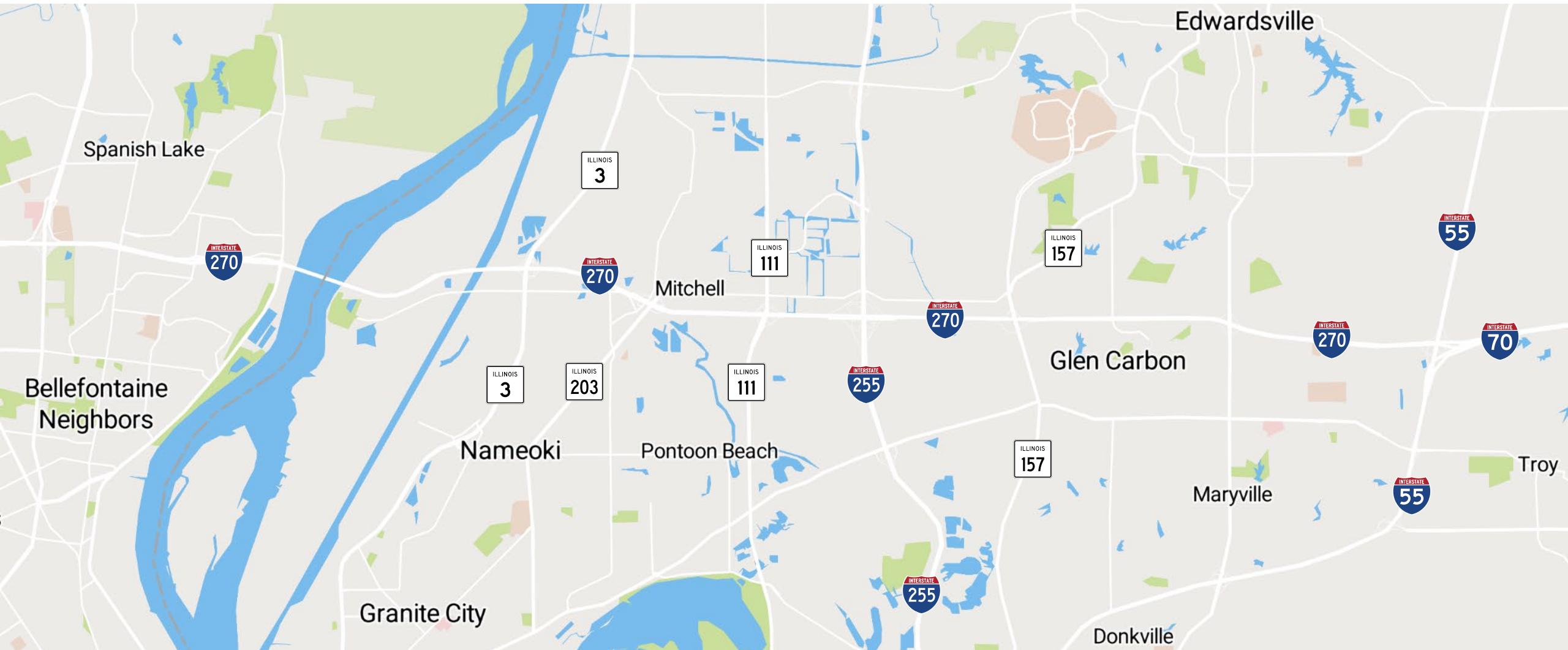
**Crawford,
Murphy & Tilly**

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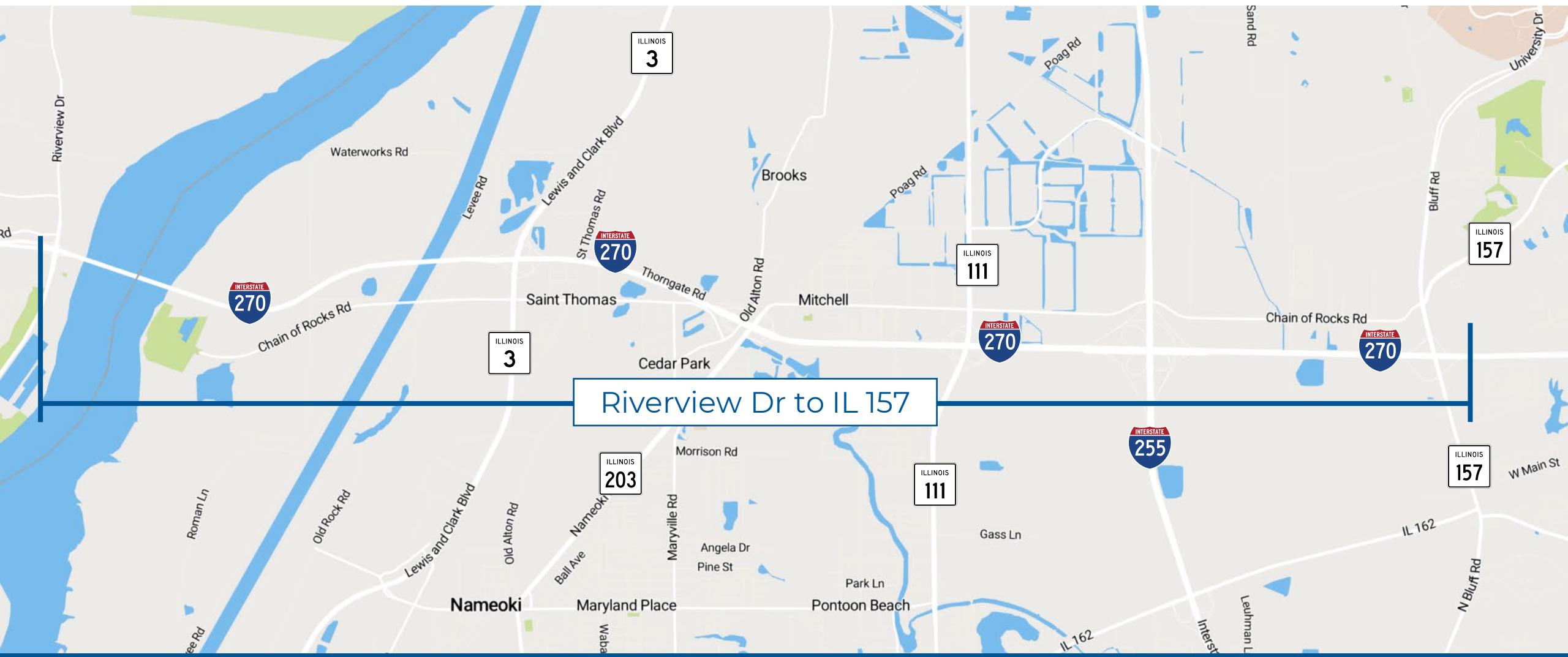
**Crawford,
Murphy & Tilly**

**Vector
Communications**

Project Region



Project Study Limits



Project Schedule

Phase 1

- Preliminary Engineering & Environmental Studies
- Status: currently underway
- Completion: Fall 2020

Phase 2

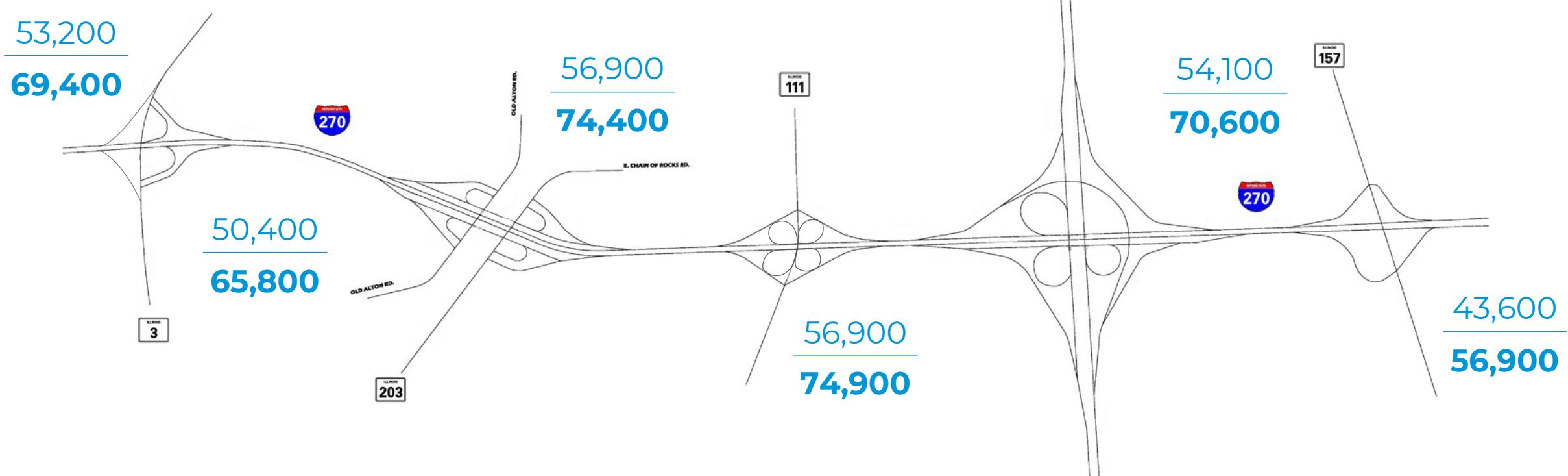
- Final Design & Contract Plan Preparation
- Land Acquisition
- Status: not started
- Begins: Winter 2020-2021

Phase 3

- Construction
- Status: not started

I-270 Traffic Volumes

Existing – 2017
Projected – 2044

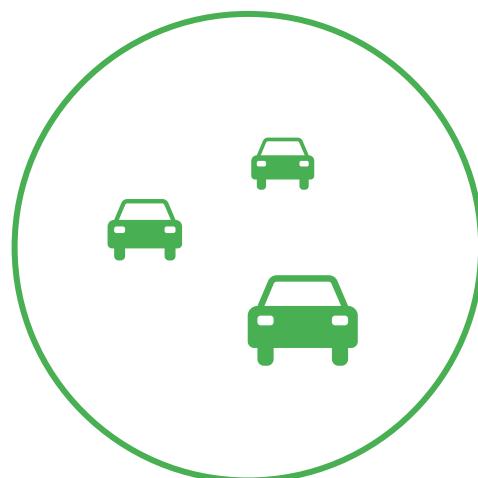


31% Average Daily Traffic Increase

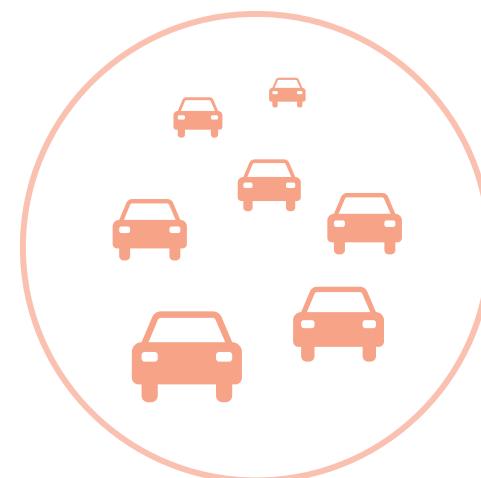
From 2017 to 2044

Defining Level of Service

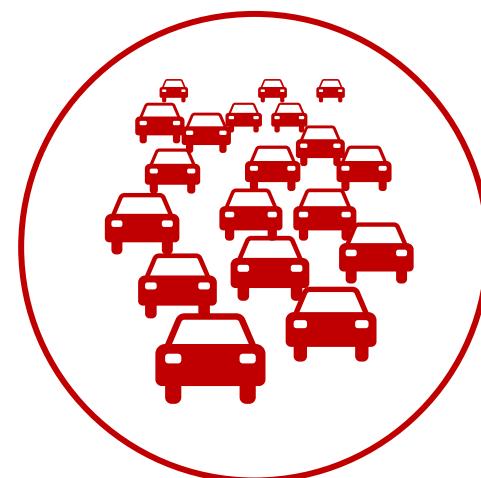
Traffic measured by Level of Service (LOS) is scaled by grade from A to F:



LOS Grades A-B



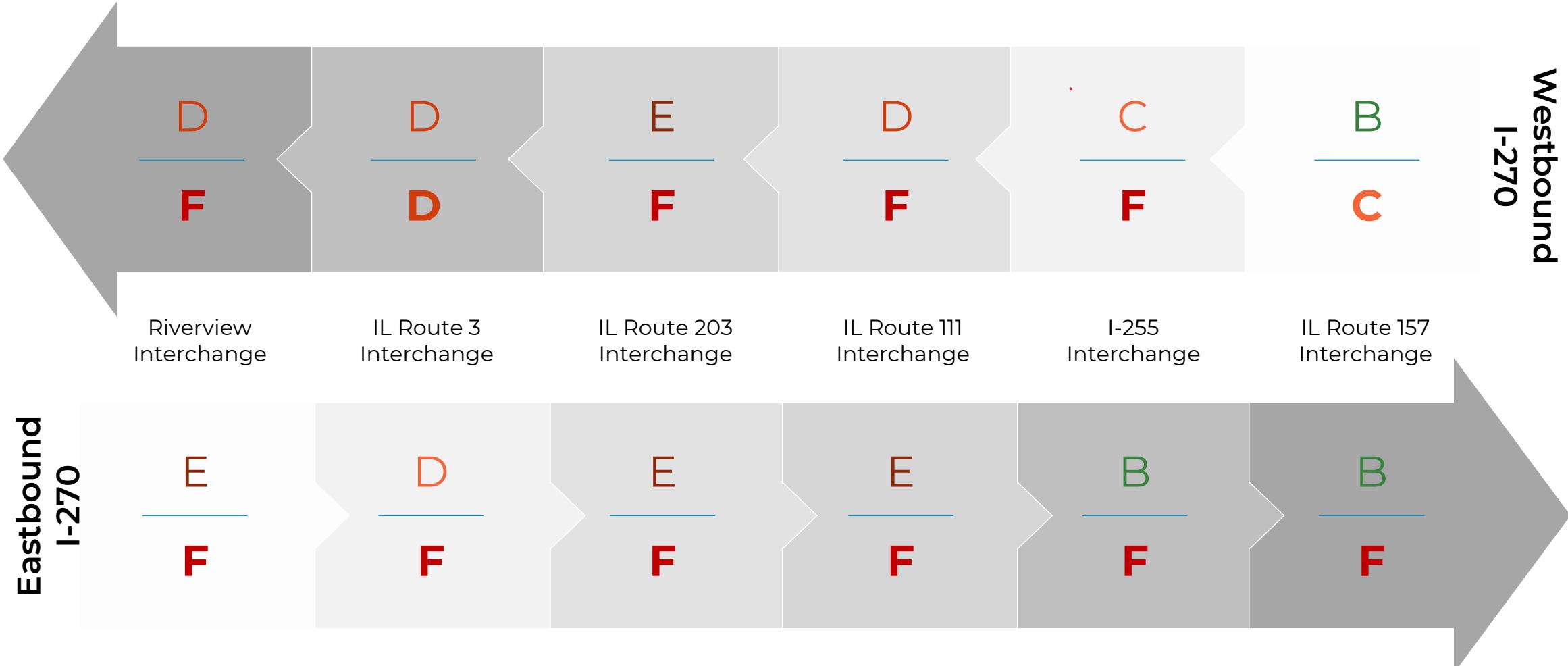
LOS Grade C



LOS Grades D-F

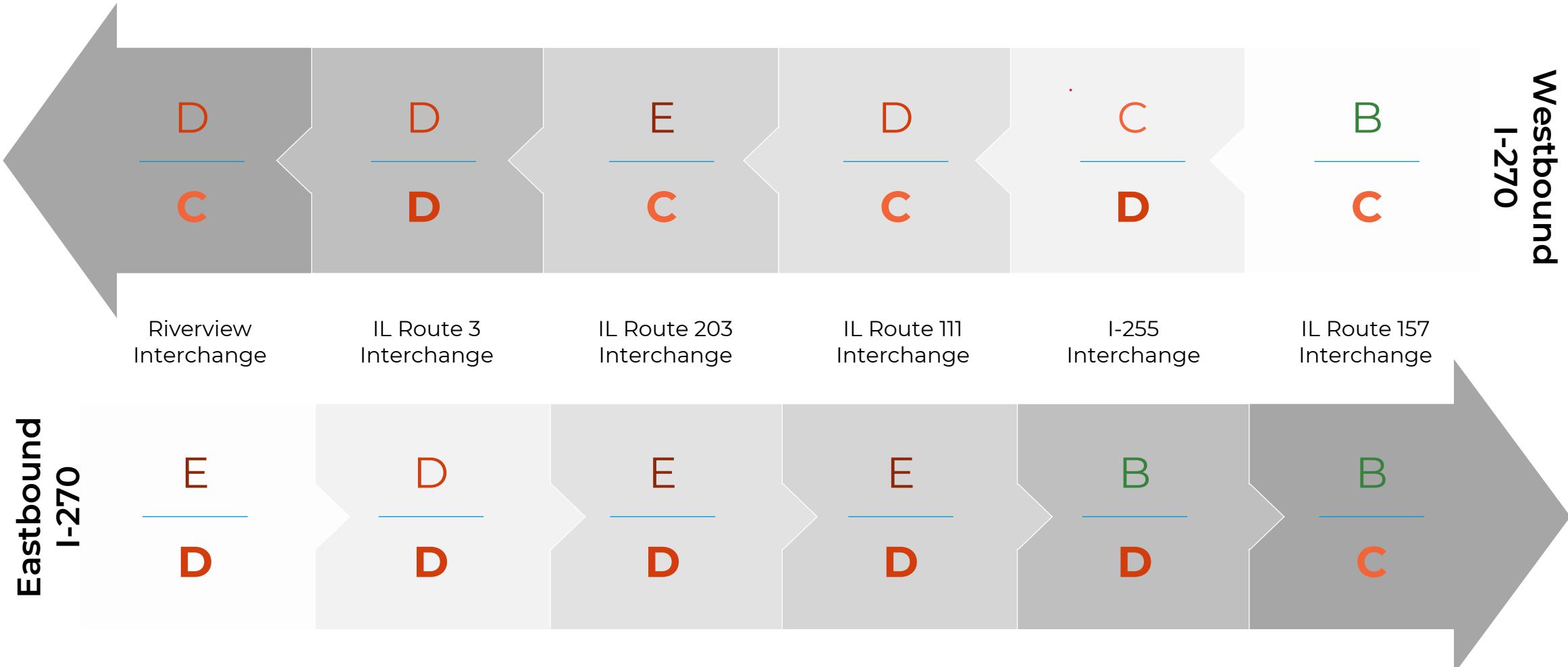
Without Improvements,
Dropping LOS Grades

$\frac{2017}{2044}$ am



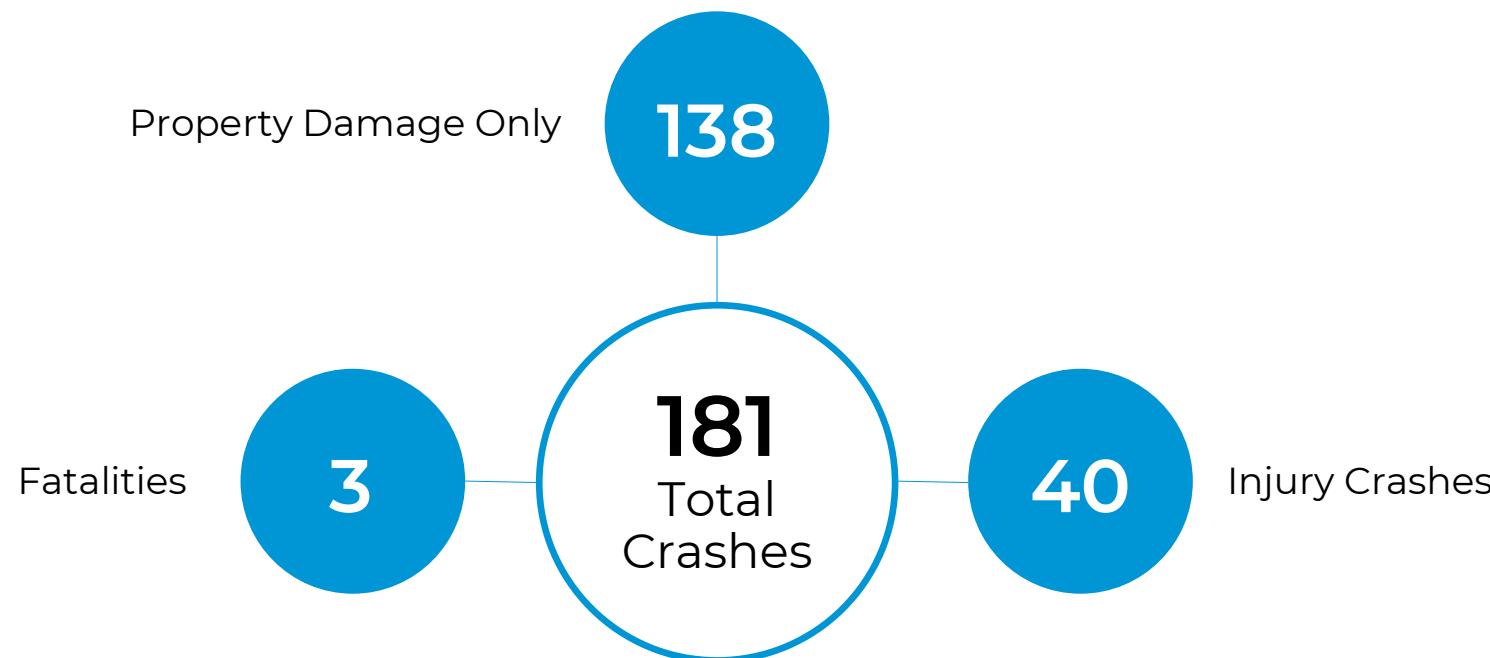
With Improvements,
Better LOS Grades

$\frac{2017}{2044}$ am



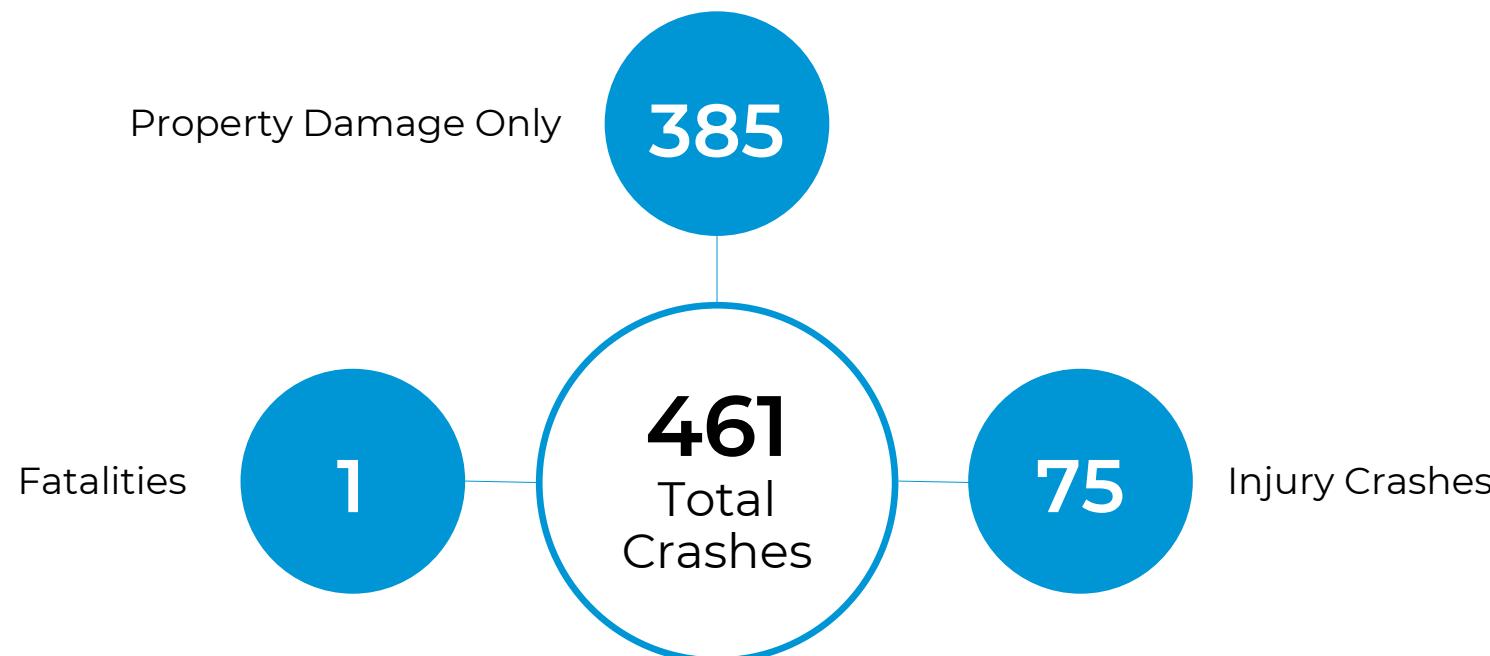
Project Crash History

I-270 crash data from Riverview Drive to Waterworks Road, 2010-2014



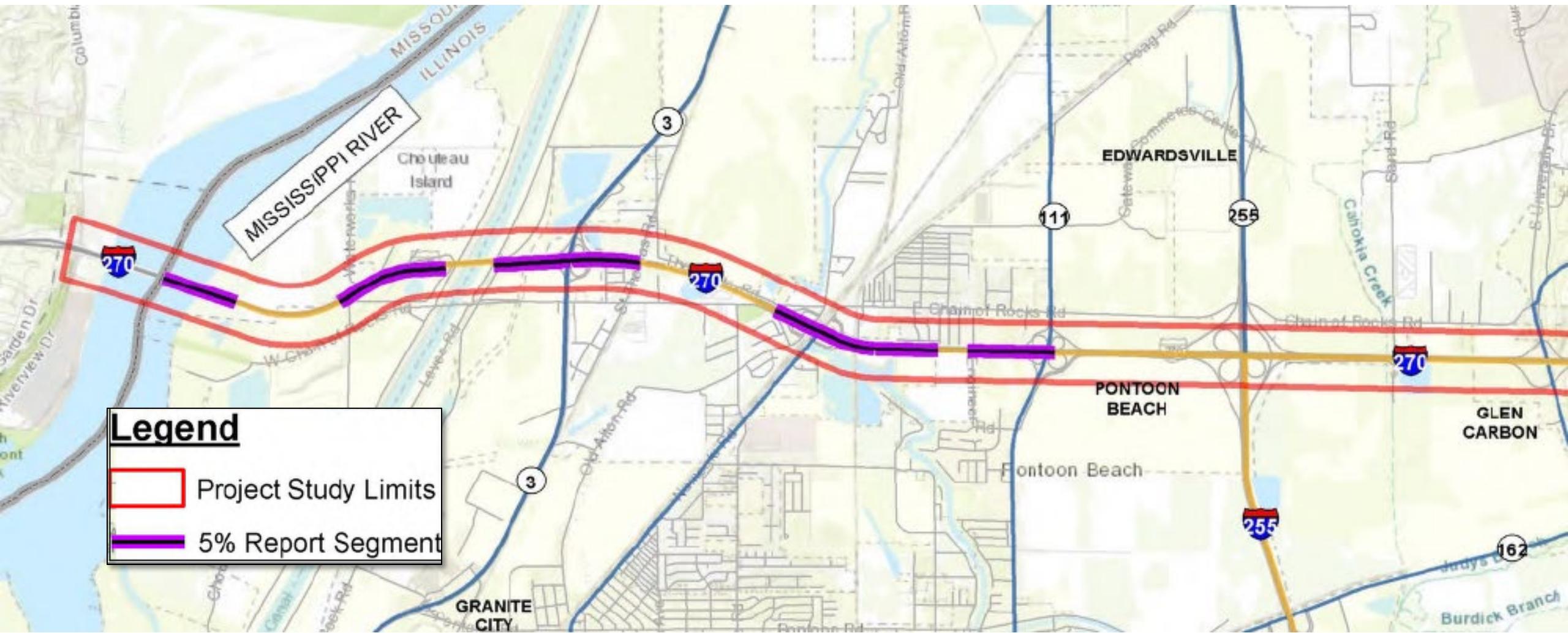
Project Crash History

I-270 crash data from Waterworks Road to IL 157, 2012-2016



IDOT 5% Report Segment

Top 5% of roadway segments with highest potential for safety improvements



Purpose

The purpose of the proposed project is to improve safety, reduce congestion and improve system operational efficiency within the I-270 corridor. The project also has a secondary purpose to support economic development.

Need

The need for proposed improvements to the I-270 corridor is based on existing geometric, safety and capacity deficiencies. A secondary project need to address connectivity for the existing and future economic development has also been identified.

The proposed solution involves implementing **wider shoulders, additional travel lanes on I-270, improved exit and entrance ramps , signalization of intersections and improved lighting**, all of which will improve operational performance along the route.

Environmental Process

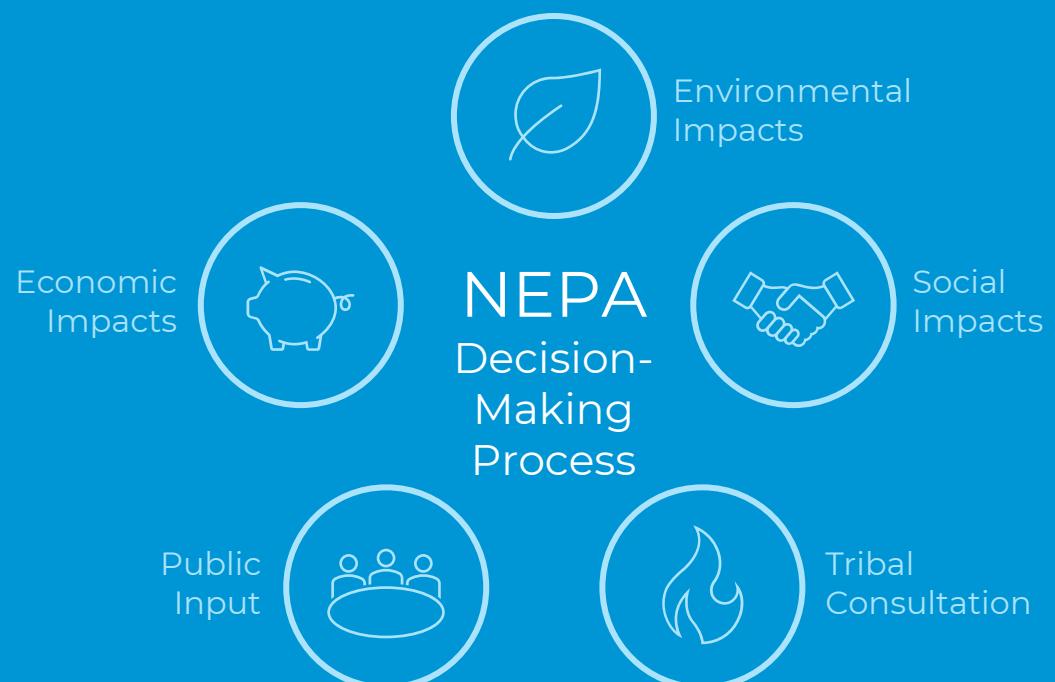
Environmental Review and Evaluation included:

	Natural Habitats		Floodplains		Environmental Justice
	Threatened and Endangered Species		Water Quality		Special Waste
	Historic Resources		Air Quality		Recreational Sites
	Wetlands		Noise		Wildlife Refuges
	Wild and Scenic Rivers		Community Impacts		Farmland
			Social and Economic		

NEPA Process

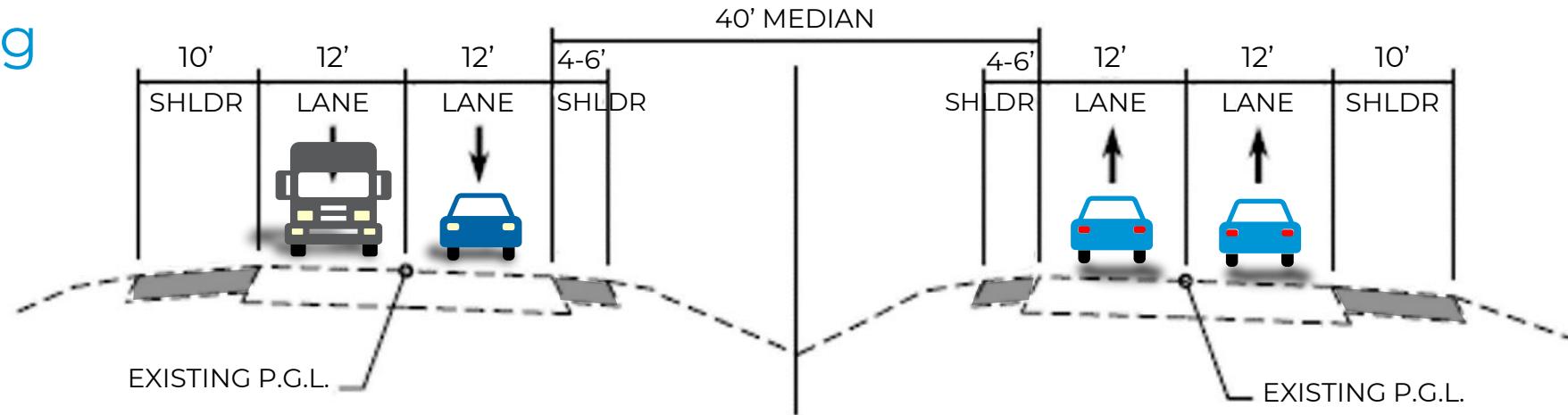
- Project impacts include:
 - Noise
 - Wetlands
 - Farmland
 - Historic resources
 - Section 4(f) historic resources
- Mitigation measures are expected to be necessary for each of these resources

Project is being cleared by IDOT and FHWA through a federally approved categorical exclusion

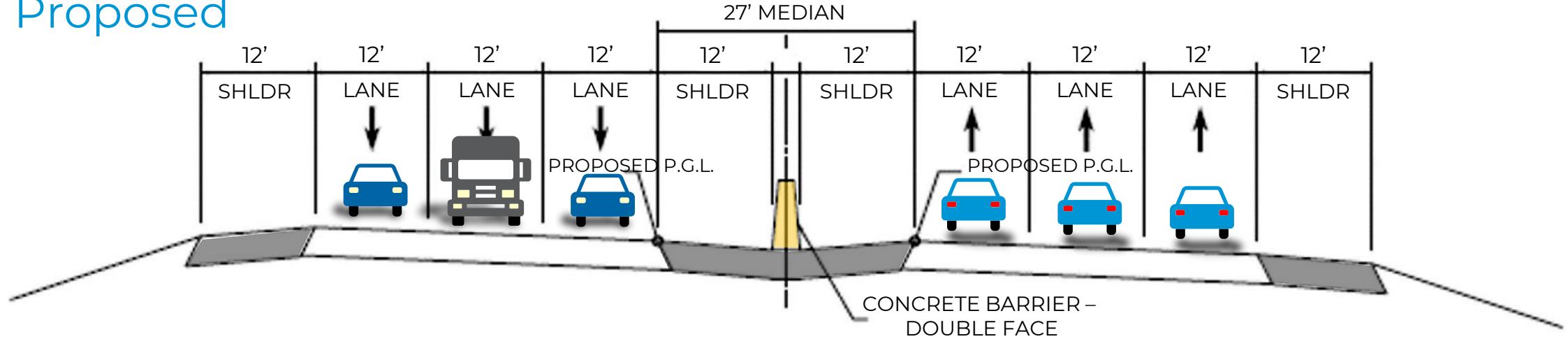


Proposed Improvement – Cross Section

Existing



Proposed



Proposed Improvement – Rendered

Existing



Proposed



Project Area



Recommended Improvements:

- Minimum 3 lanes of traffic
- 12-foot shoulders
- All support the project purpose and need

Riverview Drive to Chain of Rocks Canal

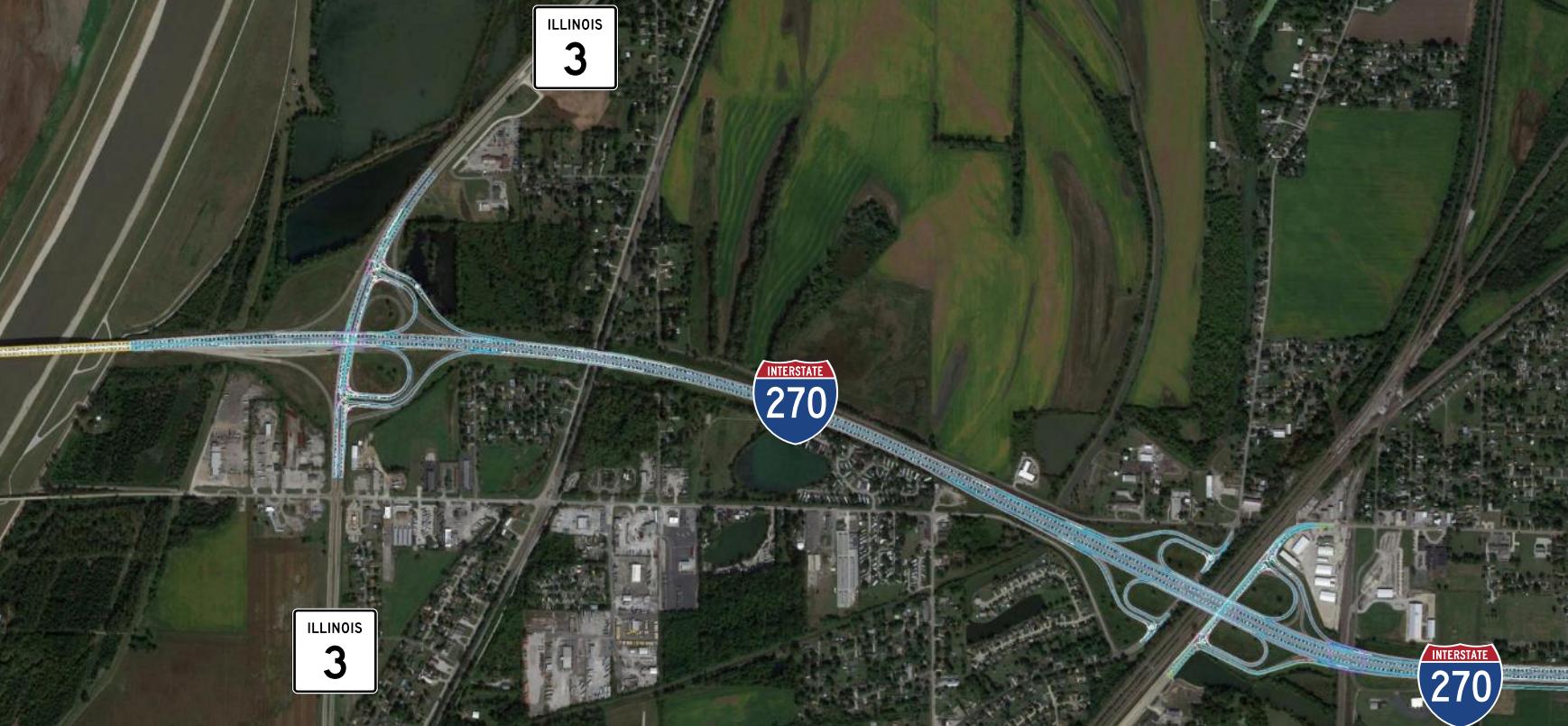


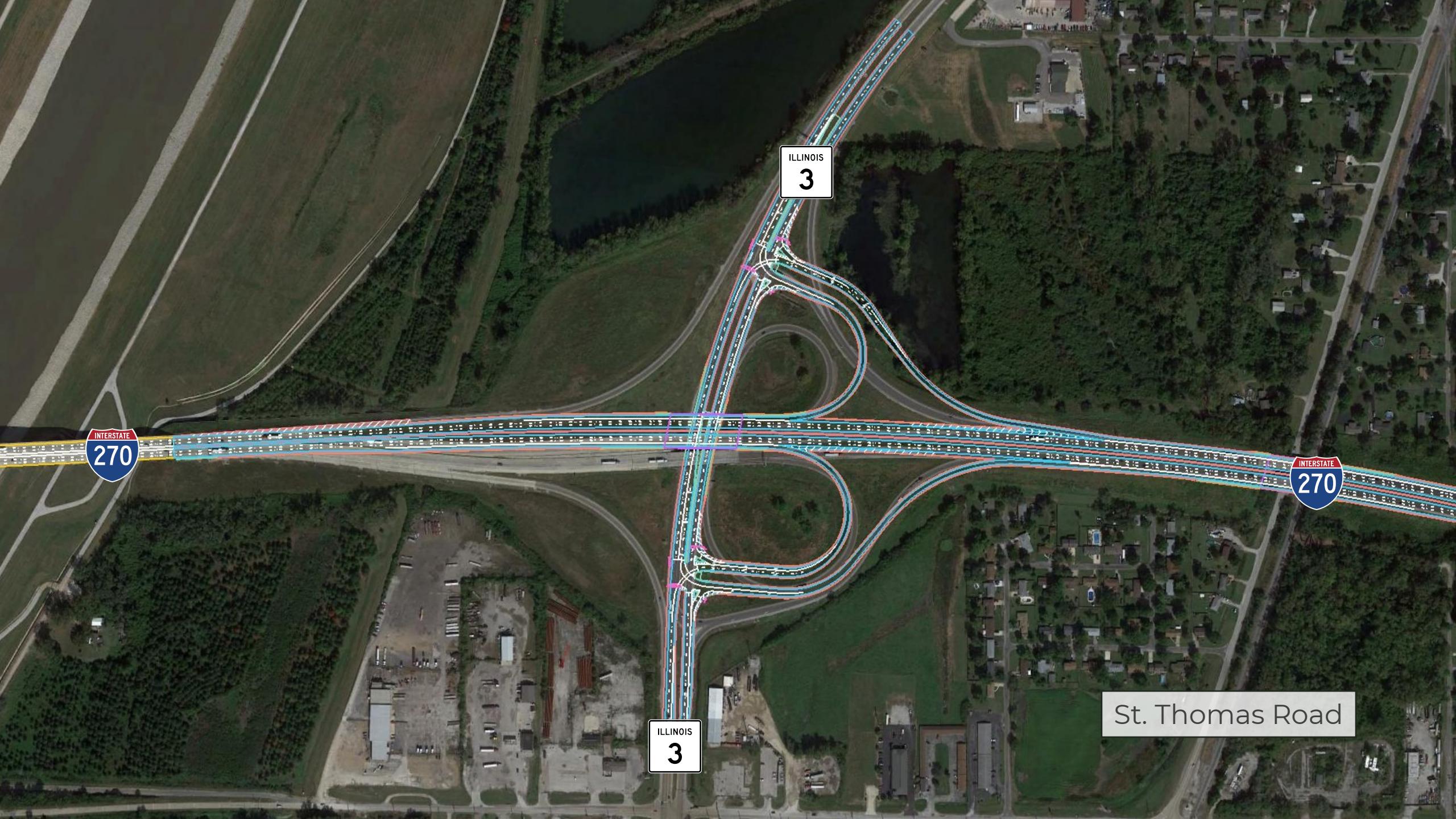
I-270/IL 3 Interchange

Key Takeaways:

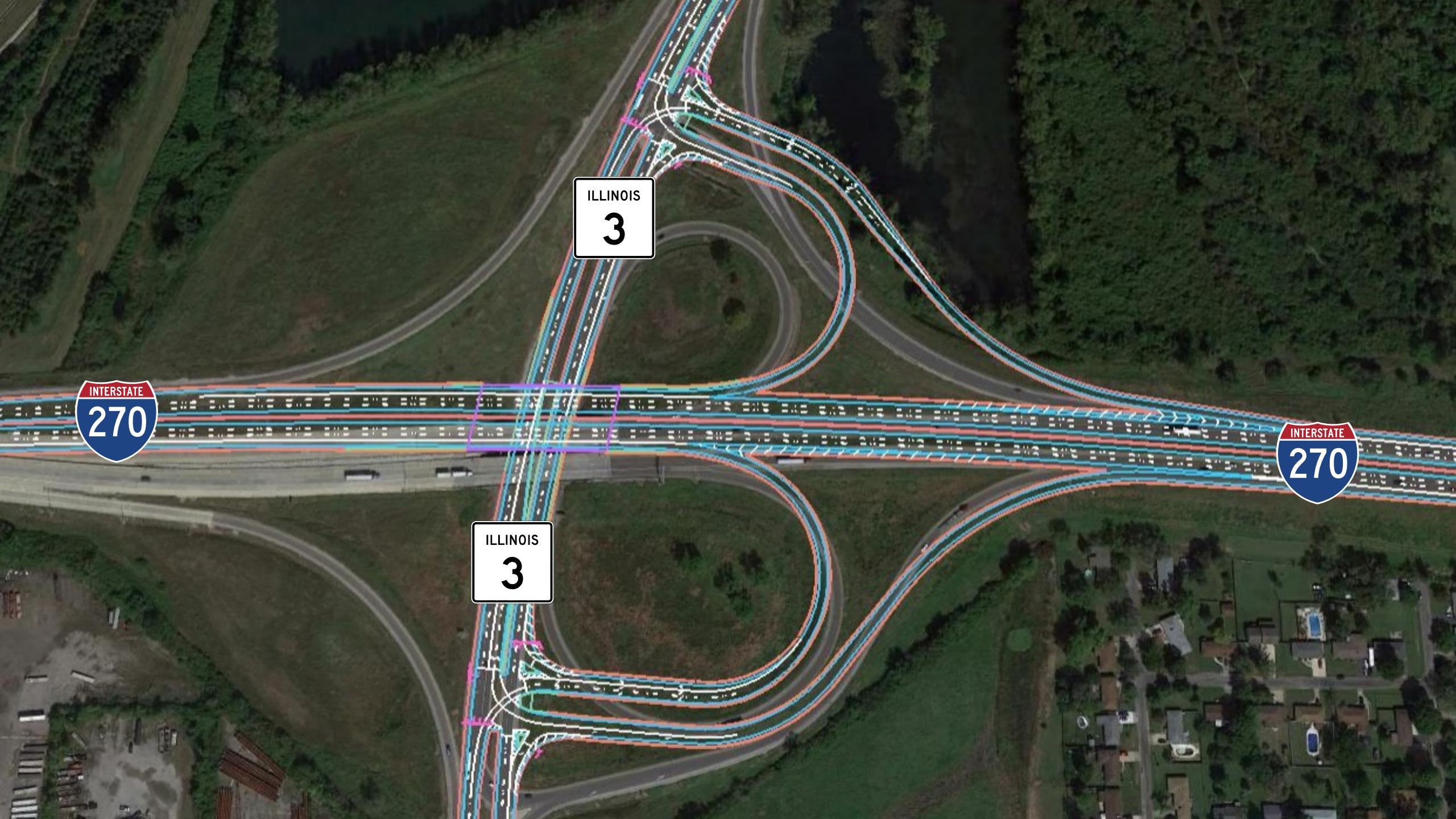
- Interchange Reconstructed
- I-270 Realigned
- Auxiliary lanes added

Chain of Rocks Canal





St. Thomas Road



ILLINOIS
3

INTERSTATE
270

INTERSTATE
270

ILLINOIS
3

I-270/IL 203 & Old Alton Road

Key Takeaways:

- Minor geometric improvements
- Bridges will be raised to provide clearance over the railroads
- Intersection improvements to accommodate trucks

Old Alton Road

ILLINOIS
203

INTERSTATE
270

INTERSTATE
270



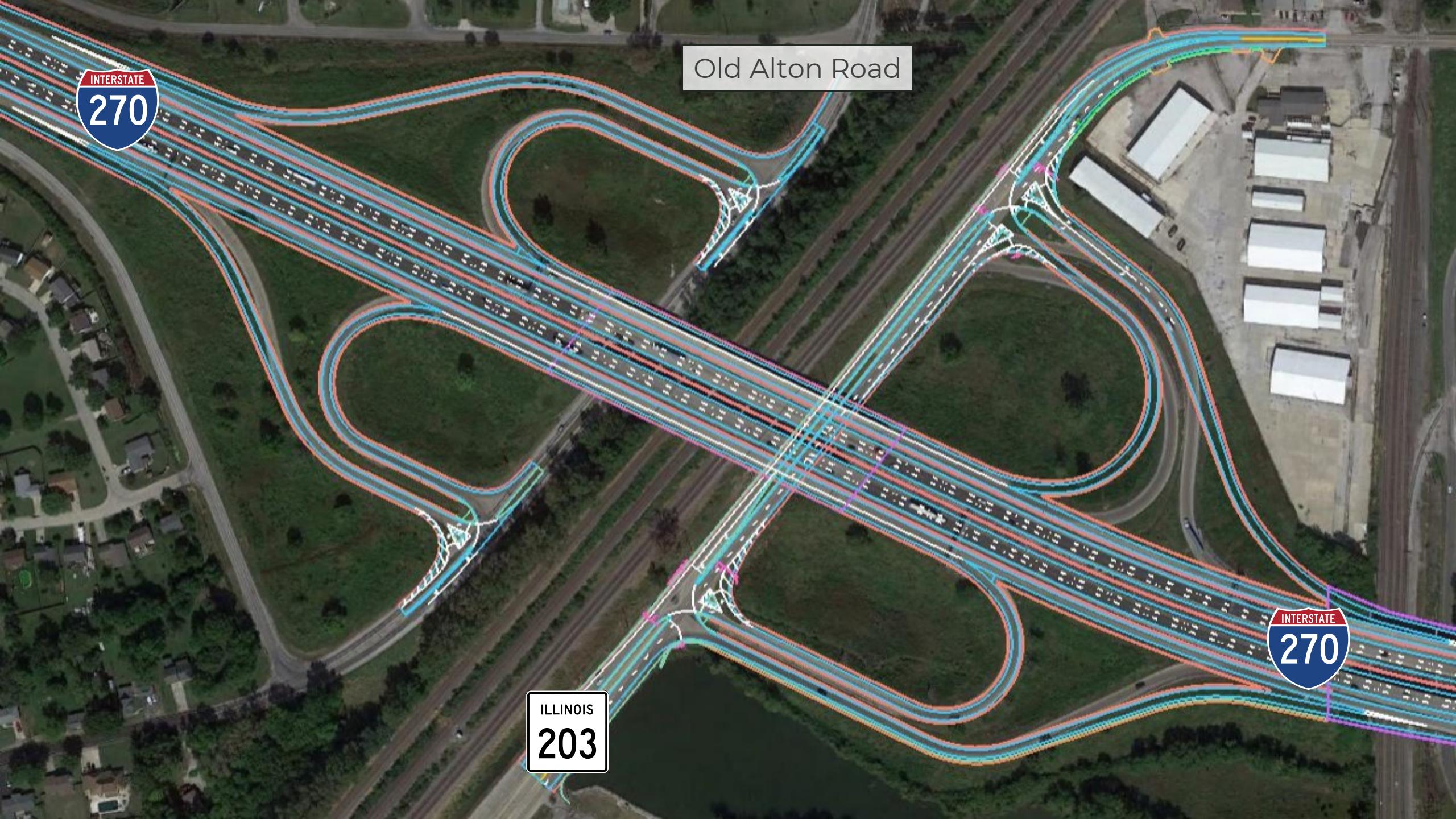
Old Alton Road

Mitchell

East Chain of
Rocks Road

INTERSTATE
270

ILLINOIS
203



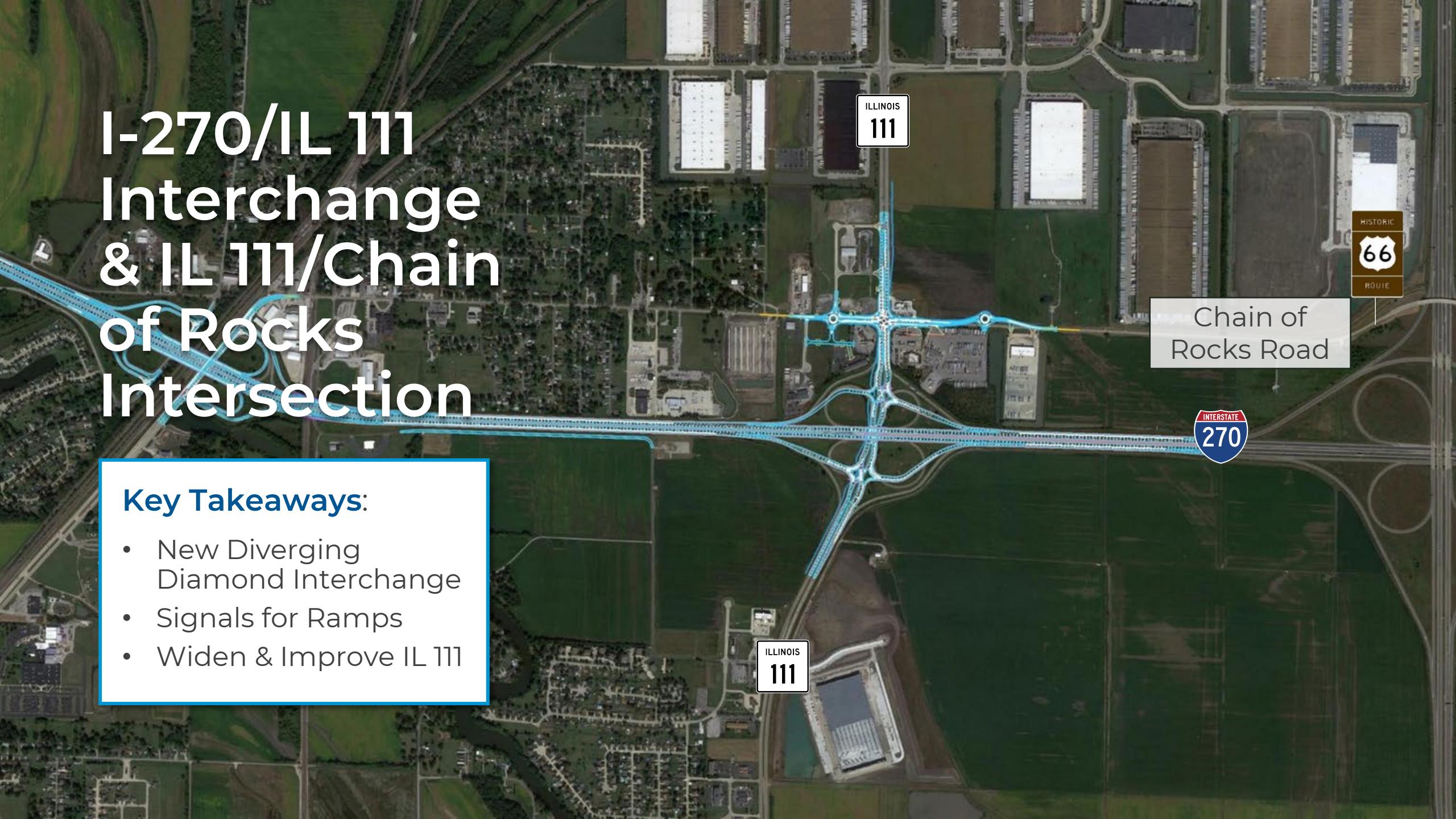
Old Alton Road

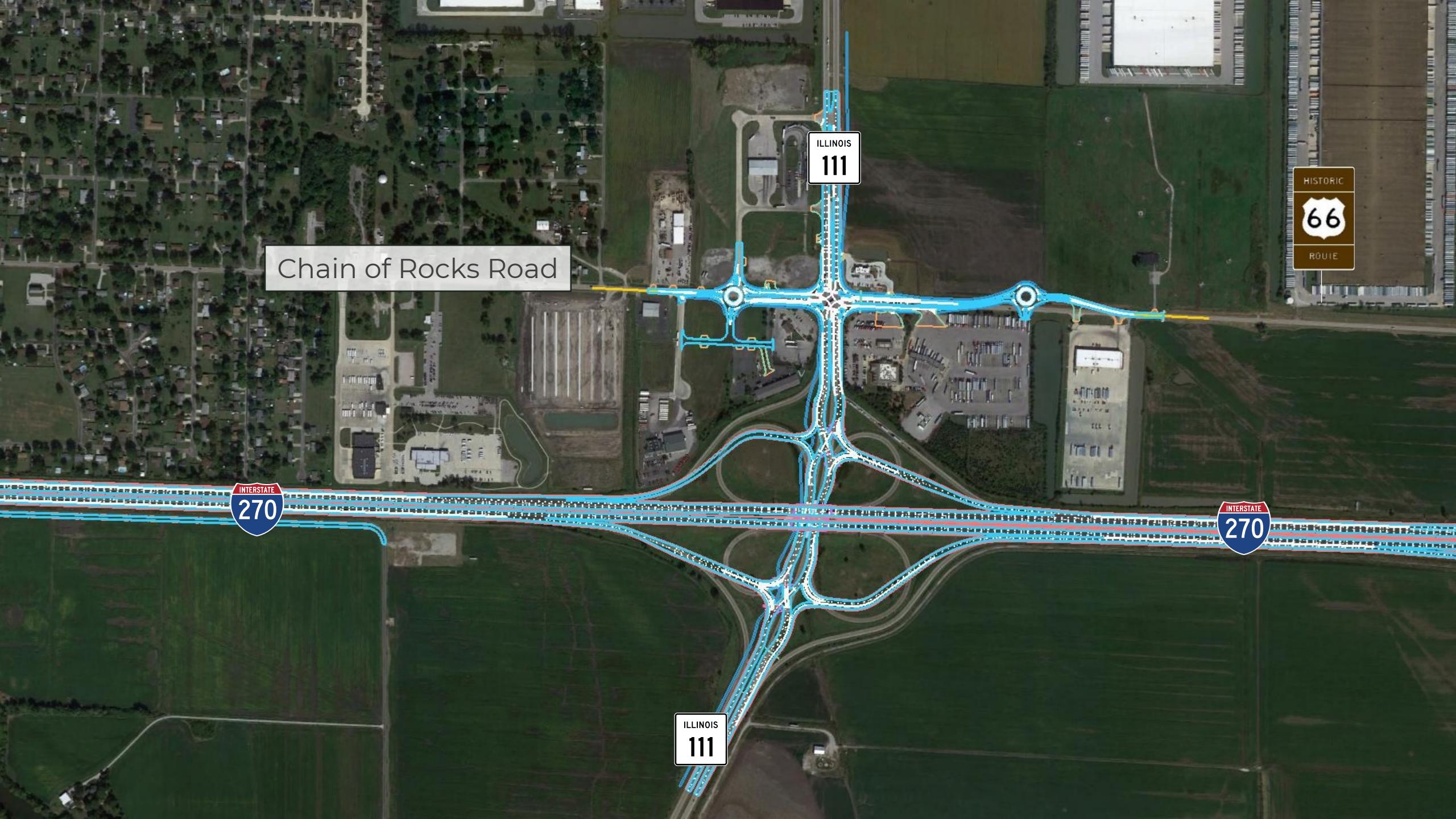


I-270/IL 111 Interchange & IL 111/Chain of Rocks Intersection

Key Takeaways:

- New Diverging Diamond Interchange
- Signals for Ramps
- Widen & Improve IL 111





Chain of Rocks Road

ILLINOIS
111

HISTORIC
66
ROUTE

INTERSTATE
270

INTERSTATE
270

ILLINOIS
111

I-270/IL 111 Interchange

Clark Power
Services

Flying J
Travel Center

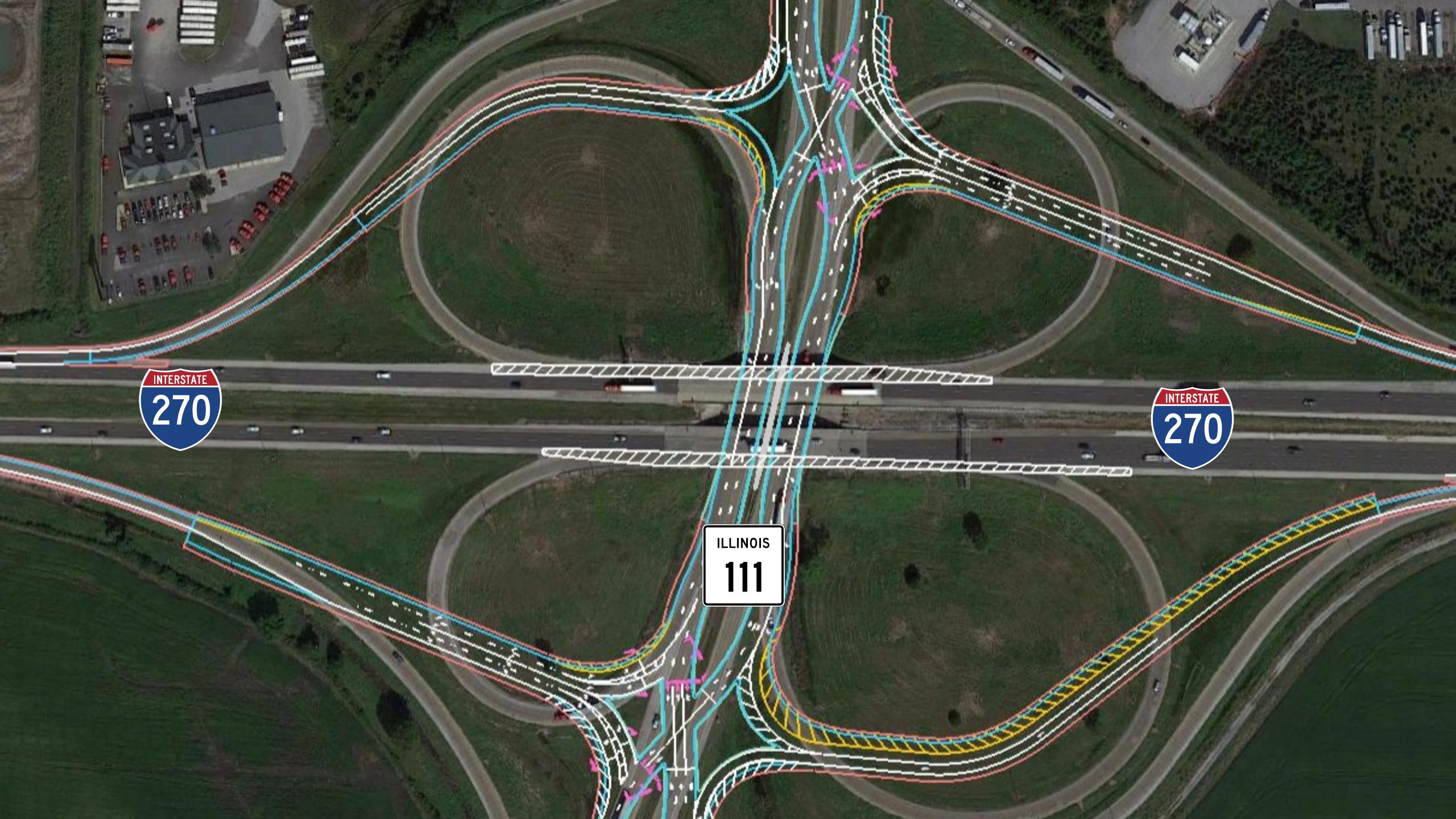


IL 111 Interim

Key Takeaways:

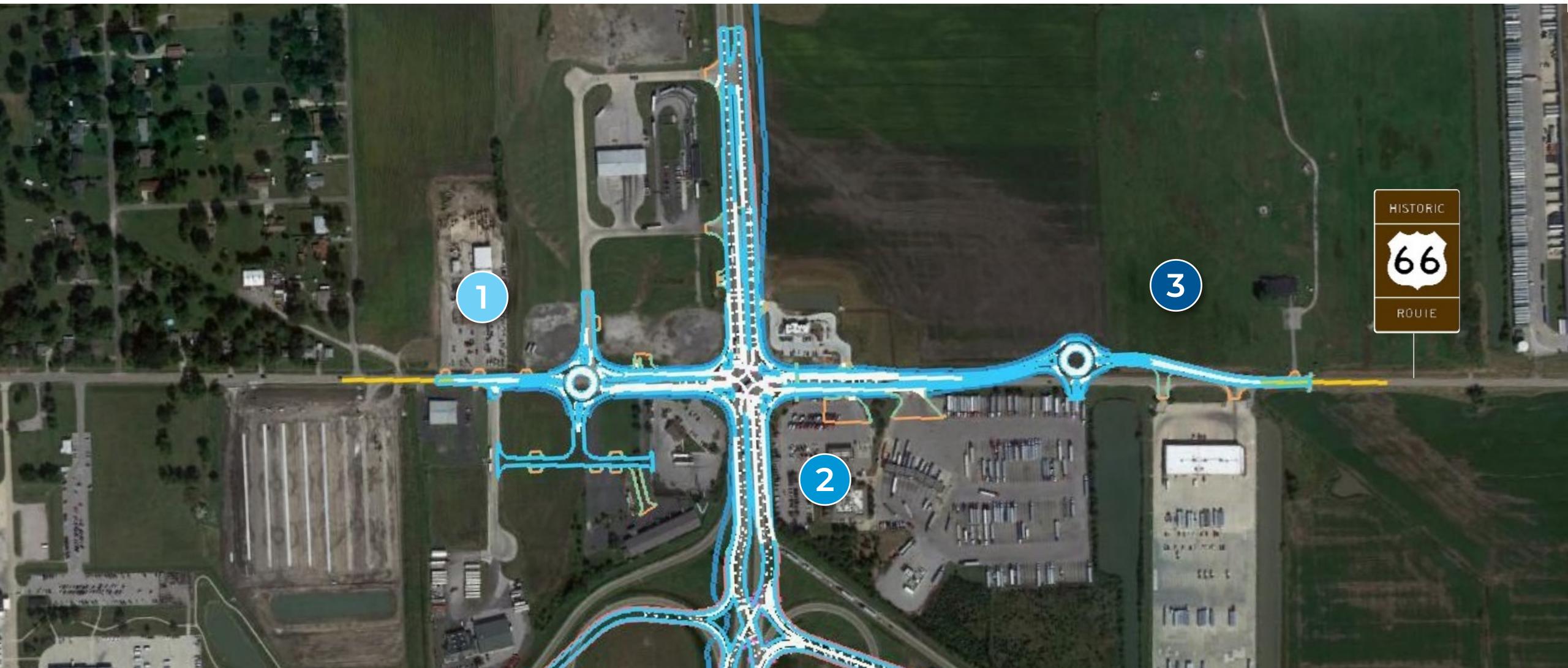
- New DDI interchange
- Funded through the Illinois Competitive Freight Program
- Will be constructed first



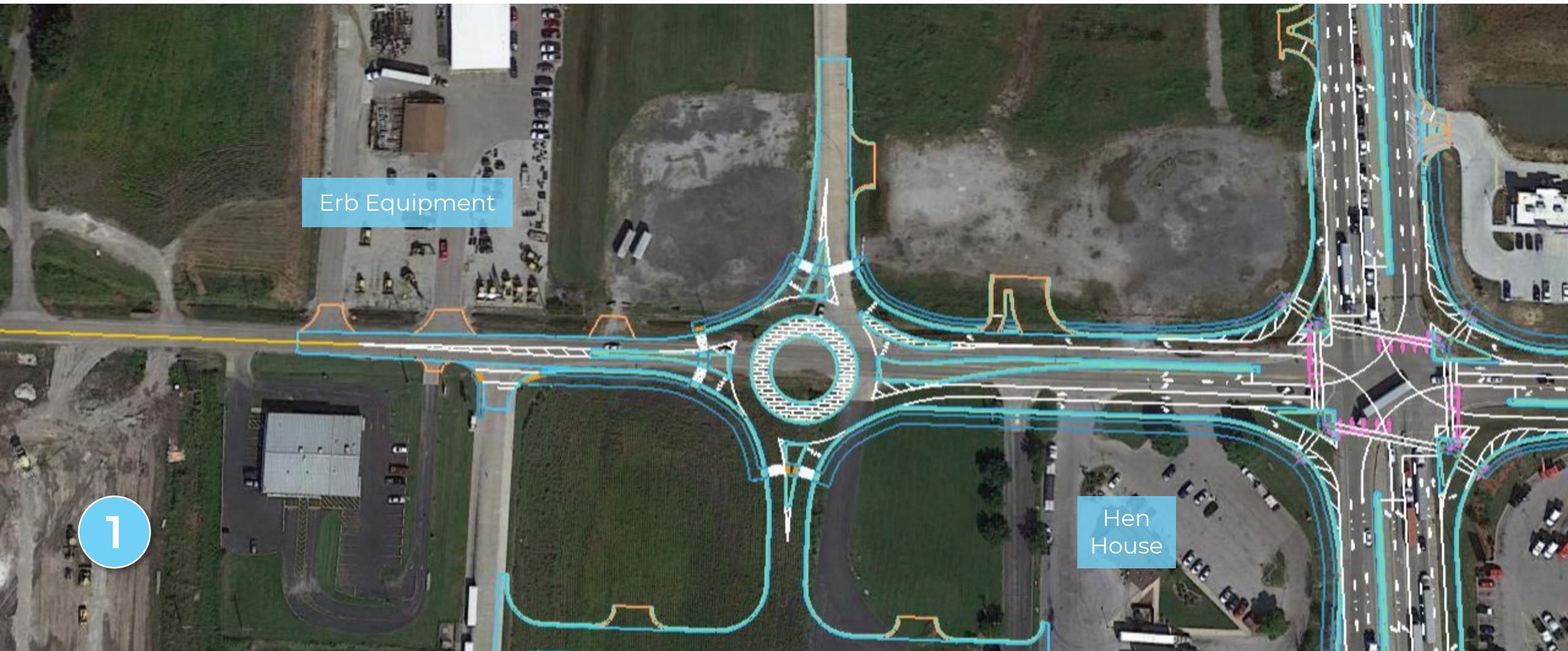




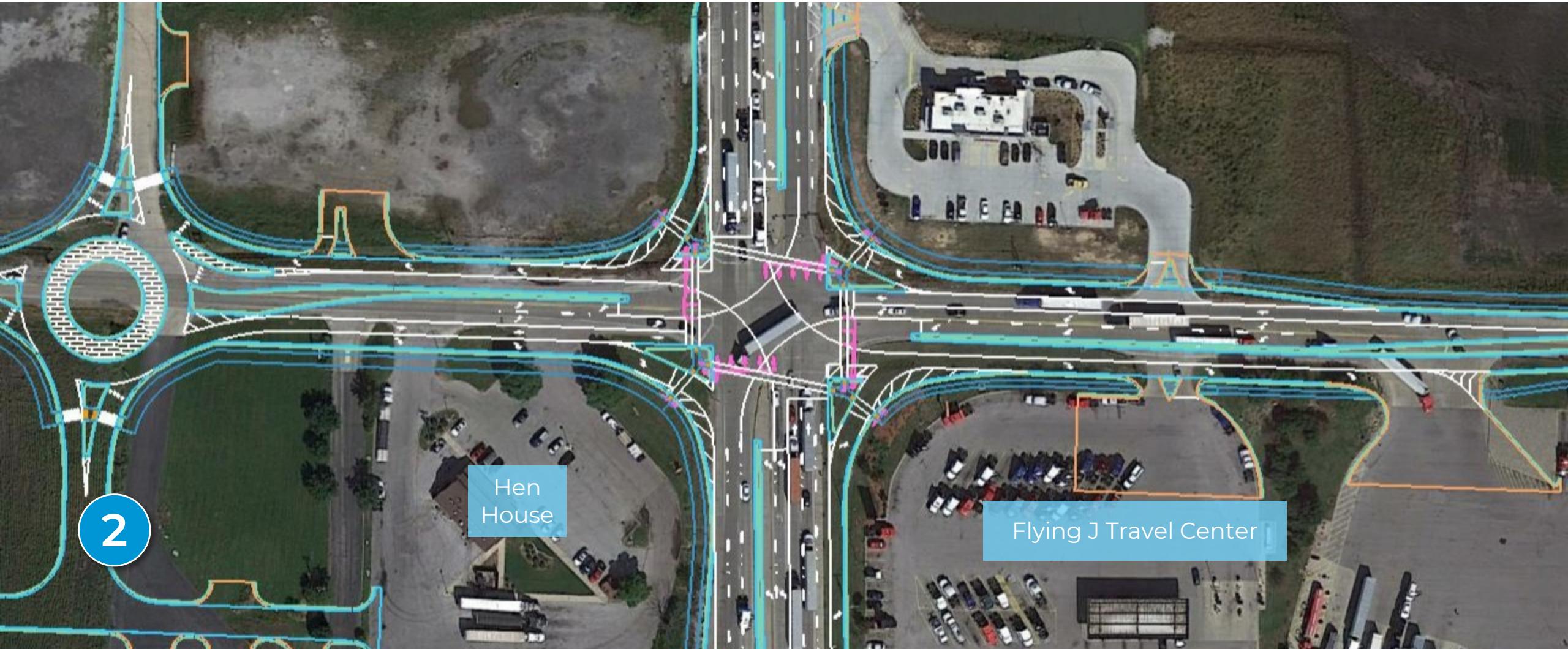
IL 111/Chain of Rocks Intersection



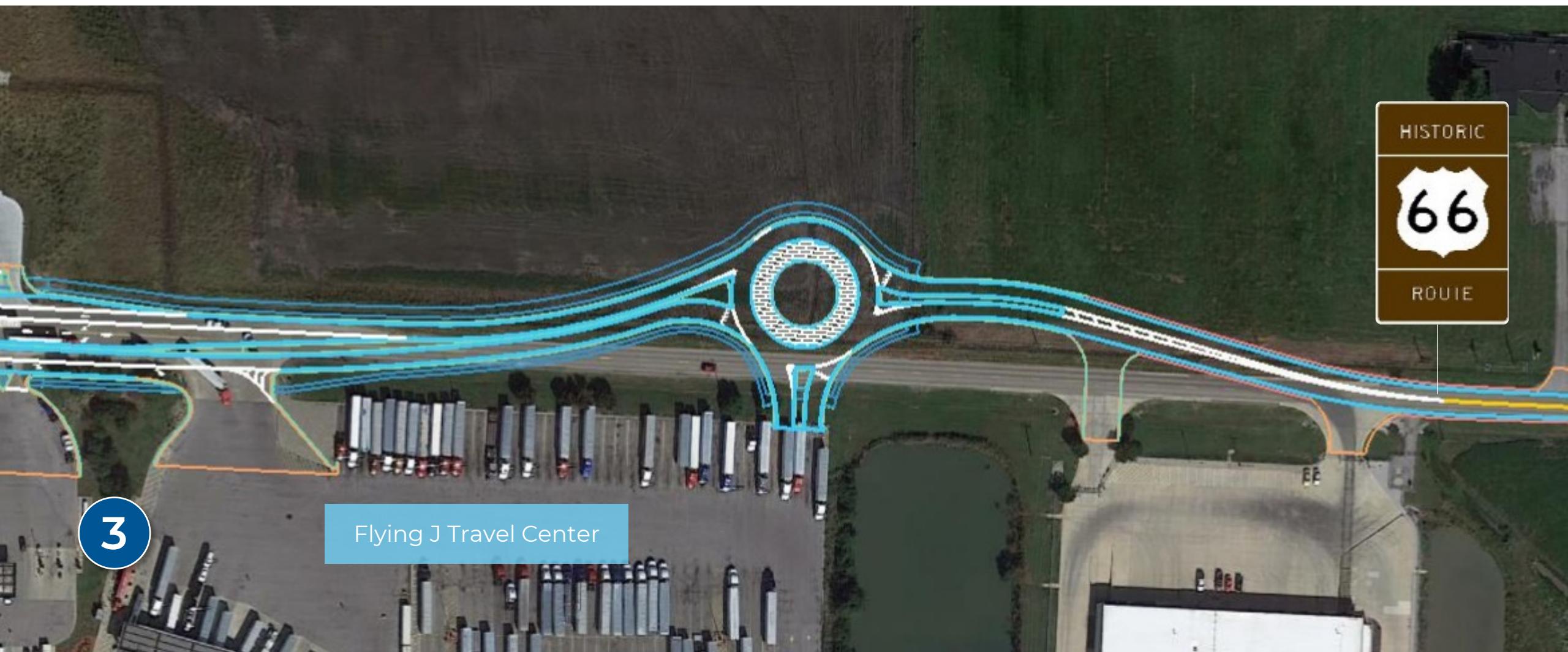
IL 111/Chain of Rocks Intersection

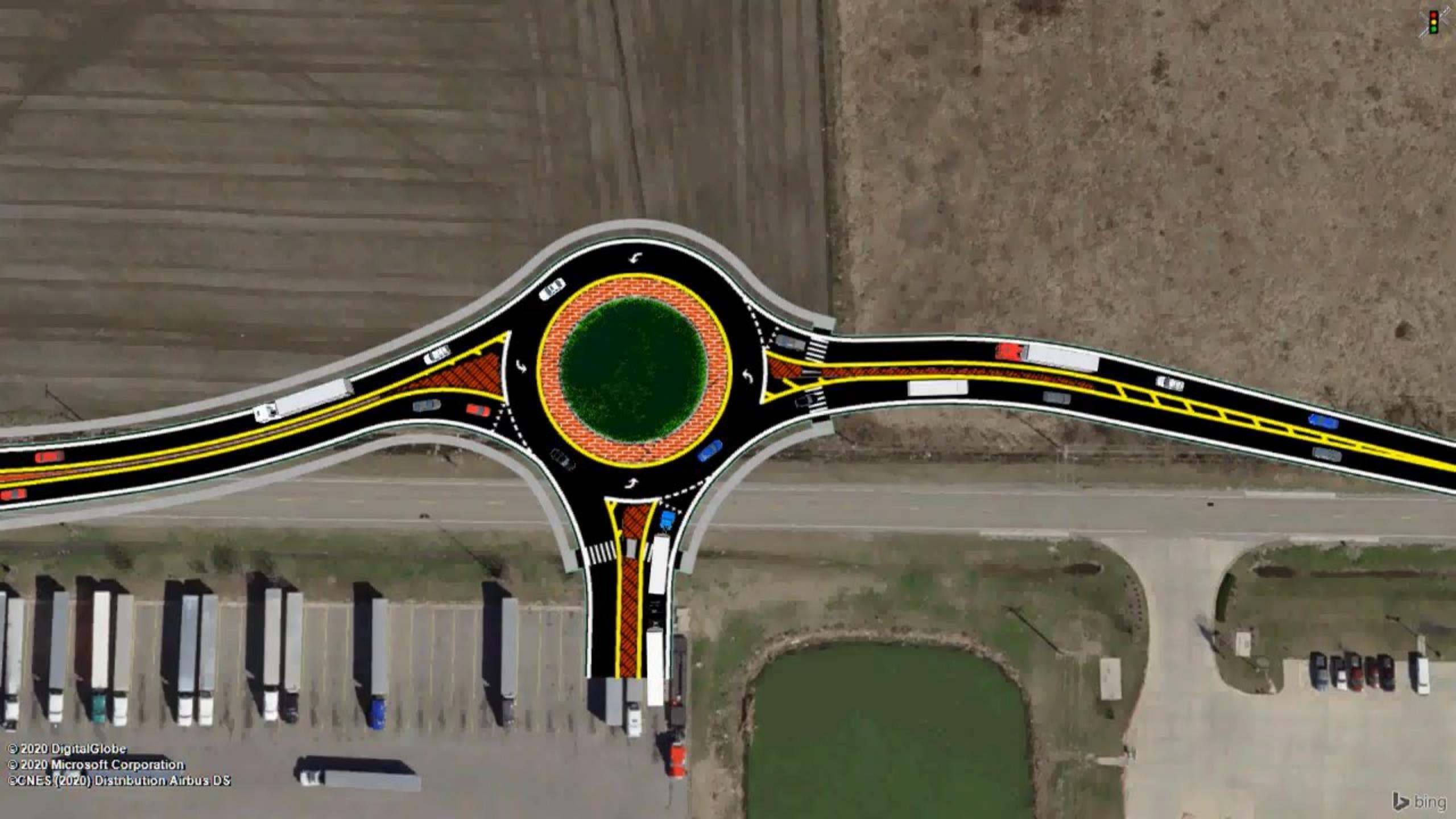


IL 111/Chain of Rocks Intersection



IL 111/Chain of Rocks Intersection





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End of Project Location



Chain of Rocks Road

ILLINOIS
111

INTERSTATE
270

INTERSTATE
255

INTERSTATE
270

ILLINOIS
157



Special Elements



ILLINOIS I-270
Preliminary Engineering Study

Noise Frequently Asked Questions



What is noise?



- **Sound:** vibratory disturbance capable of being detected by the human ear
- **Noise:** unwanted sound that may interfere with normal activities



How is it measured?



- To account for the differences in how this pressure is detected by the human ear, the A-weighted sound level dB(A) is used



At what level can I detect a difference?



- A change of 3 dB(A) will not be noticeable
- A change of 5 dB(A) can be readily detected

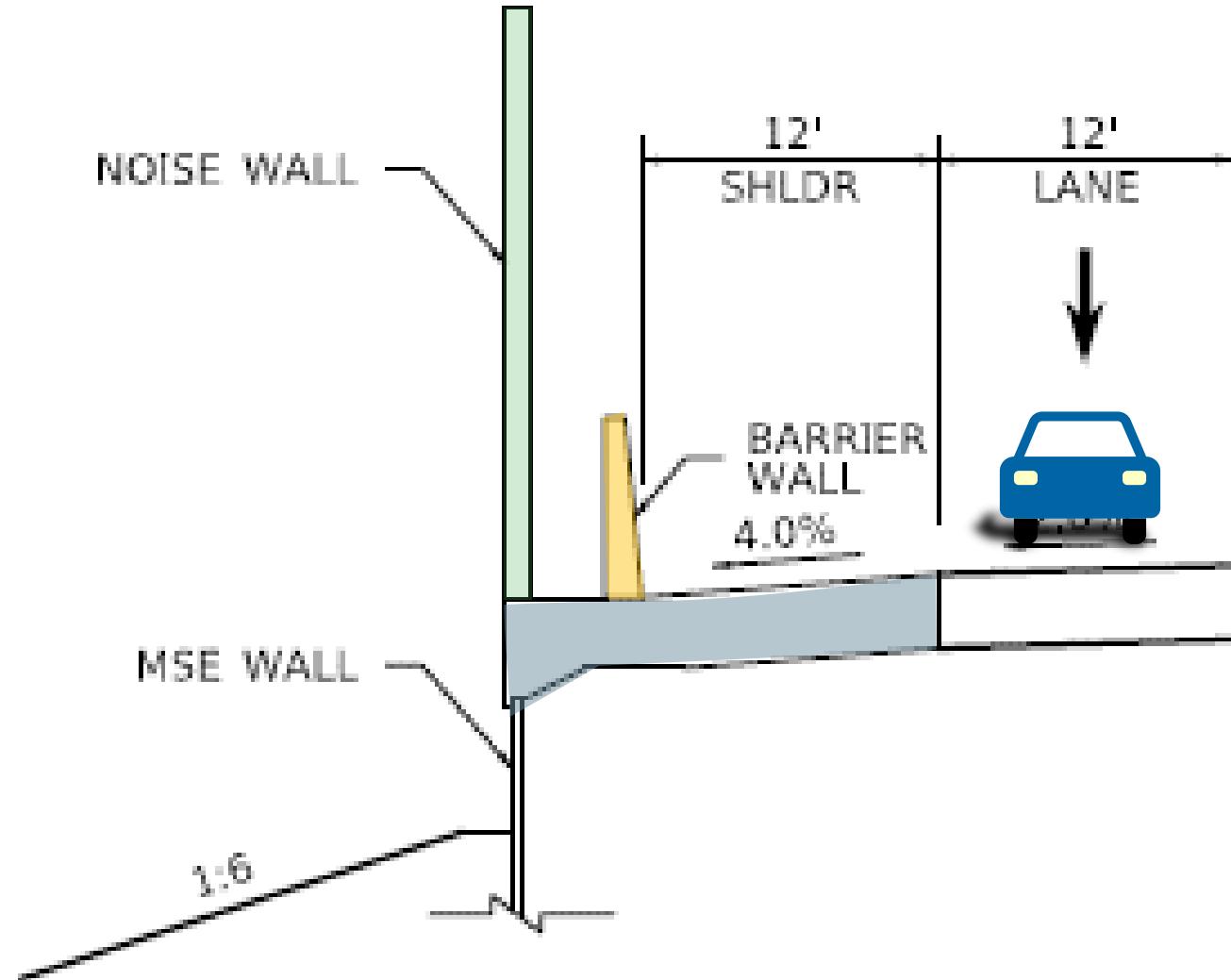
Noise Walls

- Consider where there are **noise impacts** (66 dB(A) for residences)
- Noise walls can reduce noise levels from 5 to 10 dB(A)
- Location and height determined by the Traffic Noise Model

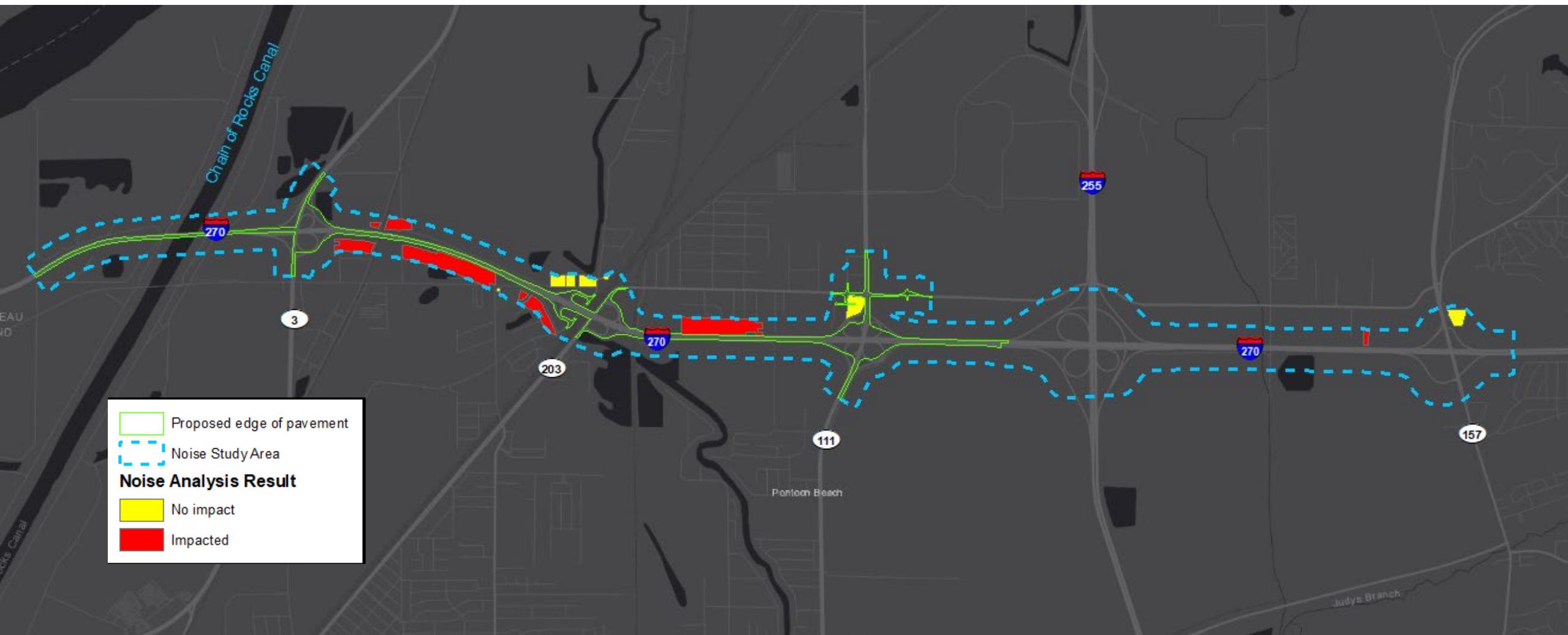


Noise Walls

- On retaining wall
- On the roadway shoulder
- If far enough off the roadway, may be a stand-alone wall



Noise-Sensitive Area Impacts



Potential Barrier Locations



For More Information on Noise

The following can all be accessed from IDOT's environmental page at:
<http://idot.illinois.gov/transportation-system/environment/index>

- Noise 101 YouTube video: <https://www.youtube.com/watch?v=9Afx-CZUD40>
- Noise Fundamentals: <http://idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Design-and-Environment/Environment/Highway%20Traffic%20Noise%20--%20Noise%20Fundamentals%20111215.pdf>
- Noise abatement: <http://idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Design-and-Environment/Environment/Highway%20Traffic%20Noise%20--%20Noise%20Abatement%20111215.pdf>
- Noise analysis: <http://idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Design-and-Environment/Environment/Highway%20Traffic%20Noise%20--%20Noise%20Analysis%20111215.pdf>

Historic Route 66 – Section 4(f)



Bike & Pedestrian Accommodations

I-270



Old Alton Road

IL Route 203

IL Route 111



IL Route 3/Chain of
Rocks Road

I-270/Old Alton Road

I-270/IL Route 111

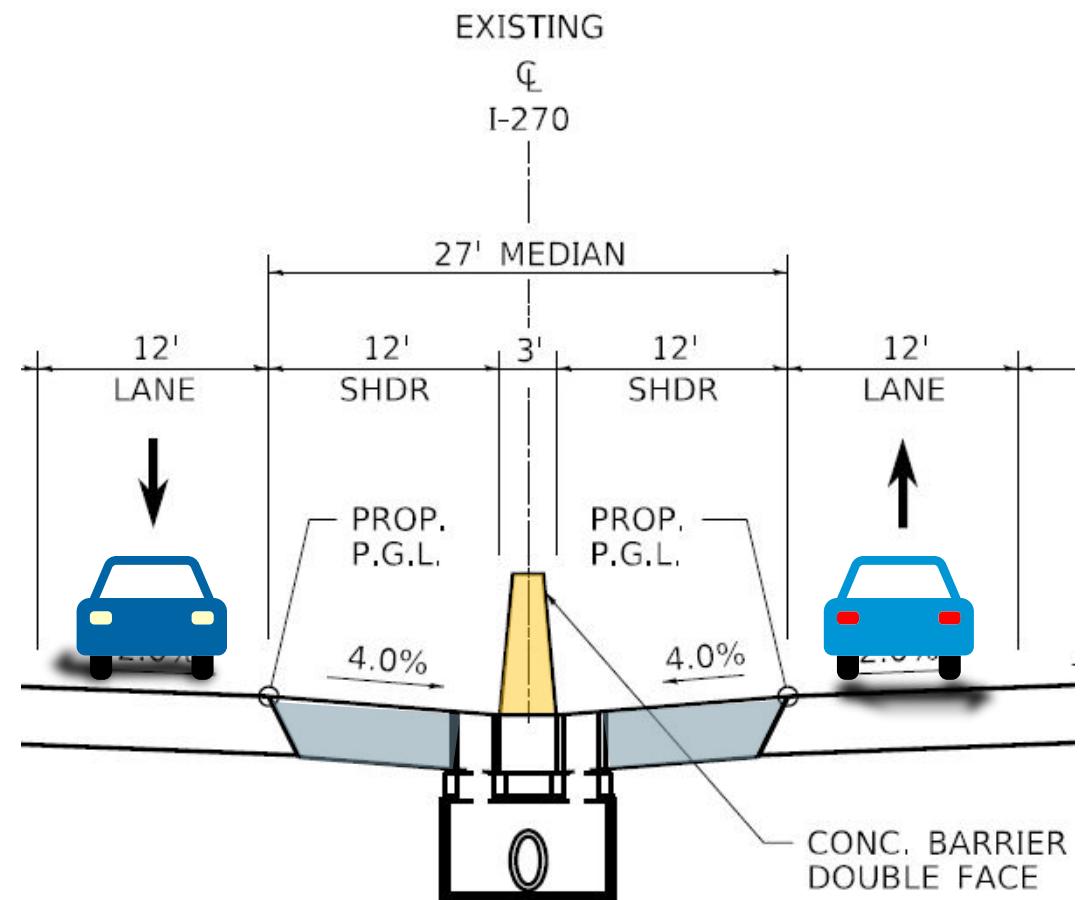
IL Route 111/Chain of
Rocks Road



Local Coordination Required

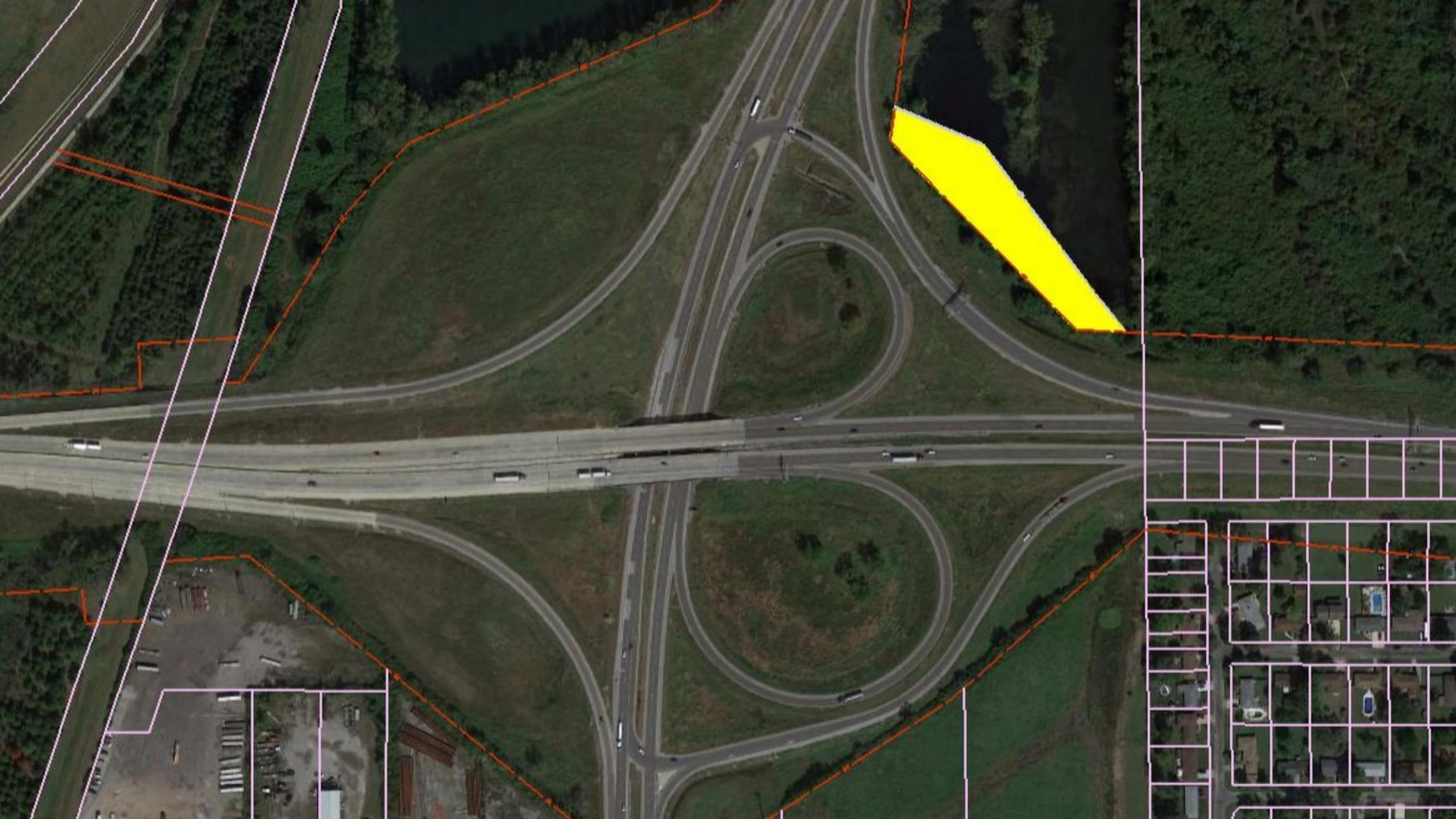
Drainage

- Existing drainage patterns will generally be maintained from north to south across I-270
- Improvements will include:
 - Extension of existing culverts
 - Installation of new culverts and storm sewer at interchange improvements
 - Installation of a storm sewer system along the centerline of the proposed paved I-270 median
 - Proposed median will continue from the Chain of Rocks Canal structure to the IL Route 111 interchange
 - Storm water detention / storage provided and maintained within interchange infield areas and roadside ditches along I-270
- Drainage impacts from embankment fill will be offset by excavation within the roadway right-of-way

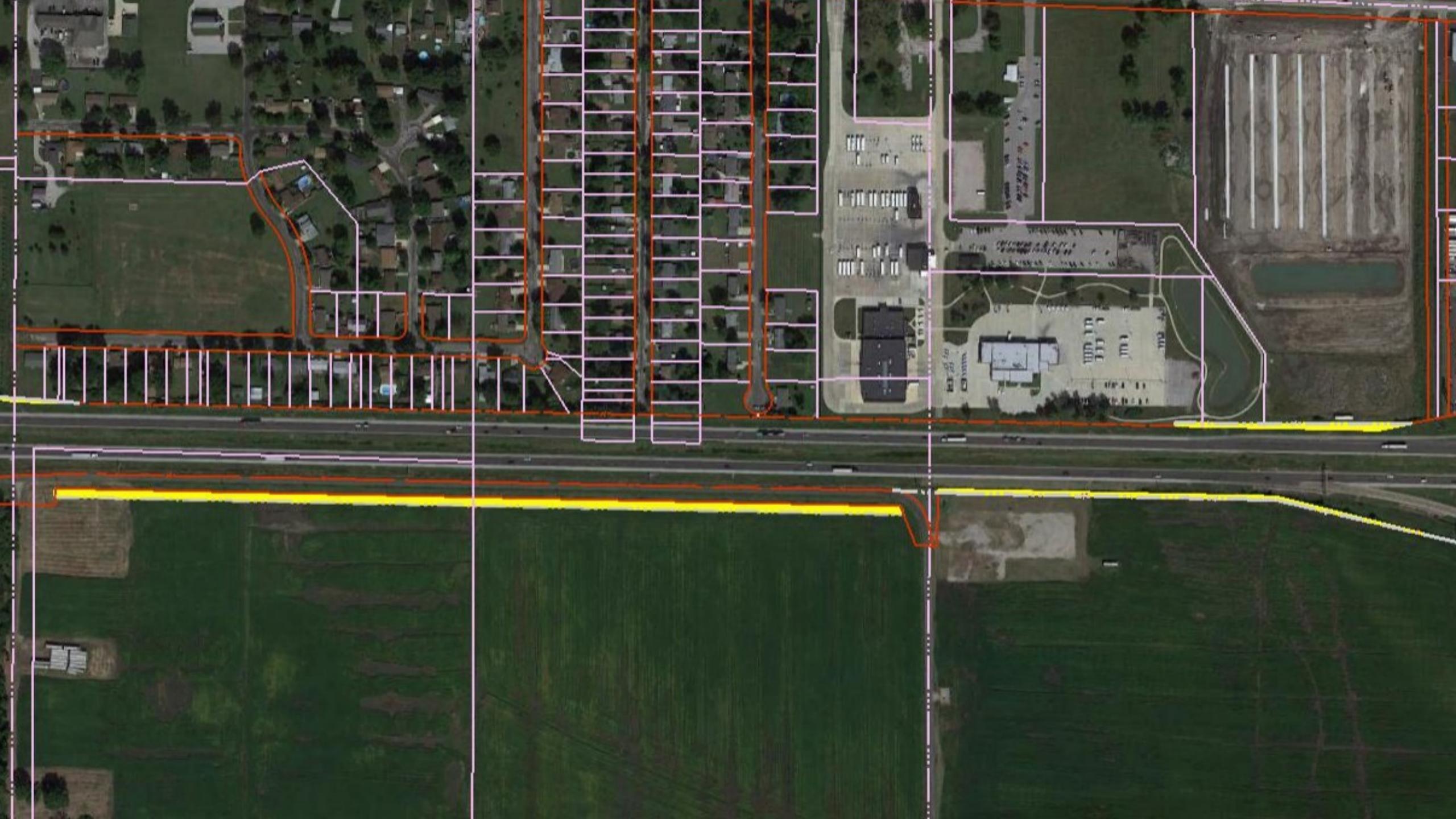


Anticipated Right of Way Acquisitions





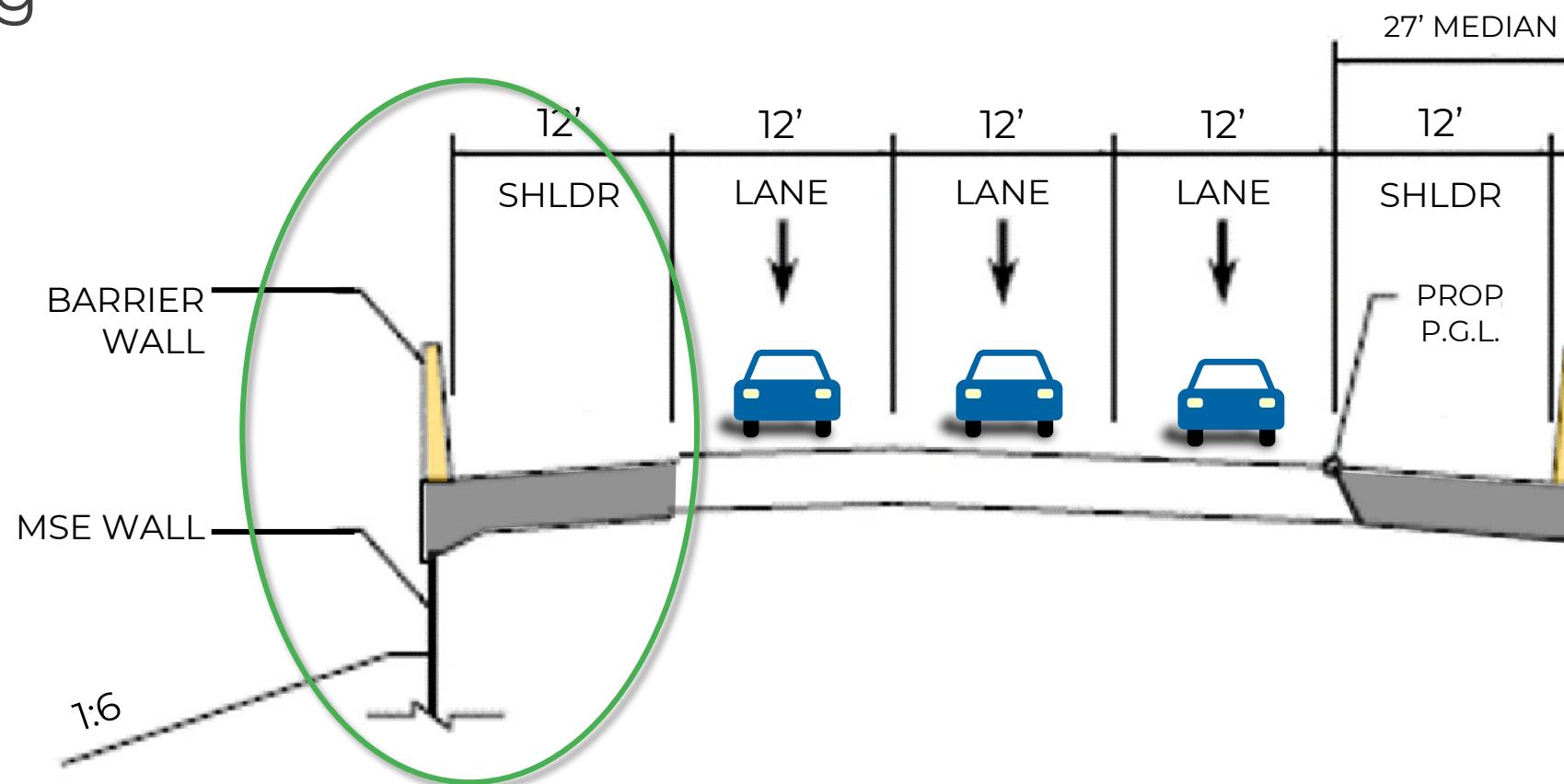






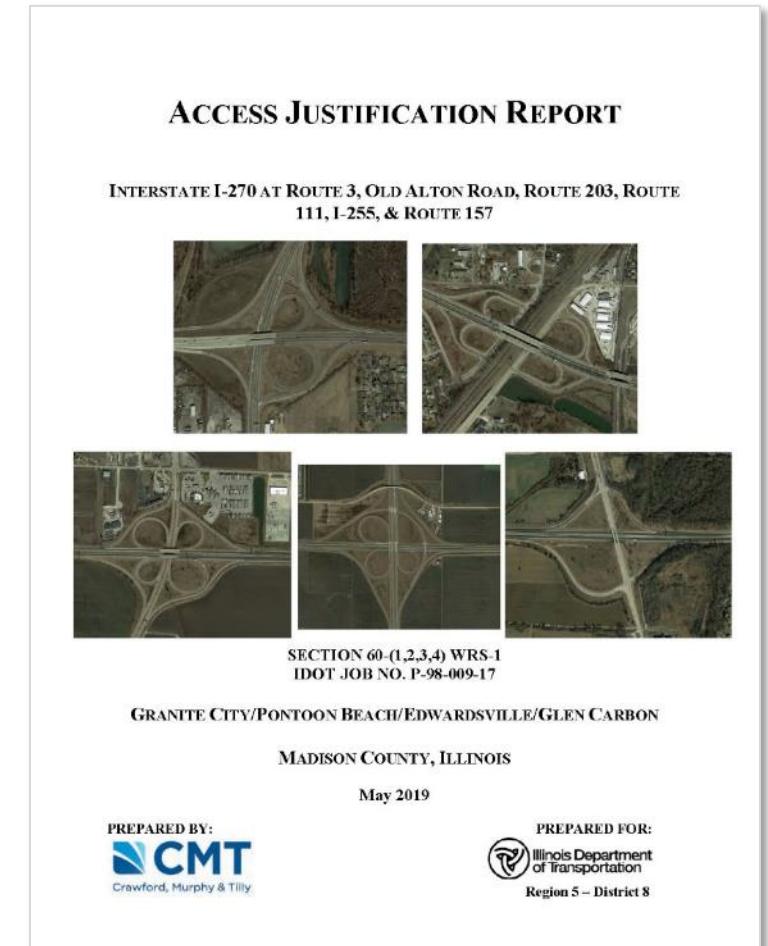
Proposed Improvement

- Will use retaining walls to lessen Right of Way impacts



Access Justification Report (AJR)

- FHWA requirement to quantify proposed project benefits
- **Findings:**
 - ✓ Existing I-270 cannot accommodate anticipated increasing traffic demand
 - ✓ Improvements will **increase average speed** and **reduce crashes**



Traffic Management Plan



IDOT Anticipated Sequence of Construction

2020

FY 2021-2026

- Virtual Public Meeting
- Mississippi River to Chain of Rocks Canal
- IL 3 Interchange
- I-270: IL 3 to west of IL 203/Old Alton Road
- IL 111 Diverging Diamond Interchange (Interim)
- IL 111 and Chain of Rocks Road

To Be Determined

- I-270: IL Route 203/Old Alton Rd to IL 111

Total cost to construct the Phase 1 Study roadway improvements = **\$200 million**

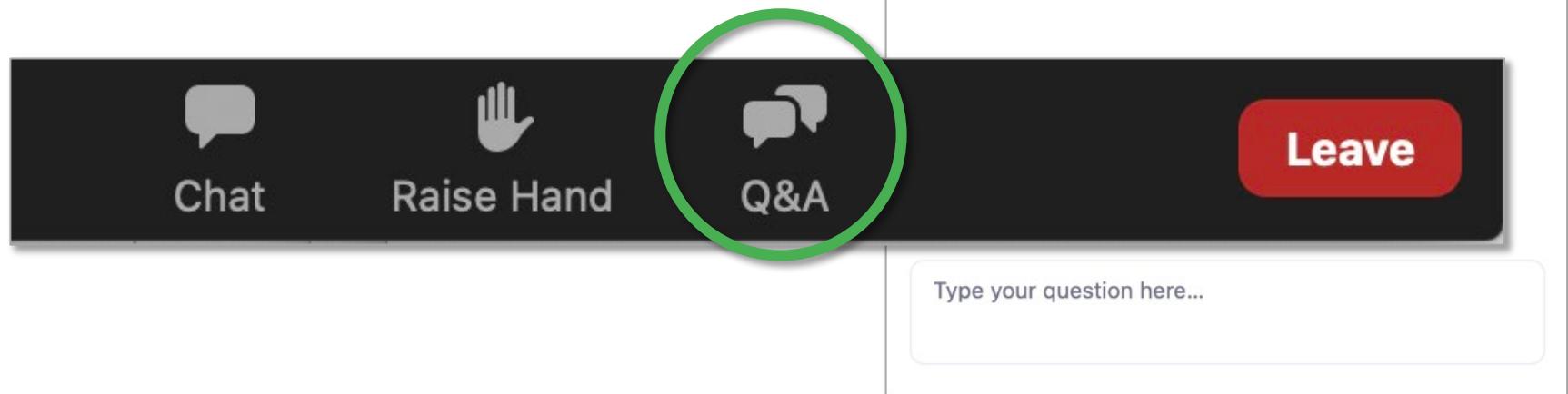
Thank you.



ILLINOIS I-270
Preliminary Engineering Study

Q&A Instructions

For live answers from our panel, type your questions in the Zoom Q&A box.



Questions?



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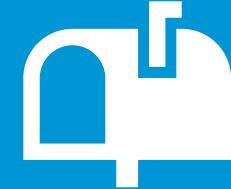
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ProjectMeeting
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