

PROJECT SCHEDULE

IDOT plans, designs, and constructs projects in three phases. Phase I is the preliminary engineering and environmental analysis of the project; Phase II is the preparation of the final design and construction documents and right-of-way acquisition; and Phase III is the actual construction of the project. The IL Route 3 intersection improvements project is currently finishing up final design and land acquisition. An anticipated schedule is shown below.



PROJECT COST

The estimated cost of this project is \$8.7 Million.

PROVIDE COMMENTS

Comment forms are located at the sign-in table. To submit comments after the meeting, contact information is located on the project website at www.idot.illinois.gov/projects/IL-3-Godfrey.

NEXT STEPS?

Following the public meeting, IDOT will provide construction sequencing updates on the project website, www.idot.illinois.gov/projects/IL-3-Godfrey

THANK YOU

Thank you for attending this meeting and assisting us in our efforts to make sure this project is a success.

For information regarding construction status updates, please visit the IL Route 3 Project website www.idot.illinois.gov/projects/IL-3-Godfrey



PUBLIC INFORMATIONAL MEETING REGARDING:

Construction Sequencing of

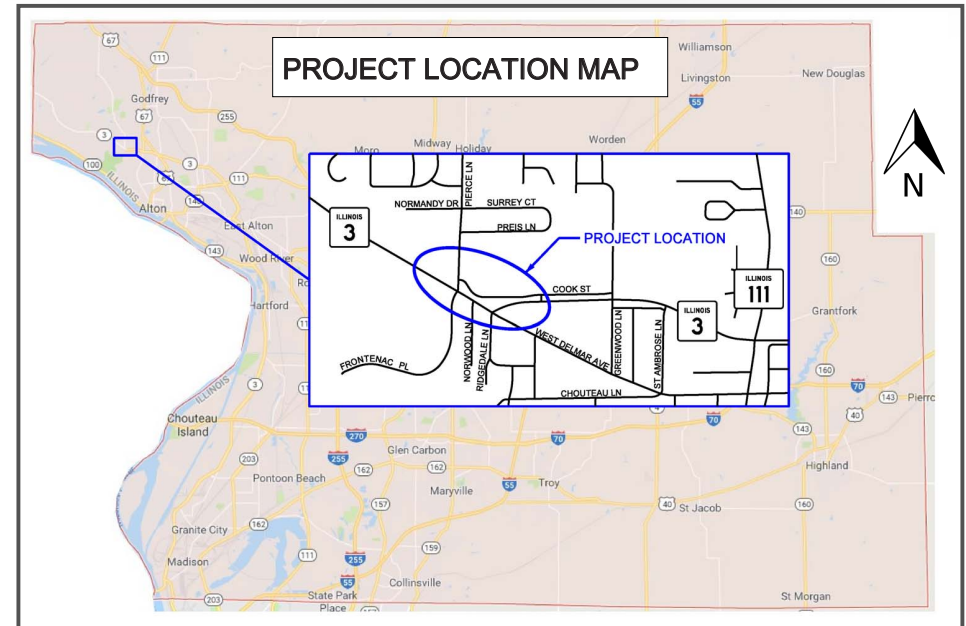
IL ROUTE 3

At West Delmar Avenue & Pierce Lane
Intersection Improvements

Monday, December 5, 2022

4:00 pm to 7:00 pm

Lewis & Clark Community College | Ahlemeyer Atrium - TR 141 | Trimpe Center
5800 Godfrey Road | Godfrey, Illinois 62035



Mr. Kirk Brown, P.E.

Region Five Engineer

Illinois Department of Transportation

1102 Eastport Plaza Drive | Collinsville, IL 62234

WELCOME

Welcome to the open house public informational meeting regarding the construction sequencing for the improvements to IL Route 3 at West Delmar Avenue and Pierce Lane in Godfrey. Personnel from the Illinois Department of Transportation (IDOT) and their consulting firms are here to review the project, answer your questions, and receive your comments. This meeting is being held in an "open house" format to allow you to view the exhibits and ask questions at your leisure.

PURPOSE OF TONIGHT'S MEETING

The purpose of tonight's meeting is to share the proposed construction sequencing with the community and to answer questions and receive comments from the community.

WHAT IS THE IL ROUTE 3 PROJECT?

The project is to reconstruct the IL Route 3 intersections at West Delmar Avenue and Pierce Lane with a double roundabout design. Traffic volumes along this section range from 11,700 to 16,800 vehicles per day and are expected to increase to approximately 14,500 to 20,900 in 20 years. The poor intersection performance and traffic congestion will continue to worsen as the volumes increase. Safety is also a major concern with these intersections.

BENEFITS OF PROPOSED DUAL ROUNDABOUT DESIGN

- Safety – number and severity of crashes reduced at intersections where stop signs or signals were previously used for traffic control
- Reduced congestion - **roundabout installation leads to an estimated 20 percent reduction in delays overall**
- Traffic Calming - reduced speed & safer driver behavior encouraged
- Reduces pollution and fuel use - few vehicles idling
- Quieter operations
- Reduced maintenance cost
- Many communities prefer the potential for aesthetic treatment
- Both intersections as roundabouts results in consistency with traffic control
- Norwood Lane and Ridgedale Drive have direct access to IL Route 3
- Direct access maintained for businesses on corner of Ridgedale Drive
- Westbound by-pass lane relieves back-ups
- Westbound right-turns onto Pierce Lane are free-flow

COMMUNITY ADVISORY GROUP (CAG)

A Community Advisory Group (CAG) was formed during the Phase I portion of this project. The purpose of the CAG is to share experiences, local knowledge, community interests, and highlight stakeholder perspectives and values. They also communicate information with the stakeholder group that they represent.

The CAG for this project included residents, neighborhood organizations, commuters, local businesses, development organizations, and the local government. There were 2 CAG Meetings held during the Phase I design period. The dual roundabout design was supported by the CAG and was their preferred alternative.

CONSTRUCTION SEQUENCING

The Project will be constructed in 4 Stages with utility relocation to begin first. The anticipated construction sequencing is summarized below:

Stage 1

- Construct east end of realigned Cook Street.
- No change in operations at major intersections.

Stage 2

- Construct west end of realigned Cook Street.
- No change in operations at major intersections.
- Construct temporary pavement for Frontenac Place and Norwood Lane detour.
- Access between IL Route 3 and Norwood Lane shall be maintained at all times.

Stage 3

- Establish detour for through traffic and close IL Route 3 and W. Delmar Avenue.
- Shift Frontenac Place and Norwood Lane traffic to temporary pavement.
- Construct IL Route 3, Delmar Avenue, and Pierce Lane roundabouts.
- Maintain access to private entrances within construction zone.

Stage 4

- Construct south side of road tie-ins under traffic with flagger.
- Construct resurfacing on the west end of IL Route 3.
- Construct remaining sidewalk.
- Remove temporary pavement and complete final seeding.

