ILLINOIS ROUTE 3 CONNECTOR
CAG MEETING #7

ATTENDEES:

Steve Zuber/Barber Murphy
Shaun Barnes/Gateway National Golf Links
Bill Grogan/St. Clair County Transit
Jerry Blair/East West Gateway
Arlene Yates/Resident
Joe Durako/Waste Management
Charlie Stock/Tank Trailer Cleaning
Mark Ellison/Tank Trailer Cleaning
Mayor Vera Banks/Village of Brooklyn
Wendell Marshall/Village of Brooklyn
Tim Giger/Pratt Properties
Traycee Chapman/City of East St. Louis
Scott Penny/Fairmont City Police Department
Annie Prothro/IDOT
Cindy Stafford/IDOT
J'Naye Fondren/IDOT
Jennifer Hunt/IDOT
Porsha Key/IDOT
Buddy Desai/CH2M
James Ritter/ CH2M
Carla Mykytiuk/CH2M
Melissa Marks/CH2M
Tim Nittler/CH2M

FROM: CH2M

MEETING DATE: July 28, 2015

PROJECT NUMBER: 344101

On July 28, 2015, the Illinois Route 3 Connector (I3C) Project's Community Advisory Group (CAG) Meeting #7 was held at the Gateway Motorsports Park Convention Center within the project Study Area. The sign-in sheet, handouts, and a copy of the presentation used at the meeting are attached.

MEETING NOTES

The meeting agenda included the following items:

1. Study Area
2. Purpose and Need
3. Alternatives
    - No Build
    - Conceptual Alternatives
    - Alternatives Screening
    - Alternatives to be Carried Forward
4. Group Exercise
5. Next Steps & Schedule
6. Questions

Introductions

Cindy Stafford/IDOT welcomed everyone to the meeting and thanked all attendees for coming. Cindy explained that the intent of the 7th CAG meeting was to provide an update on the progress the project team had made and to solicit CAG input on the alternatives to be carried forward. She encouraged the CAG members to share their opinions about the set of alternatives to be carried forward. All input from the CAG and the feedback and comments from the public involvement meetings will be taken into account by the project team when determining the feasibility of each alternative and the selection of the Preferred Alternative.

Buddy Desai/CH2M introduced himself and asked the IDOT and CH2M members in attendance to introduce themselves. Finally, the meeting attendees were asked to introduce themselves and state their affiliation.

Once introductions were complete, Buddy proceeded to facilitate the meeting. A brief recap of the project's previous six CAG meetings was provided.

Meeting #1, November 8, 2006 - Project Introduction

Meeting #2 & #3, May 10, 2007 – Purpose & Need

Meeting #4, August 29, 2007 – Alternatives

Project Hiatus - November 2007 to January 2013 to allow time to determine how the Mississippi River Bridge Project would impact the project area.

Meeting #5, January 23, 2013 – Project re-initiation

Meeting #6, October 13, 2014 – Initial Conceptual Alternatives

The purpose of this 7th CAG meeting was to present the four reasonable alternative that the project team had determined were feasible to be carried forward and to gather additional feedback and input from the CAG on each alternative.

1. Study Area

Buddy reviewed the parameters of the project study area and discussed the three existing and committed projects that the project team had to take into account during the development of the conceptual alternatives:

Construction of Mississippi River Bridge (MRB) Project

IL Route 3 Relocation

Planned MRB Full Build-out

It was stated that the I3C Project will take into account the planned IL Route 3 Relocation and I-70 improvements in order to avoid remove and reconstruct portions of the I3C corridor to accommodate I-70 or relocated IL Route 3 in the future.

2. Purpose and Need

Buddy explained the Purpose and Need for the project which was developed with the input of the CAG. The CAG previously expressed that a major concern for drivers in the area is the amount of time spent stopped at at-grade railroad crossings. Emergency services will also benefit from reduced travel time through the study area. Tank Trailer Cleaning and the City of East St. Louis have previously indicated a desire to expand the commercial and industrial nature of the project area, while taking care of the residents who still live in the area.

Based on this information, the Purpose and Need for the I3C Project is to "Improve traffic flow and network connectivity within study limits by:

Improving accessibility within the study area and between IL Route 3 and IL Route 203
Eliminating reliance on circuitous local roads and short trips on Interstate System
Improving travel time consistency

It was noted that improving connections may also enhance economic development opportunities for existing and new businesses."

Buddy reminded the group that all of the alternatives that are carried forward meet the project's Purpose and Need.

3. Alternatives

Buddy began the Alternatives discussion by giving a brief status update on the alternatives development process.

Buddy stated that each of the alternatives features a roadway connection between IL Route 3 and IL Route 203, with a connection to Collinsville Road. The Collinsville road connection was required as part of the initial funding bill.

Preliminary engineering and environmental studies are continuing and revisions and refinements to the alternatives will be made to optimize roadway alignment and avoid/minimize environmental impacts.

Next Buddy began a review of the Conceptual Alternatives that the CAG had had an opportunity to review and comment on at CAG #6. First Buddy reminded the group of the physical constraints located in the study area that any I3C alternative would need to take into consideration.

These constraints include: Gateway National Golf Links, Gateway Motorsports Park, St. Louis Auto Shredder, Tank Trailer Cleaning and the I-70 Full Build and Relocated IL Route 3 footprints.

Then, Buddy reviewed the set of logical connection points used in the alternatives development process (see slide 14 in the attached presentation deck) and the typical section for a two-way urban minor arterial roadway that will be used for the project (see slide 15). Buddy pointed out that it was important to note that any sidewalk or bike lane built as part of the project would require local support in the form of cost participation. If such support is not forthcoming, bike lanes and sidewalk would not be included in the final project.

Buddy briefly reviewed the eight Conceptual Alternatives that CAG members had reviewed at the last meeting.

He reminded the group that these initial alternatives had been developed using a "high level" approach which entailed identifying logical locations to connect to IL Route 3, IL Route 203, with an additional connection to Collinsville Road. The various ways of connecting resulted in variations of similar alternates. There were three key parts to each concept alternative:

Connection at IL Route 203; either a North (203N) or South (203S) connection is used
Connection at IL Route 3; either a North (3N) or South (3S) connection is used
Connection to Collinsville Road; connection either utilizes Exchange Avenue (C1) or a new roadway parallel to Kenny Bernstein Lane (C2)

Buddy pointed out that originally alternatives that used 1st Street were considered, but safety considerations stemming from the amount of trucks utilizing 1st Street as well as potential conflicts with the cranes in use at the auto shredding business prevented further consideration of 1st Street as a viable option.

Conceptual Alternatives

Buddy then briefly reviewed the characteristics of each of the eight Conceptual Alternatives:

Alternative A (with connection points 3N-203N-C1)

Begins at the Relocated IL Route 3 intersection with Packers Avenue south of I-70

Follows the proposed Relocated IL Route 3 alignment to the north to connection point 3N; includes building a part of the Relocated Illinois Route 3.

Travels in a northeasterly direction crossing over:

- The Terminal Railroad Association (TRRA) and Norfolk Southern (NS) railroads
- The Landsdowne Ditch
- The Cahokia Canal
- The I-70 Full Build

Ends at connection point 203N near Gateway National Golf Links

Connects to Collinsville Road via Connection Point C1 using an improved Exchange Avenue

Alternative B (with connection points 3N-203N-C2)

Similar to Alternative A

Connects to Collinsville Road via Connection Point C2 using a new roadway parallel to Kenny Bernstein Lane ; this new roadway goes into mostly undeveloped land

Alternative C (with connection points 3N-203S-C1)

Begins at the Relocated IL Route 3 intersection with Packers Avenue south of I-70

Follows the proposed Relocated IL Route 3 alignment to the north to connection point 3N

Travels in a northeasterly direction crossing over the TRRA and NS railroads and the Landsdowne Ditch Parallels the Cahokia Canal just north of Raceway Boulevard; Buddy pointed out that the minimal impacts to Gateway Motorsports Park are agreeable to the owners.

Ends at IL Route 203 just south of the Cahokia Canal

Connects to Collinsville Road via Connection Point C1 using an improved Exchange Avenue

Alternative D (with connection points 3N-203S-C2)

Similar to Alternative C

Connects to Collinsville Road via Connection Point C2 using a new roadway parallel to Kenny Bernstein Lane

Alternative E (with connection points 3S-203N-C1)

Begins at the Relocated IL Route 3 intersection with Packers Avenue south of I-70

Follows the proposed Relocated IL Route 3 alignment north to connection point 3S

Travels in a northeasterly direction crossing over:

- The TRRA and NS railroads
- The Landsdowne Ditch
- The Cahokia Canal
- The I-70 Full Build

Ends at connection point 203N near Gateway National Golf Links

Connects to Collinsville Road via Connection Point C1 using an improved Exchange Avenue

Alternative F (with connection points 3S-203N-C2)

Similar to Alternative E

Connects to Collinsville Road via Connection Point C2 using a new roadway parallel to Kenny Bernstein Lane

Alternative G (with connection points 3S-203S-C1)

Begins at the Relocated IL Route 3 intersection with Packers Avenue south of I-70

Follows the proposed Relocated IL Route 3 alignment to the north to connection point 3S

Travels in a northeasterly direction crossing over:

- The TRRA and NS railroads
- The Landsdowne Ditch

Parallels the Cahokia Canal just north of Raceway Boulevard

Ends at IL Route 203 just south of the Cahokia Canal

Connects to Collinsville Road via Connection Point C1 using an improved Exchange Avenue

Alternative H (with connection points 3S-203S-C2)

Similar to Alternative G

Connects to Collinsville Road via Connection Point C2 using a new roadway parallel to Kenny Bernstein Lane

During the review of the Conceptual Alternatives; a CAG member asked if these would be controlled access roadways – or if farmers and businesses would be able to tie in. Cindy Stafford responded that they would not be access controlled and would be subject to the regular permitting process.

Buddy pointed out that the roadway becomes less safe with more access points. He also noted that Gateway Motorsports Park would like to have a connection to the new Illinois Route 3 Connector.

A CAG member asked if every business would get access. Cindy said she couldn't say yes, and that property owners would need to follow the proper procedures to request access. She added that while there will be access, they would try to control/balance the locations where access is provided. She said that IDOT will not land-lock properties with current access/connections to existing roadways.

Buddy wrapped up the review of the eight original Conceptual Alternatives by mentioning that the Federal Highway Administration (FHWA), which has oversight, meets regularly with resource agencies (e.g. Fish and Wildlife, US Army Corps of Engineers, etc.) to review the project and provide concurrence on project milestones. At this point in the process; concurrence has been provided on the Purpose & Need, and most recently, on the Alternatives to Carry Forward – which will be discussed next.

No-Build Alternative

In addition to Alternatives A through H, Buddy explained that the No-Build Alternative is always maintained as a viable alternative for roadway projects subject to a study of this nature. The No-Build Alternative for the I3C Project includes these conditions:

Baseline 2040 transportation condition

Basis for comparing the travel performance of the proposed alternatives

Maintain the current roadways in their current condition

Routine maintenance would continue to be conducted

No capacity additions or major improvements to existing roadways

Not a no-cost concept, since maintenance and repair of the existing roadways will be needed

Assumes the construction of Relocated IL Route 3 and I-70 Full Build

Buddy told the CAG that it is always possible that the No-Build Alternative could be selected as the Preferred Alternative; he has seen it selected on another roadway project.

Alternatives Screening

Buddy explained that since the last CAG meeting, the project team evaluated each of the Conceptual Alternatives in relation to Purpose and Need, engineering requirements of the roadway, and potential impacts to environmental resources.

Purpose and Need. All eight Conceptual Alternatives meet the three Primary Benefits outlined in the Illinois Route 3 Connector Purpose and Need.

A new connection between IL Route 3 and IL Route 203 with a connection to Collinsville Road:

- Improves accessibility in the area by providing new connector roadways
- Eliminates circuitous routing for local trips by providing new connector roadways
- Improves travel time consistency by eliminating at-grade railroad crossings

Buddy told the group that sometimes there are alternatives that are easy to eliminate because they do not meet all of the requirements of Purpose and Need. However because the I3C Project is based on improving connectivity and not increasing roadway capacity, the initial alternatives provide improved connectivity and meet Purpose and Need.

Engineering Screening. As part of the engineering screening, the existing traffic volumes, forecasted 2040 traffic volumes, and construction cost of each alternative were considered.

Buddy thanked the East-West Gateway Council of Governments for providing the traffic modeling information that was used in the traffic analysis.

Traffic volumes show that the C2 connection (parallel to Kenny Bernstein Lane) would not be utilized on a daily basis in 2040.

Next Buddy discussed the cost of the alternatives (see slide 29 for estimated costs). Overall,

- 3S connections are ***less*** expensive than 3N connections
- 203S connections are ***less*** expensive than 203N connections
- C1 connections are ***less*** expensive than C2 connections
- Alternative G is the ***least*** expensive
- Alternative B is the ***most*** expensive

Buddy mentioned that much of the costs are related to the number of bridges required in the project area and the length of the alternatives. Cindy Stafford pointed out that the costs also include required right-of -way, and for some alternatives; a longer piece of Relocated Route 3. Buddy also said that the crossings of the canal are based on the profile of I-70 Full Build (crossing over I-70 Full Build where it is lowest). The cost of each alternative is preliminary and is subject to change as engineering of the alternatives progresses.

Environmental Screening. Buddy reviewed the environmental resources map; pointing out the sensitive environmental resources located in the project area (see slide 30) and stated that the environmental analysis is based on a combination of field studies and published databases. Each alternative includes impacts to key resources including wetlands, floodplains, and *Boltonia decurrens;* with all alternatives requiring crossing of Landsdowne Ditch, crossing or encroaching the Cahokia Canal, and having impacts on both small and large populations of *Boltonia decurrens.*

Buddy pointed out that coordination with Metro East Sanitation District regarding the encroachment of the Cahokia Canal had resulted in their tentative approval to encroach upon the canal's upper slope for the Illinois Route 3 Connector.

Slide 32 includes an Environmental Screening Summary Comparison for the Alternatives with the C1 Connection to Collinsville Road (via Exchange Avenue) versus those with the C2 Connection (parallel to Kenny Bernstein Lane). Overall, the alternatives with a C1 Connection have less wetland and floodplain impacts and only one crossing of Landsdowne Ditch; but have greater impacts to special waste locations and archaeological sites than the alternatives with the C2 Connection.

Merger Meetings

After discussing the potential impacts of the eight conceptual alternatives, Buddy briefly touched on the NEPA/404 Merger process and the merger meetings that had been held to date (see slide 34). At the June 2015 merger meeting, the agencies provided concurrence on the Alternatives to be Carried Forward. (Note: the Illinois Historic Preservation Agency did not concur; however, their concurrence is not required to proceed with the study).

Alternatives Eliminated

Next, Buddy explained that due to the lack of daily traffic, and the fact that a connection to Collinsville Road using Exchange Avenue (C1) would still exist, using connection point C2 was deemed not prudent due to the additional environmental impacts and cost that would result. Therefore, all alternatives utilizing the C2 Connection point (Alternatives B, D, F, and H) have been eliminated from further consideration.

Alternatives to be Carried Forward

Buddy reviewed the characteristics of the Conceptual Alternatives to be Carried Forward (those presented and that had gained concurrence at the NEPA/404 merger meeting in June).

Aside from the No Build Alternative, all of the Alternatives to be Carried Forward (Alternatives A, C, E and G) meet Purpose and Need and have similar routing and therefore similar projected 2040 traffic volumes. The costs of the Alternatives to be Carried Forward range from $29 million for Alternative G, to $47 million for Alternative A; with those utilizing connection points at 3S and 203S costing the least.

Regarding environmental impacts; Buddy reminded the group that all of the Alternatives to be Carried Forward impact key environmental and socioeconomic resources; with wetland impacts ranging from three acres (Alternative C) to 13 acres (Alternative E). Buddy said that the wetland impacts are the biggest environmental differentiators among the alternatives, but not enough for the project team to make the call to eliminate any of the alternatives to be carried forward based on wetland impacts.. He said that in a few months' time, IDOT will identify a Potential Preferred Alternative to take to FHWA for concurrence in early 2016.

CAG members were then asked to provide their input on the Alternatives to be Carried Forward through a group exercise.

5. Group Exercise

Buddy asked that the CAG members break into 3 groups of 4 to 5 people each. Each group was provided a set of maps showing the Alternatives to be Carried Forward – a map depicting centerline and a map depicting the environmental footprint in relation to key environmental resources for each of the alternatives. Each group was asked to spend about 10 minutes with each Alternative to be Carried Forward, reviewing its features and providing feedback.

For each alternative, Buddy asked the group consider:

- Are there any fatal flaws to the Alternative?
- Do you like or dislike the Alternative? Why?
- Are there suggested revisions to the Alternative?

To aid the discussion and for reference purposes – while the groups considered the alternatives, a table with the Potential Environmental Impact Screening summary was displayed (see slide 48).

At the end of the exercise, each of the three groups shared their thoughts about the alternatives. Below is a summary of CAG member comments concerning each of the Conceptual Alternatives recorded during the group exercise.

I3C CAG #7 Workshop Summary

Note to the reader:
This summary is intended to faithfully record and reflect the issues and thoughts expressed by Illinois Route 3 Connector Project CAG members. By necessity, this is a collection of opinions, thoughts and feelings. Therefore, please be cautioned that the CAG member statements contained in this summary may, or may not, be factual and the opinions and concerns expressed may, or may not, be valid. CAG member comments are being analyzed by the project study team for inclusion in the alternatives development and analysis.

Two of the groups focused on assessing each of the Alternatives to be Carried Forward separately and determining their own "preferred" alternatives. The third group focused more on considering connections and impacts rather than specific preferences.

One of the groups felt that it is appropriate to continue studying the four remaining alternatives in an effort to avoid and minimize impacts and cost.
Some thought that the Relocated Illinois Route 3 (future construction) that is included in Alternatives A and C should be isolated from the rest of the costs when comparing the merits and cost of the four remaining impacts. This would allow for a more direct and fair cost comparison as it would consider the net cost to IDOT for the I3C project when considering that Relocated Illinois Route 3 would eventually be constructed at its own cost.

- Current estimate of alternative costs:
  - Alternative A - $47M
  - Alternative C - $38M
  - Alternative E - $35M
  - Alternative G - $29M
  - Alternatives A and C include construction of a longer portion of Relocated Illinois Route 3 (future construction). This portion of the cost would be an eventual cost to IDOT whether part of I3C or future construction of Relocated Illinois Route 3.

Exchange Avenue was discussed at great length by several CAG members. (Comments relevant to all of the Alternatives to be Carried Forward.)

- Exchange Avenue improvements will not remove the at grade railroad crossing north of I-70/I-55. Improvements will upgrade the remaining piece of Exchange not improved by the recent MRB project (1st south to the railroad tracks).
- Exchange Avenue improvements should not result in notable impacts to the residence along Exchange Avenue south of First Street as the existing right of way appears adequate to accommodate improvements based on current information and level of design detail.

- The southern area of Exchange where IDOT has not made any improvements looks blighted; improving this area of Exchange will help to jump start growth.

Comments specific to individual alternatives included:

Alternative A

Several CAG members were concerned about the potential loss/impacts to the golf course as this draws a lot of people to the area and is a major tourist attraction.
Additionally, CAG members were concerned about the wetland impacts related to this alternative. There was also mention of impacts to the potential expansion of the auto shredding business in the project area.
Since the traffic numbers are low, the potential environmental impacts are a concern for all the alternatives.
One CAG member expressed a preference for Alternative A or C because they would construct a portion of Relocated Illinois Route 3 as part of the I3C project… "2 birds, 1 stone" approach.

Alternative C

A CAG member thought this alternative appears to have less environmental impacts.
Some liked that Alternative C does not impact the golf course.
Alternative C's connection with Exchange Avenue was considered a positive by some CAG members because it uses an existing roadway as opposed to a new roadway.
Exchange Avenue still has the same issues as Alternative A. Improvements for Exchange Avenue are preferred.
Potential for development of Exchange Avenue all the way to 9th street would be positive.
Possible building displacement could be a negative. However, given the building condition, maybe not.
This alternative helps the rail company in the project area which currently utilizes a gravel road. Makes the connection with Relocated IL Route 3 and pushes construction north; making it more viable.

Alternative E

Alternative E was not looked at favorably due to the greater amount of wetland impacts, impacts to the golf course, and endangered species impacts.

Alternative G

Similar to Alternative C in regards to potential environmental impacts with the exception of Wetland #54.
Some agreed it is positive that it does not impact the golf course.
One of the favorite alternatives being considered.
CAG members like the direct IL Route 3 and IL Route 203 connections.

General agreement (two of the three groups specifically agreed on this) - Alternative C is the most favorable but Alternative G does warrant a closer look as it is a close second.

6. Next Steps

Buddy explained that the project would be moving forward on three fronts; engineering, environmental, and public involvement; and that the Potential Preferred Alternative is anticipated to be identified later this year (Fall 2015). He also pointed out that IDOT would make the selection of the Potential Preferred Alternative and that it might not necessarily be the cheapest alternative or the one with the least impacts.

Cindy Stafford said that the project team would be refining the alternatives and specifically looking at ways to avoid and minimize wetland impacts and impacts to other sensitive resources.

Upcoming public involvement activities include Public Meeting #3 in the fall and CAG Meeting #8 in late fall. Buddy said that there may not be a group exercise during the next CAG meeting as the alternatives would be developed with far more detail by then; though the refinement would be based on CAG and public input.

Buddy mentioned that the Environmental Assessment for the project would document the alternatives refinement, public involvement, and decision making processes, and would also include a more detailed analysis of the impacts.

7. Questions

Buddy invited questions/discussion at the conclusion of CAG meeting #7. As a result, no questions were offered.

He said that a lot of progress had been made and that at the next CAG meeting the project team will present the refinements to the four Alternatives to be Carried Forward and present the Potential Preferred Alternative. Buddy also reminded the group that all of the alternatives are subject to modification based on further study of the engineering refinements, cost analysis, and environmental impacts.

James Ritter then invited CAG members to review their handouts (the four Alternatives to be Carried Forward) and to send any additional comments on the alternatives to Buddy, Annie Prothro/IDOT, or any of the project team members.

Buddy Desai concluded the meeting by thanking everyone for their time and encouraging anyone with questions or concerns about the project to contact him or Annie at any time.

Illinois Route 3 Connector Project

Community Advisory Group – Meeting #7

Alternatives to be Carried Forward

July 28, 2015

Introductions

- Project Team
- CAG Members

Agenda

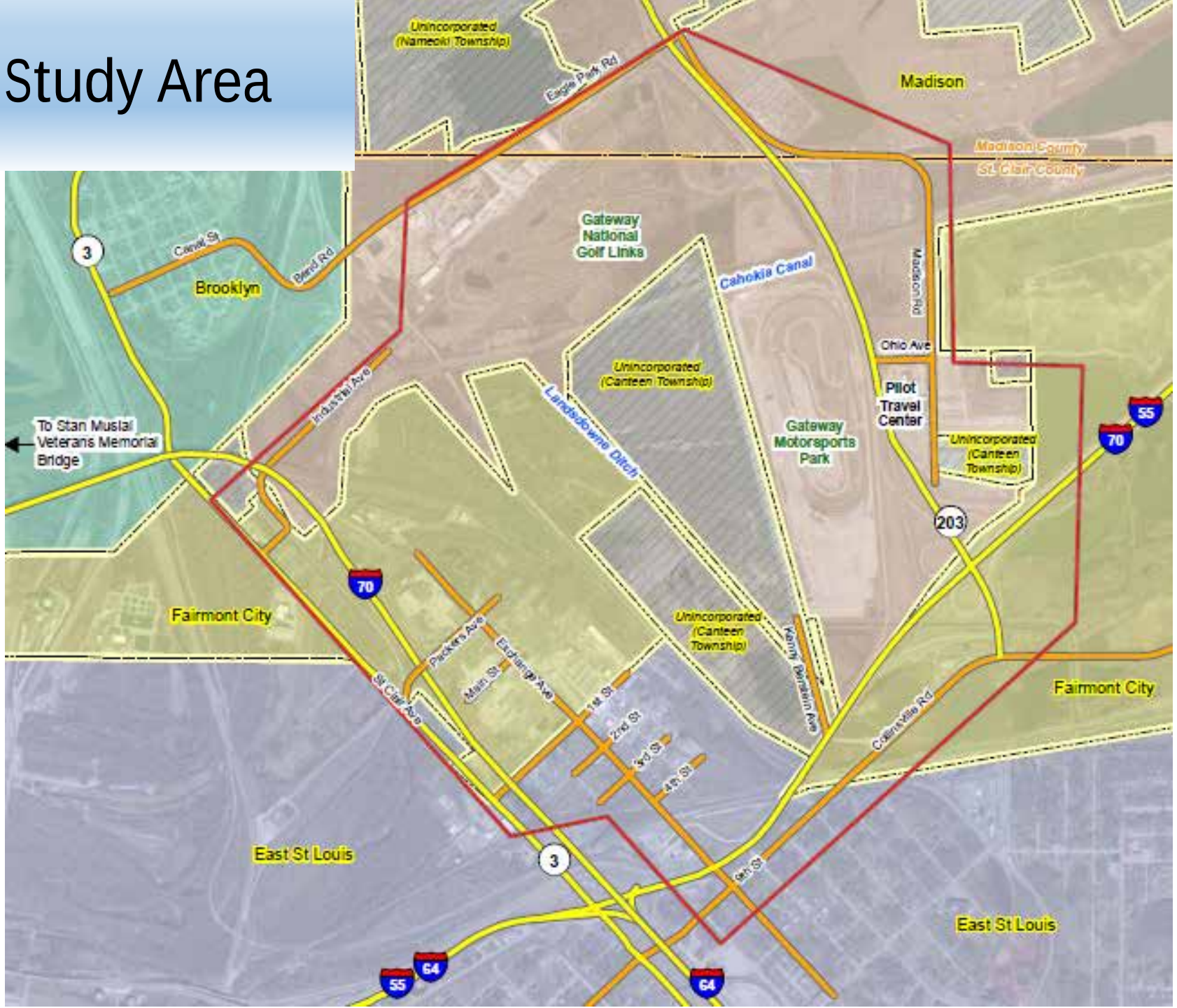
- Study Area
- Purpose & Need
- Alternatives
  - No Build
  - Conceptual Alternatives
  - Alternatives Screening
  - Alternatives to be Carried Forward
- Group Exercise
- Next Steps & Schedule
- Questions

Previous CAG Meetings

- Meeting #1
  - November 8, 2006 - Project Introduction
- Meeting #2 & #3
  - May 10, 2007 – Purpose & Need
- Meeting #4
  - August 29, 2007 – Alternatives
- Project Hiatus - November 2007 to January 2013
- Meeting #5
  - January 23, 2013 – Project re-initiation
- Meeting #6
  - October 13, 2014 – Initial Conceptual Alternatives

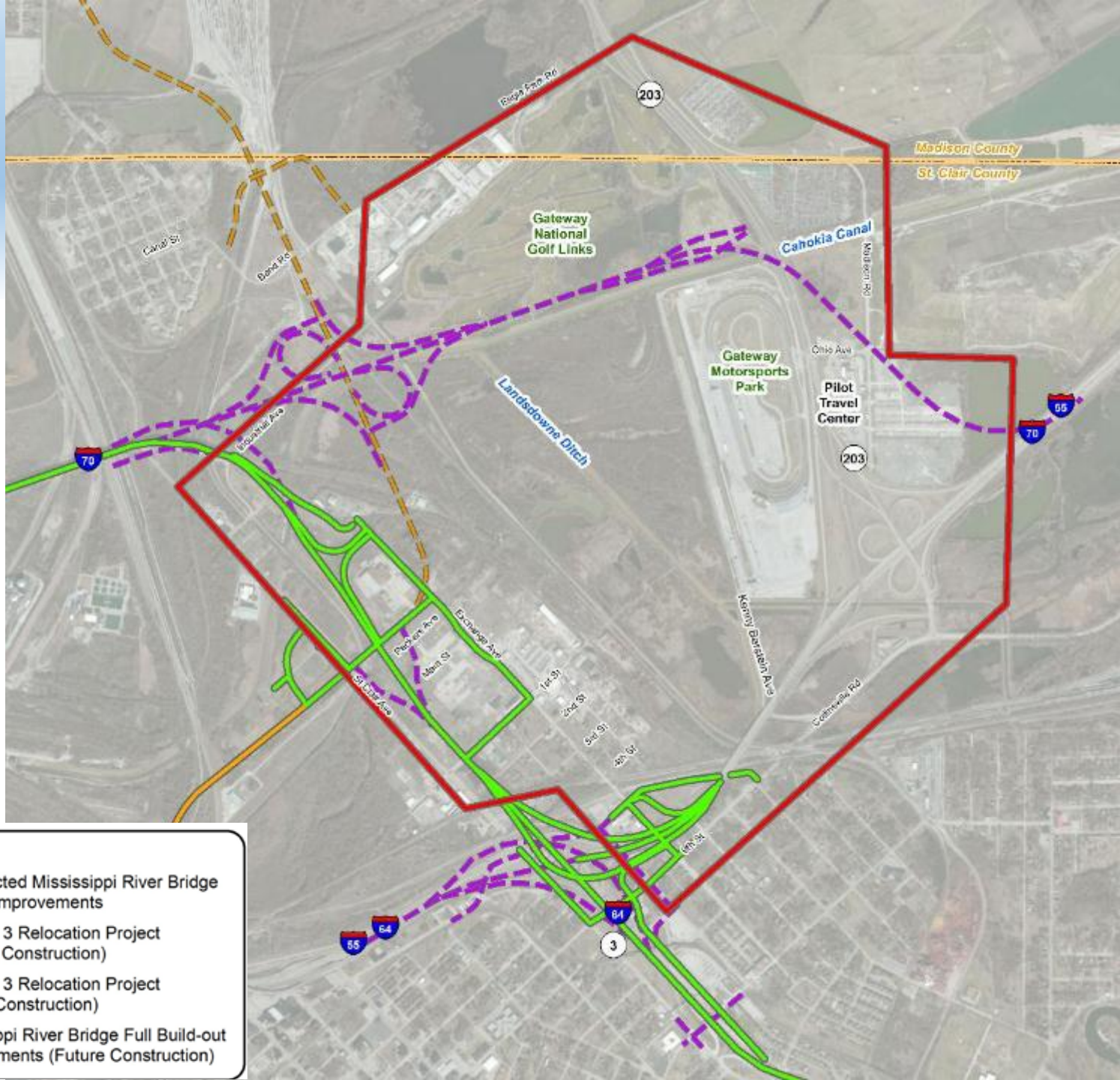
Study Area

Study Area


Unincorporated (Nameoki Township)
Eagle Park Rd
Madison
Madison County
St Clair County
Gateway National Golf Links
Cahokia Canal
Madison Rd
Ohio Ave
Pilot Travel Center
Unincorporated (Canteen Township)
Gateway Motorsports Park
Unincorporated (Canteen Township)
Landsdowne Ditch
Industrial Ave
Canal St
Bond Rd
Brooklyn
3
To Stan Musial Veterans Memorial Bridge
Fairmont City
70
55
203
Packers Ave
Exchange Ave
Main St
St Clair Ave
1st St
2nd St
3rd St
4th St
Unincorporated (Canteen Township)
Kenny Bernstein Ave
Collinsville Rd
Fairmont City
East St Louis
3
6th St
East St Louis
55
64
64

Consideration of Study Area Conditions

- Construction of Mississippi River Bridge (MRB) Project
- IL Route 3 Relocation
- Planned MRB Full Build-out



LEGEND

- County Boundary
- Constructed Mississippi River Bridge Project Improvements
- IL Route 3 Relocation Project (Current Construction)
- IL Route 3 Relocation Project (Future Construction)
- Mississippi River Bridge Full Build-out Improvements (Future Construction)

Purpose and Need

Project Purpose

- Improve traffic flow and network connectivity within study limits by:
  - Improving accessibility within study area and between arterial routes
  - Eliminating reliance on circuitous local roads and short trips on Interstate System
  - Improving travel time consistency
- Improving connections may also enhance economic development opportunities for existing and new businesses

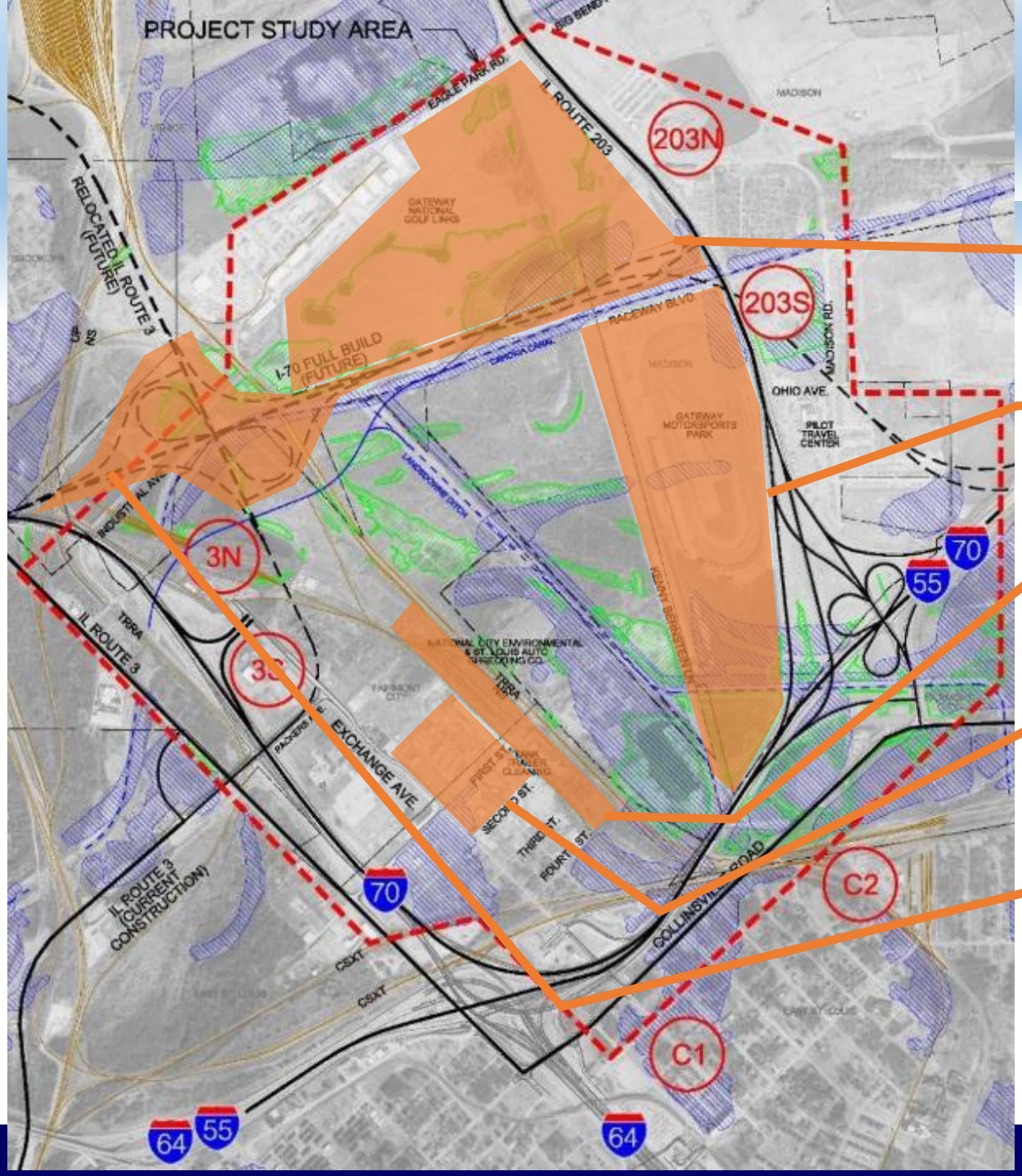
Alternatives

Illinois Route 3 Connector Alternatives Status

- Roadway connection between IL Route 3 and IL Route 203, with a connection to Collinsville Road
- Preliminary engineering and environmental studies continue
- Revisions and refinements to the alternatives being made to optimize roadway alignment and avoid/minimize environmental impacts

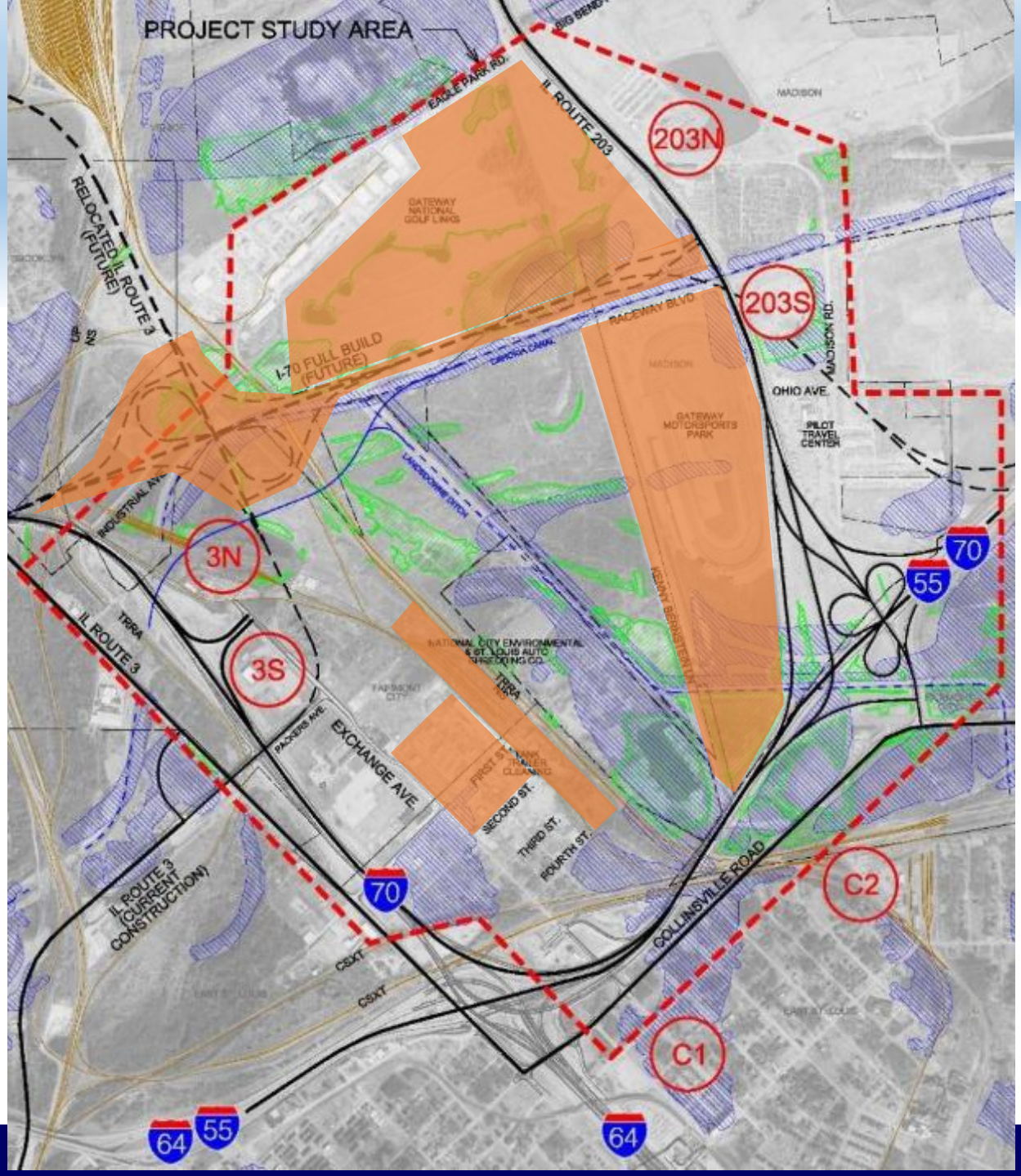
Conceptual Alternatives

Study Area Physical Constraints



- Gateway National Golf Links
- Gateway Motorsports Park
- St. Louis Auto Shredder
- Tank Trailer Cleaning
- I-70 Full Build and Relocated IL Route 3

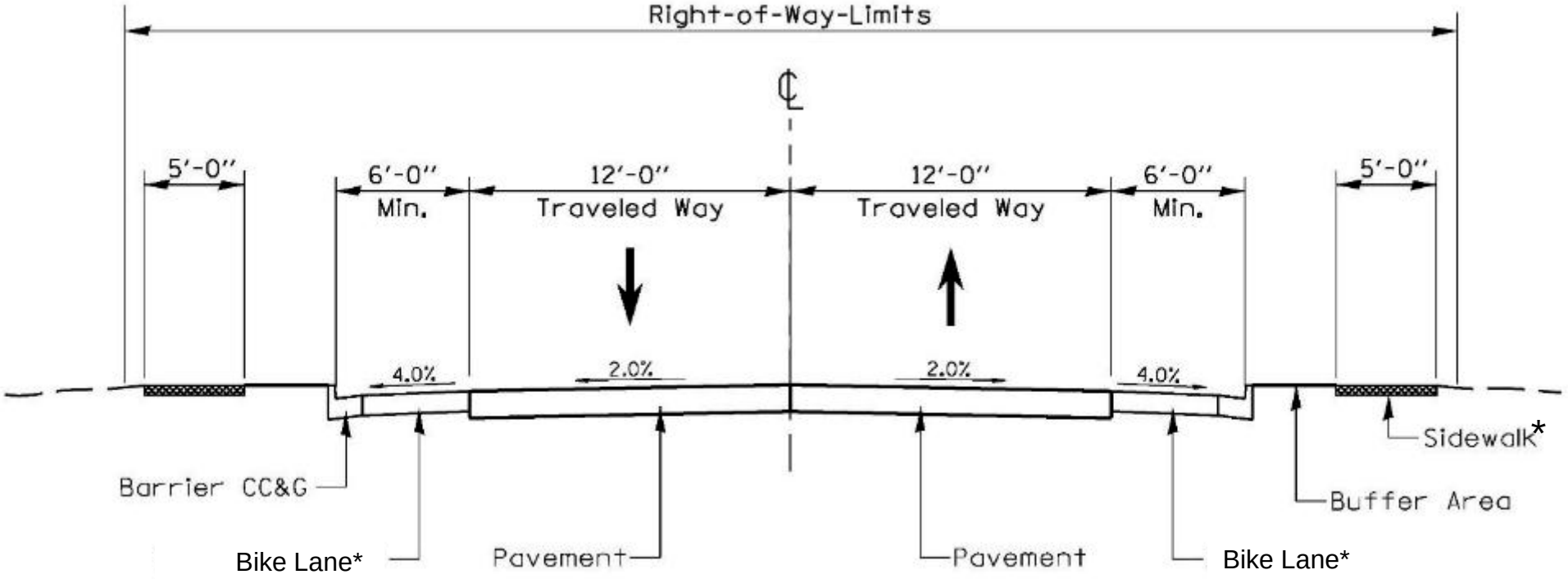
Logical Connection Points



- IL Route 3
  - 3N
  - 3S
- IL Route 203
  - 203N
  - 203S
- Collinsville Road
  - C1
  - C2

Typical Section

- Two-way urban minor arterial roadway



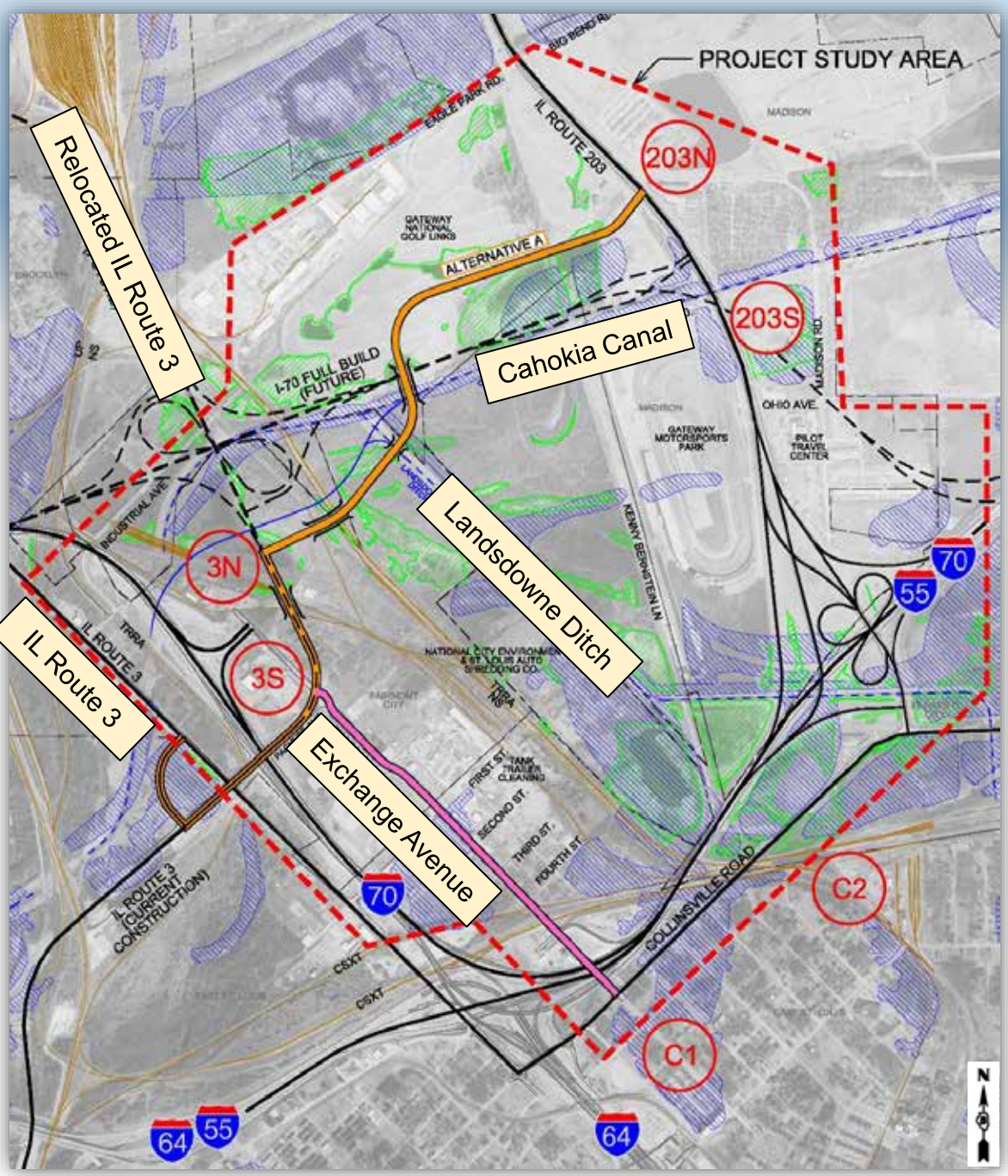
Notes:

* Requires local agency cost participation. If bicycle/pedestrian accommodations are not warranted, or if local agencies do not want to participate in their cost, the typical section will be adjusted accordingly.

Conceptual Alternatives

Alternative A

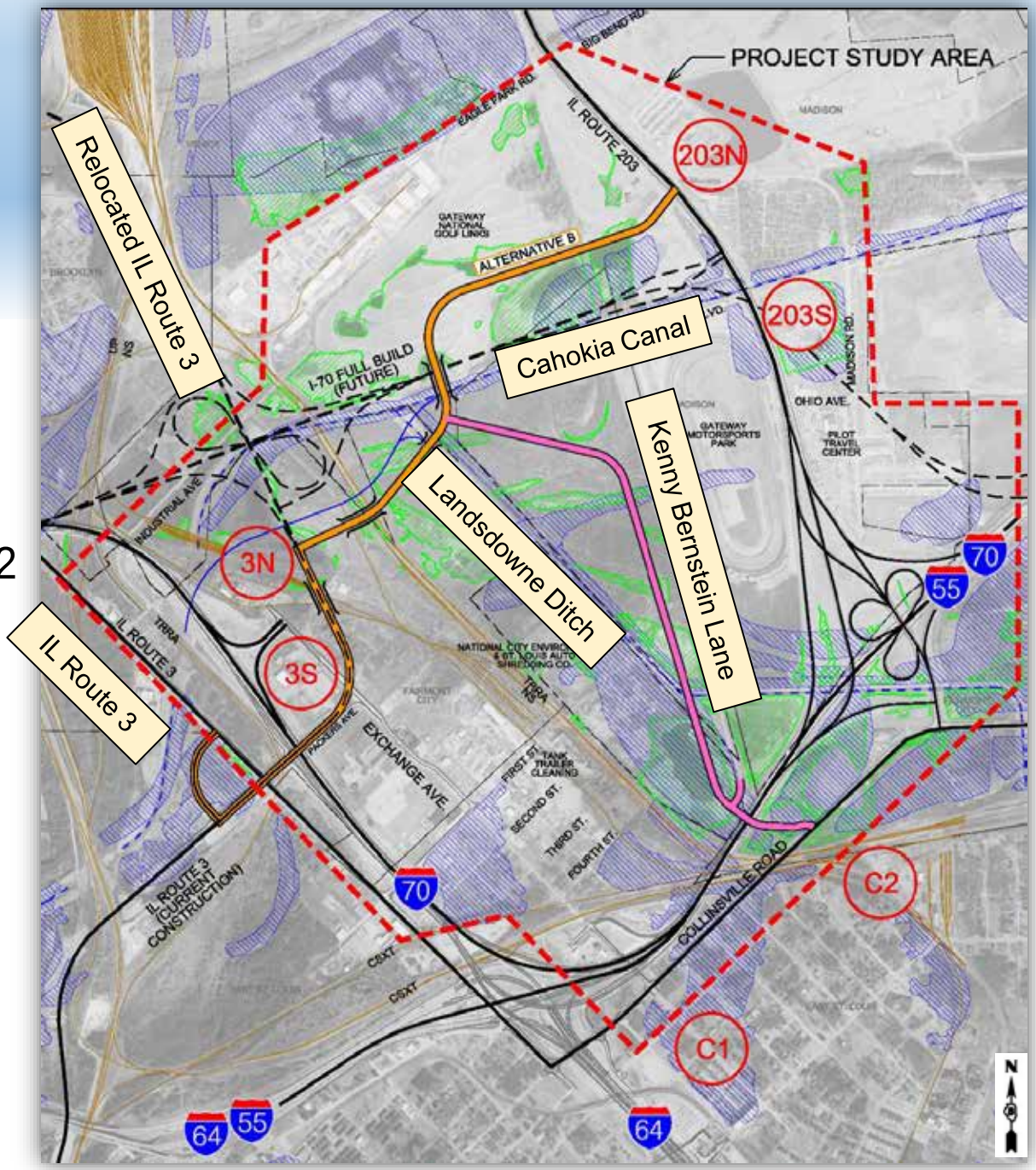
Connection Points 3N-203N-C1



Conceptual Alternatives

Alternative B

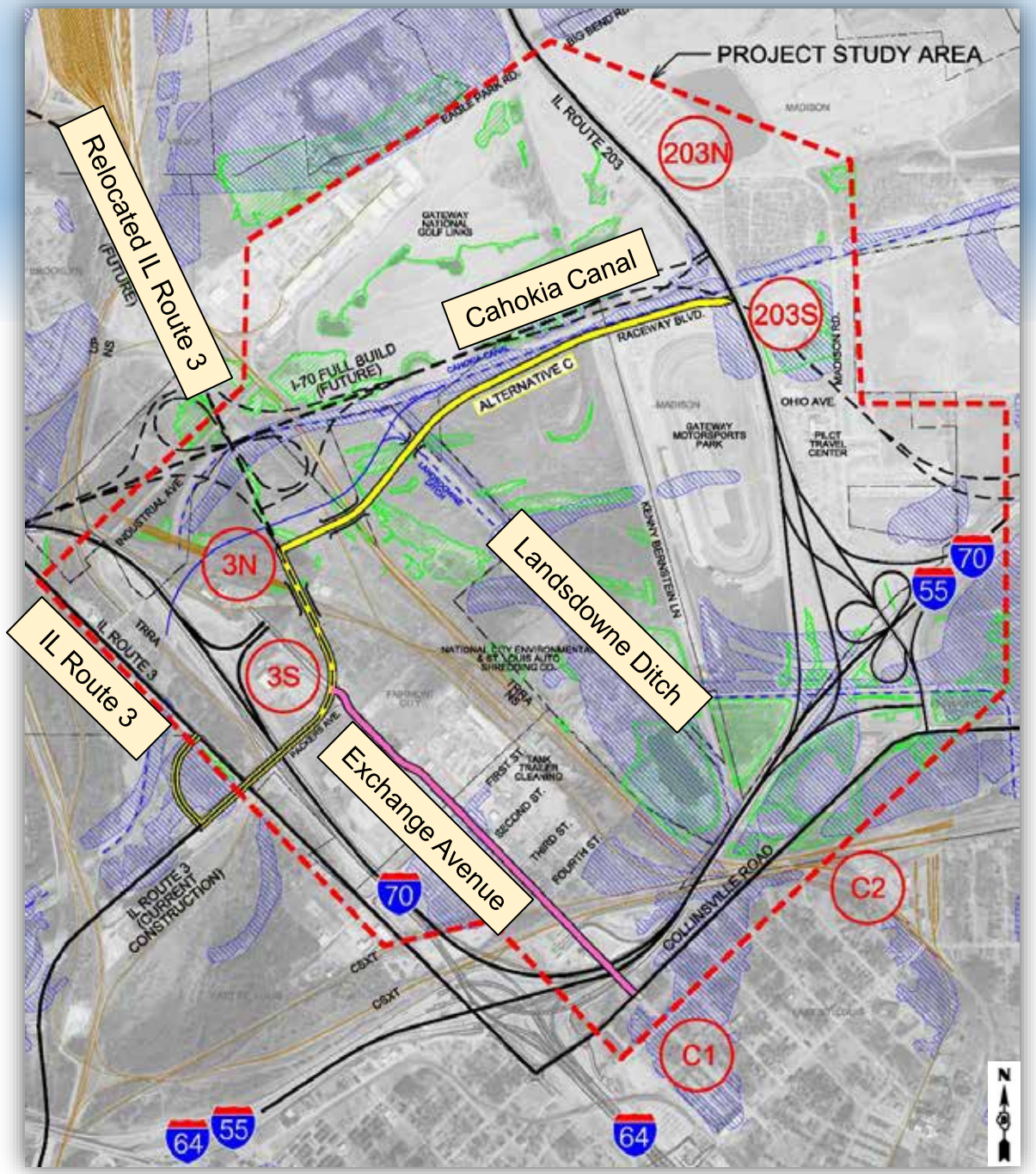
Connection Points 3N-203N-C2



Conceptual Alternatives

Alternative C

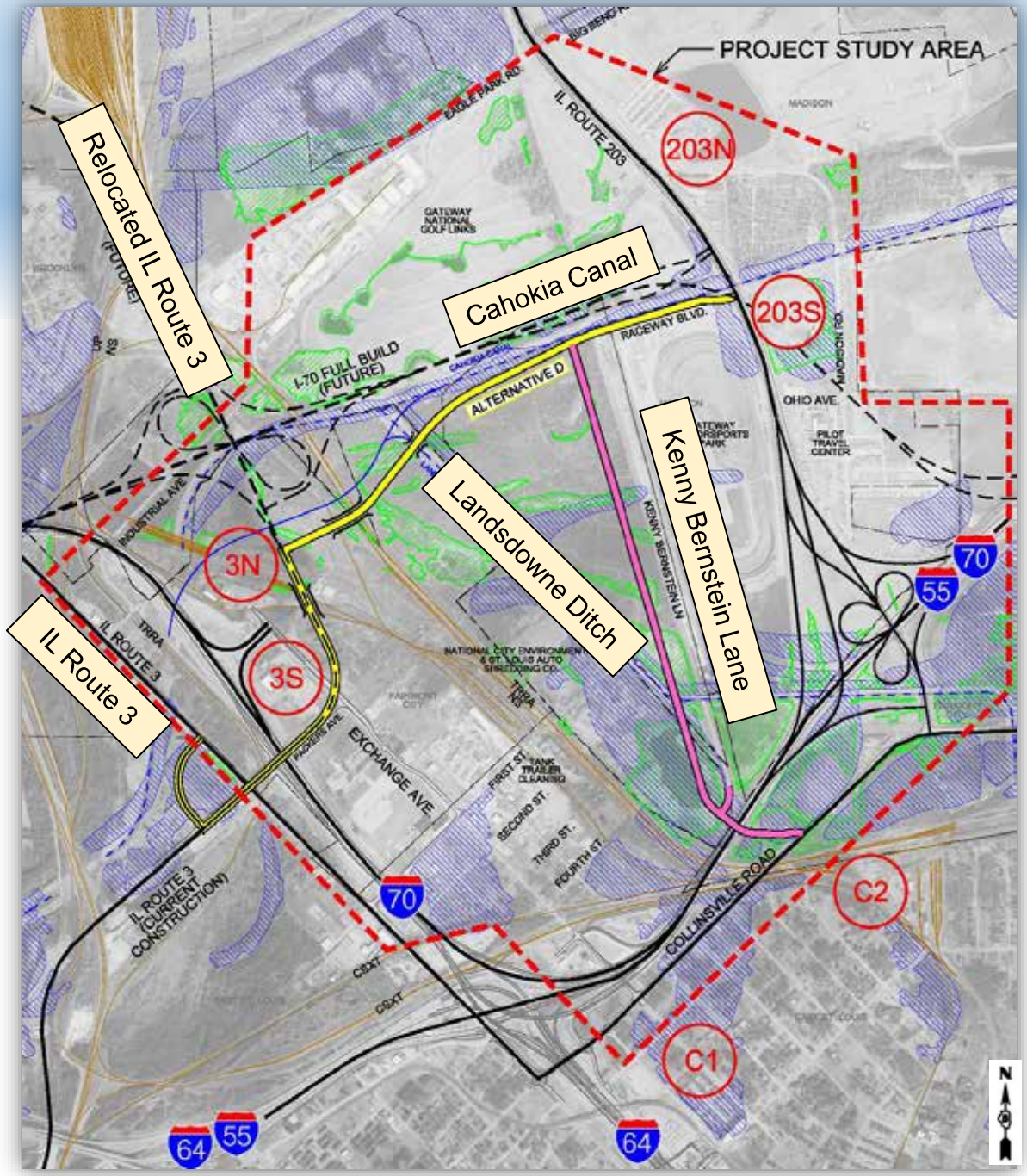
Connection Points 3N-203S-C1



Conceptual Alternatives

Alternative D

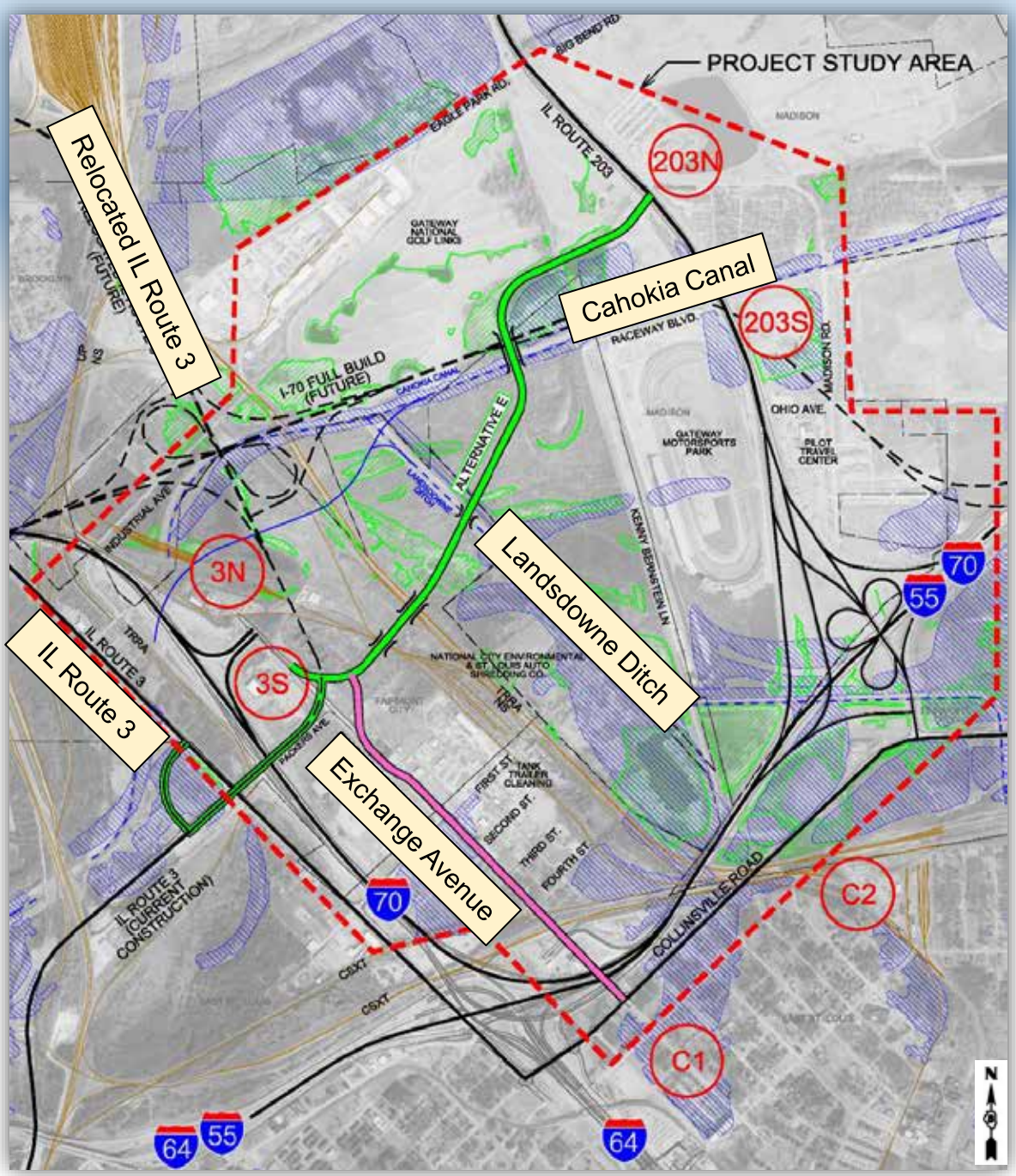
Connection Points 3N-203S-C2



Conceptual Alternatives

Alternative E

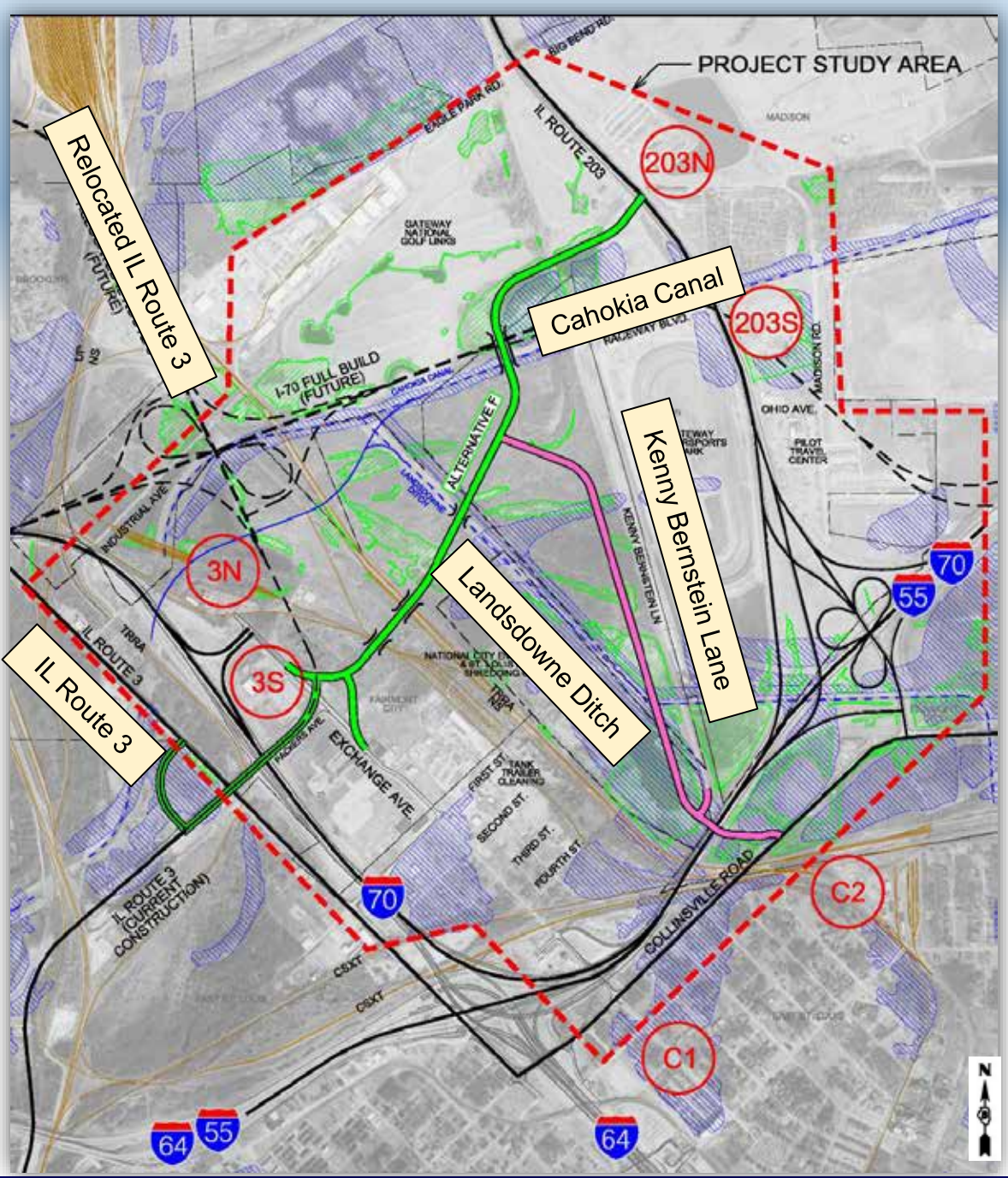
Connection Points 3S-203N-C1



Conceptual Alternatives

Alternative F

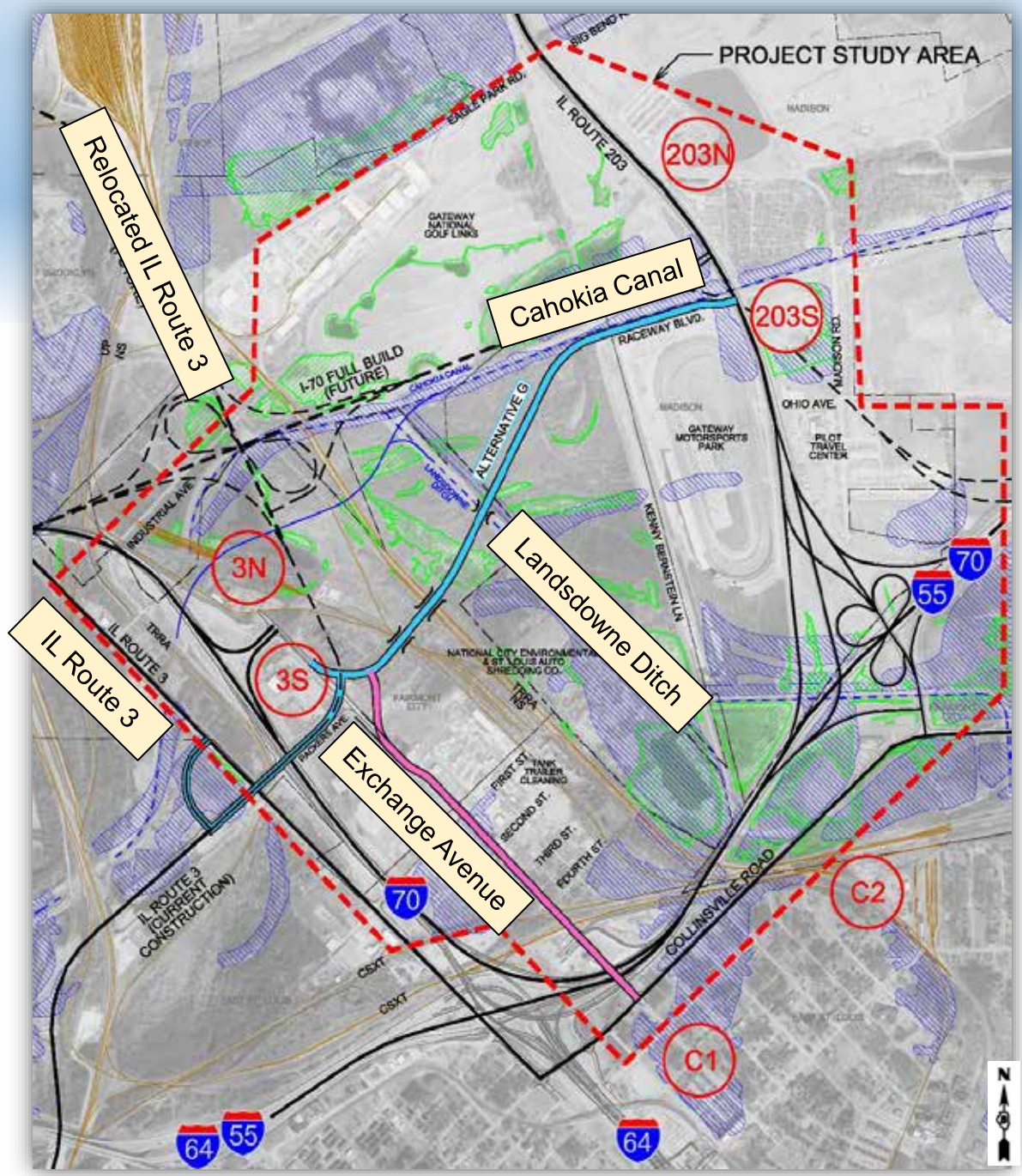
Connection Points 3S-203N-C2



Conceptual Alternatives

Alternative G

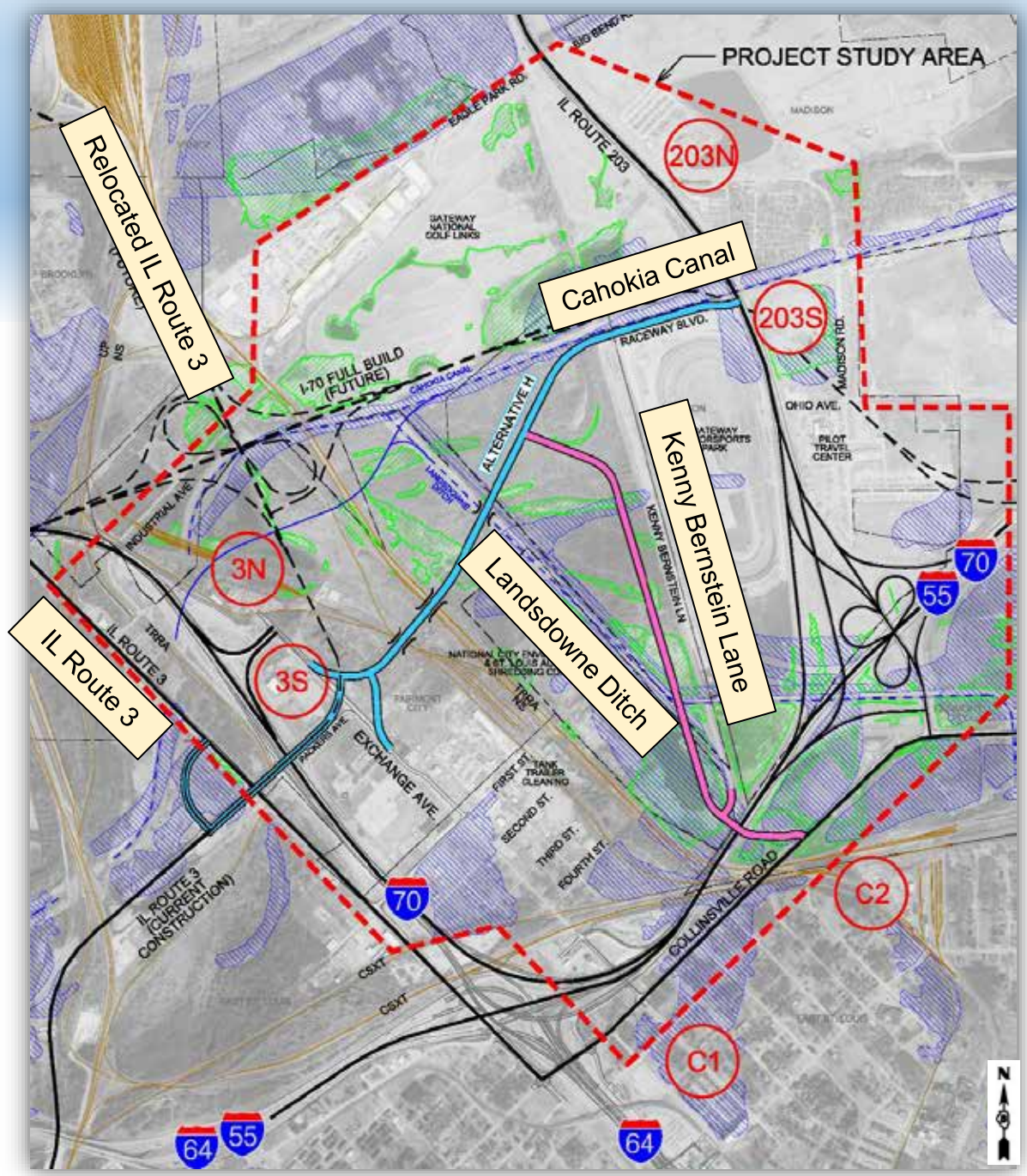
Connection Points 3S-203S-C1



Conceptual Alternatives

Alternative H

Connection Points 3S-203S-C2



No-Build Alternative

No-Build Alternative

- Baseline 2040 transportation condition
- Basis for comparing the travel performance of the proposed alternatives
- Maintain the current roadways in their current condition
- Routine maintenance would continue to be conducted
- No capacity additions or major improvements to existing roadways
- Not a no-cost concept, since maintenance and repair of the existing roadways will be needed
- Assumes the construction of Relocated IL Route 3 and I-70 Full Build

Alternatives Screening

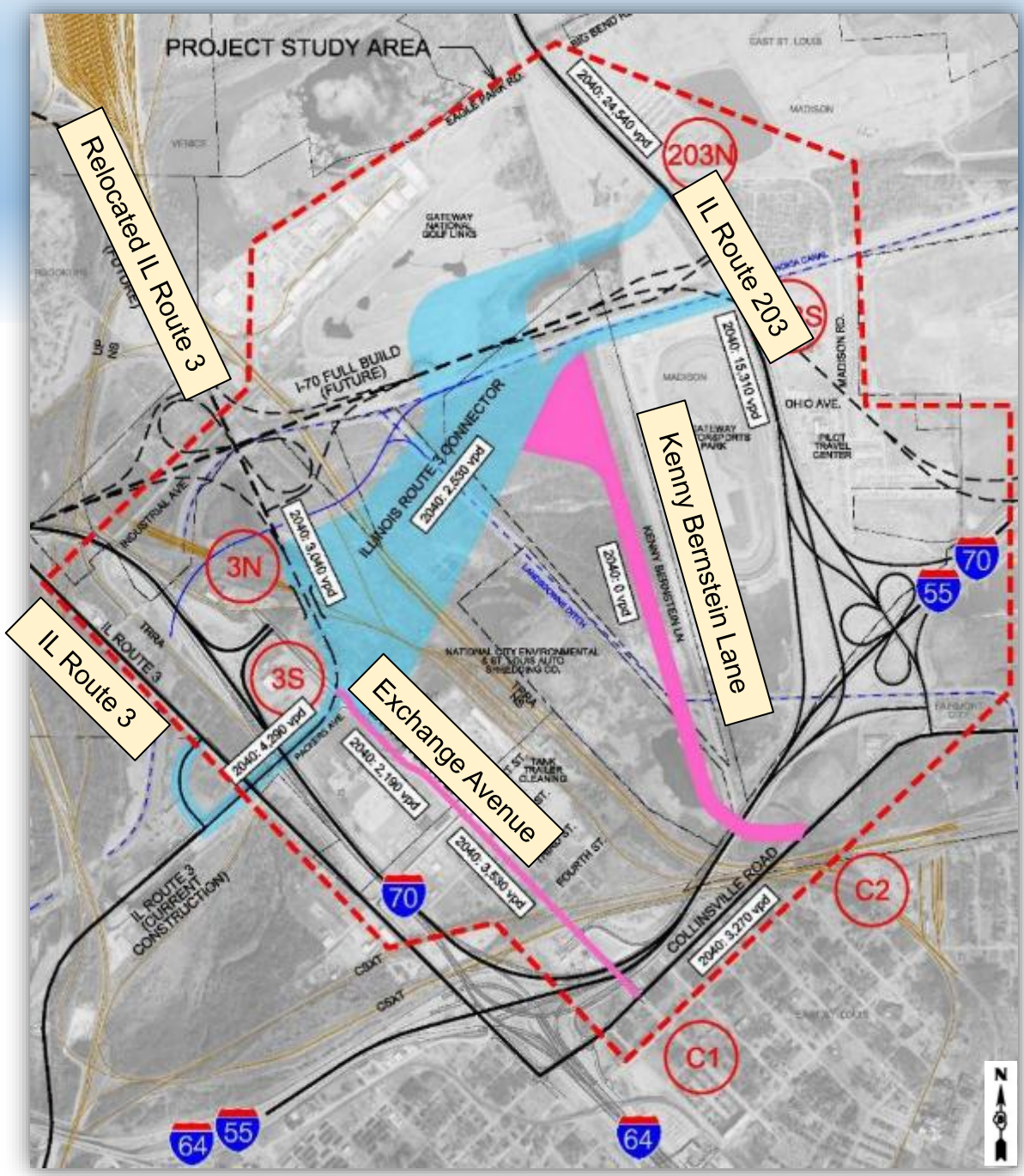
Purpose and Need Screening

Alternative	Improve Accessibility	Eliminate Circuitous Routing	Improve Travel Time Consistency	Comments
A	ü	ü	ü	
B	ü	ü	ü	All eight Conceptual Alternatives meet the three Primary Benefits outlined in the Illinois Route 3 Connector Purpose and Need.
C	ü	ü	ü	A new connection between IL Route 3 and IL Route 203 with a connection to Collinsville Road:
D	ü	ü	ü	- Improves accessibility in the area by providing new connector roadways
E	ü	ü	ü	- Eliminates circuitous routing for local trips by providing new connector roadways
F	ü	ü	ü	- Improves travel time consistency by eliminating at-grade railroad crossings
G	ü	ü	ü	
H	ü	ü	ü	

Engineering Screening –

2040 Build Traffic Volumes

Roadway	2014 Traffic	2040 Traffic
IL Route 3 Connector	n/a	2,530
C1/ Exchange Ave	1,970 to 3,640	2,190 to 3,530
C2	n/a	0



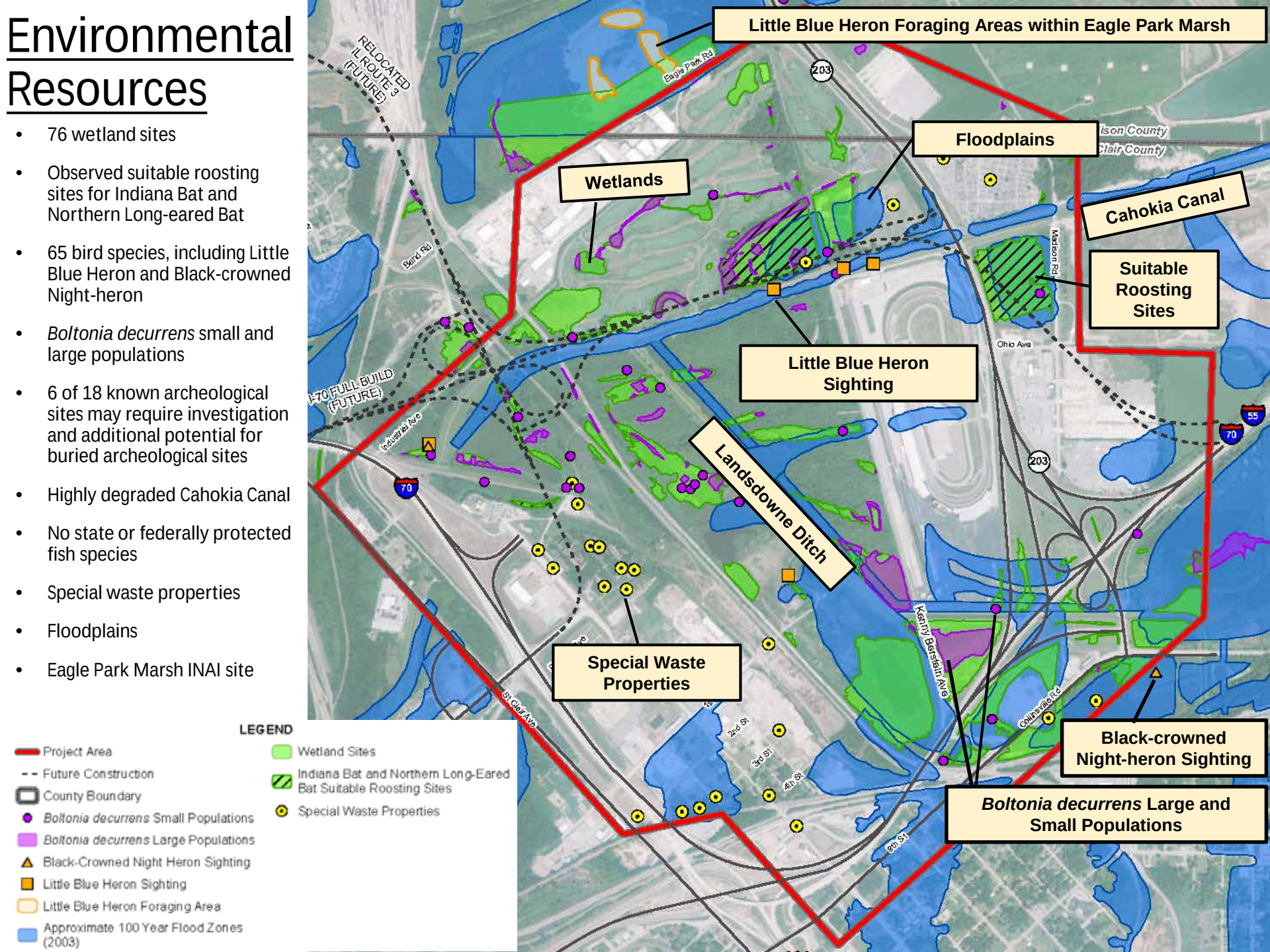
Engineering Screening – Cost

Alternative	*Estimate of Cost*
A (3N-203N-C1)	*$47,000,000*
B (3N-203N-C2)	*$59,000,000*
C (3N-203S-C1)	*$38,000,000*
D (3N-203S-C2)	*$46,000,000*
E (3S-203N-C1)	*$35,000,000*
F (3S-203N-C2)	*$43,000,000*
G (3S-203S-C1)	*$29,000,000*
H (3S-203S-C2)	*$36,000,000*

- 3S connections are ***less*** expensive than 3N connections
- 203S connections are ***less*** expensive than 203N connections
- C1 connections are ***less*** expensive than C2 connections
- Alternative G is the ***least*** expensive
- Alternative B is the ***most*** expensive

Environmental Resources

- 76 wetland sites
- Observed suitable roosting sites for Indiana Bat and Northern Long-eared Bat
- 65 bird species, including Little Blue Heron and Black-crowned Night-heron
- *Boltonia decurrens* small and large populations
- 6 of 18 known archeological sites may require investigation and additional potential for buried archeological sites
- Highly degraded Cahokia Canal
- No state or federally protected fish species
- Special waste properties
- Floodplains
- Eagle Park Marsh INAI site



Environmental Screening Summary

- Analysis based on a combination of field studies and published databases
- Roadway footprints developed based on preliminary engineering
- Each alternative includes impacts to key resources including wetlands, floodplains, and *Boltonia decurrens*
- All alternatives:
  - Require crossing of Landsdowne Ditch; crossing or encroachment of the Cahokia Canal
  - Impact both small and large populations of *Boltonia decurrens*

Environmental Screening Summary Comparison

Alternatives A, C, E, G with C1 Connection to Collinsville Road (via Exchange Avenue)	**Alternatives B, D, F, H with C2 Connection to Collinsville Road (parallel Kenny Bernstein Lane)**
Less floodplain impacts	**Twice as many floodplain impacts**
One Landsdowne Ditch crossing	**Additional Landsdowne Ditch crossing**
Greater impact to number of known archaeological sites	Less impact to number of known archaeological sites
Less impacts to wetlands	**Higher impacts to wetlands**
Higher special waste impacts	Less special waste impacts

Merger Meetings

NEPA/404 Merger Meetings

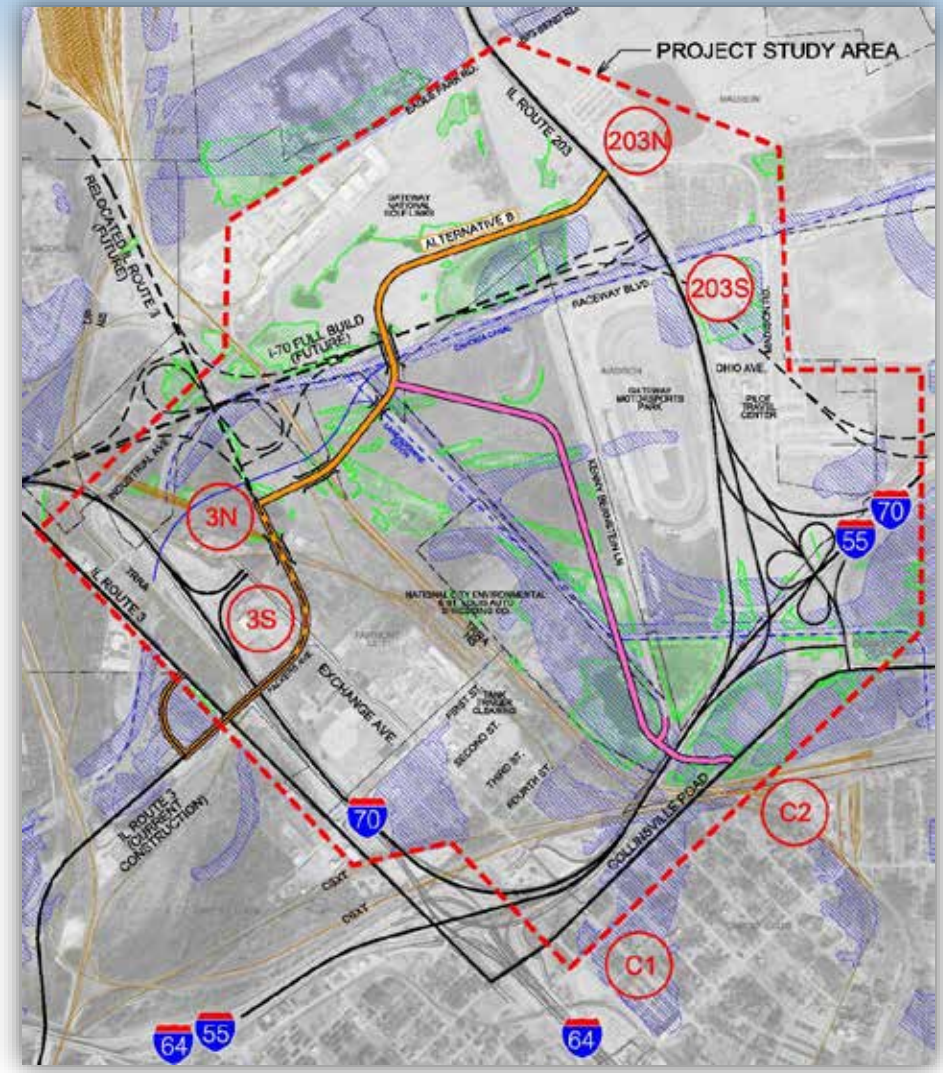
- Project overview
  - June 19, 2014, NEPA/404 merger meeting
- Purpose and Need presented for concurrence
  - September 4, 2014 merger meeting
    - Concurrence received March 2, 2015
- Alternatives to be Carried Forward
  - June 24, 2015 merger meeting
    - All agencies concurred
      - IHPA did not concur but their concurrence is not required

Alternatives Eliminated

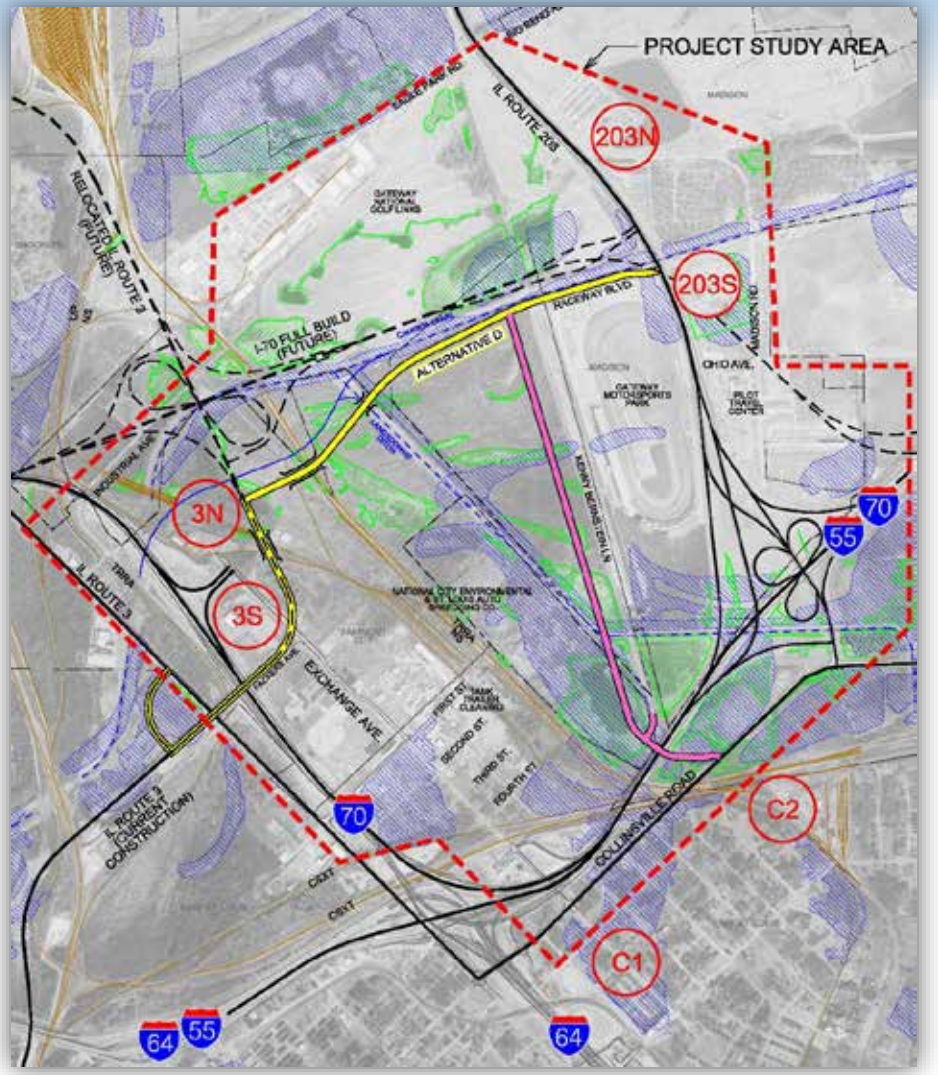
Alternatives Eliminated – C2 Connection Point Alternatives

- Impacts to key resources environmental and socioeconomic resources
- Conceptual Alternatives that connect to Collinsville Road at connection point C2 (Alternatives B, D, F, and H) would not be utilized on a daily basis
  - This connection to Collinsville Road would be utilized on race event days at Gateway Motorsports Park
- The lack of daily traffic, and the fact that a connection to Collinsville Road using Exchange Avenue (C1) would still exist, ***using connection point C2 was deemed not prudent*** due to the additional environmental impacts and cost that would result

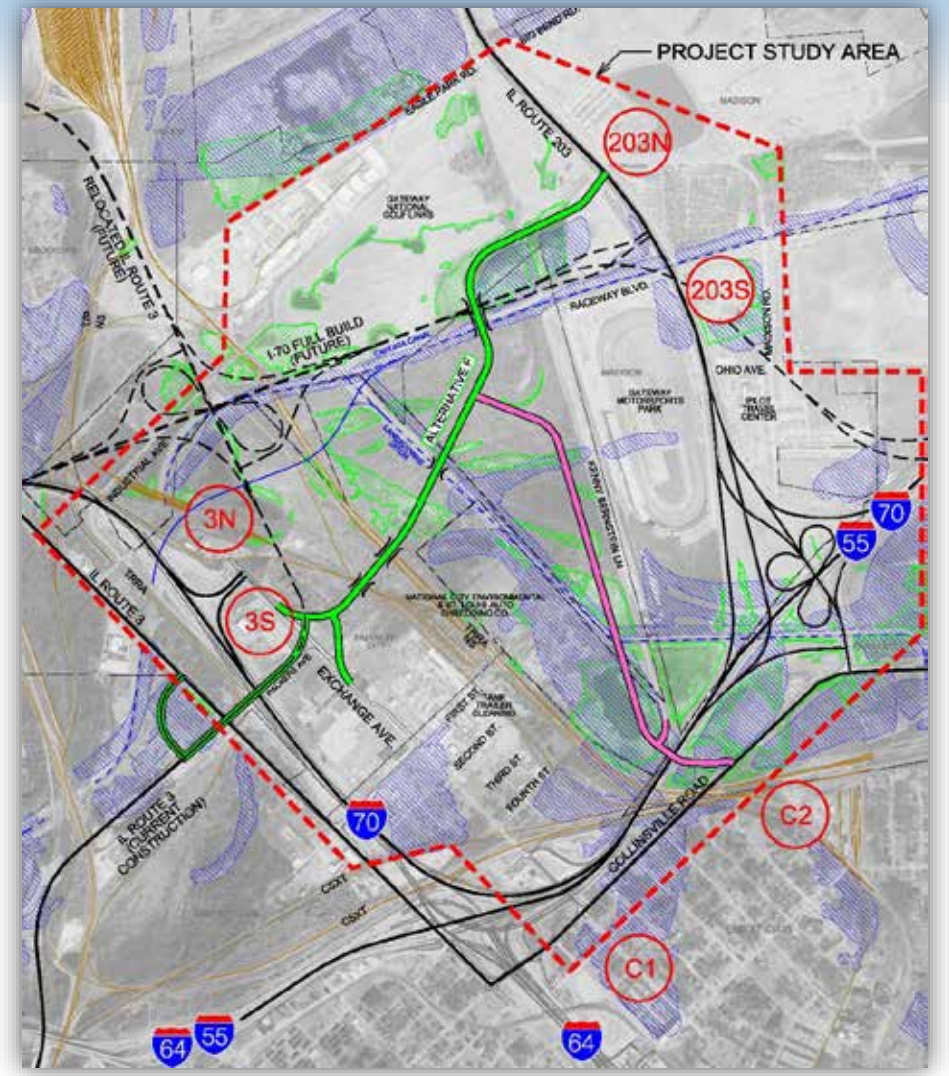
Alternative B



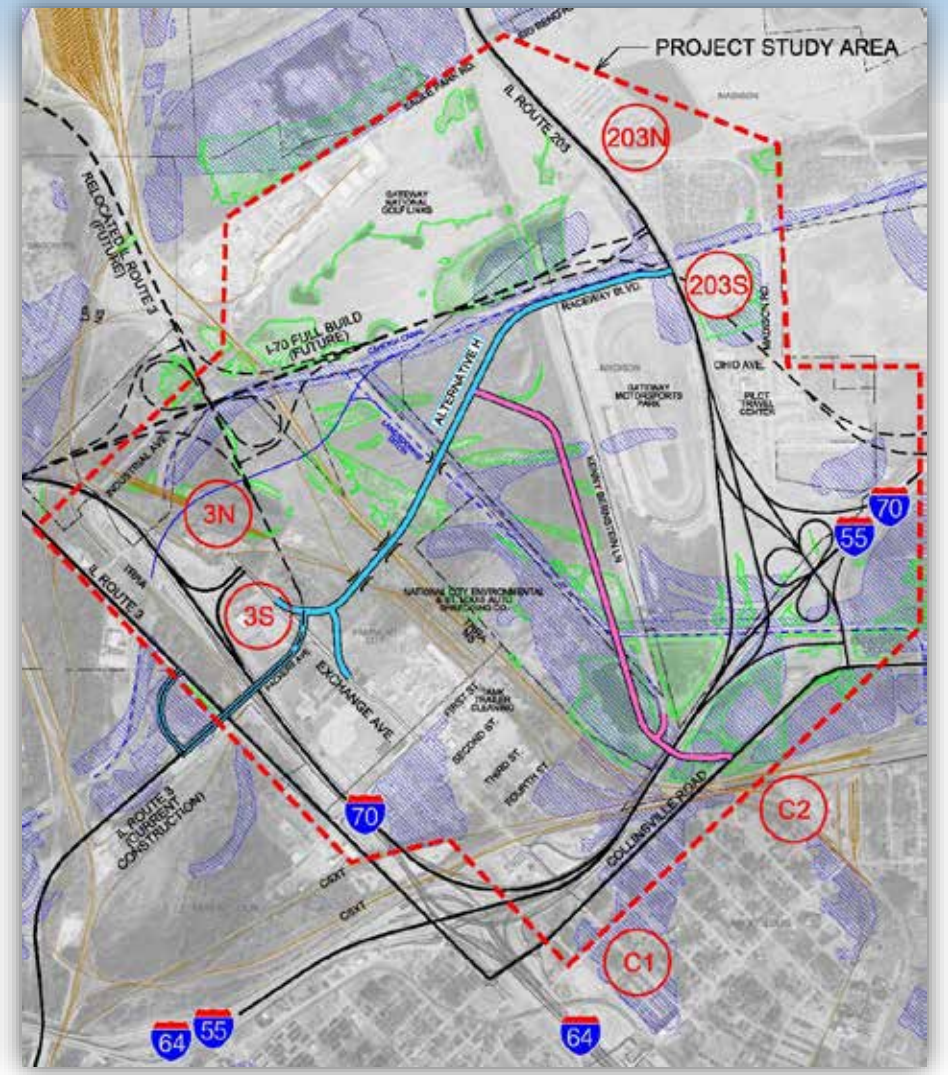
Alternative D



Alternative F



Alternative H



Alternatives to be Carried Forward

Alternatives to be Carried Forward

- Engineering screen of remaining Conceptual Alternatives
  - All meet the elements of Purpose and Need
  - As all of the alternatives follow a relatively similar routing, projected 2040 traffic volumes are similar
  - Cost estimates range between $29M (Alt G) and $47M (Alt A)
    - Estimated costs are lower for those Conceptual Alternatives that connect to points 3S and 203S
- Environmental screen of remaining Conceptual Alternatives
  - All alternatives have impacts to key environmental and socioeconomic resources within the project area
  - Wetland impacts range considerably from 3 acres (Alt C) to 13 acres (Alt E)
  - Impacts to other environmental resources are relatively similar amongst the remaining Conceptual Alternatives

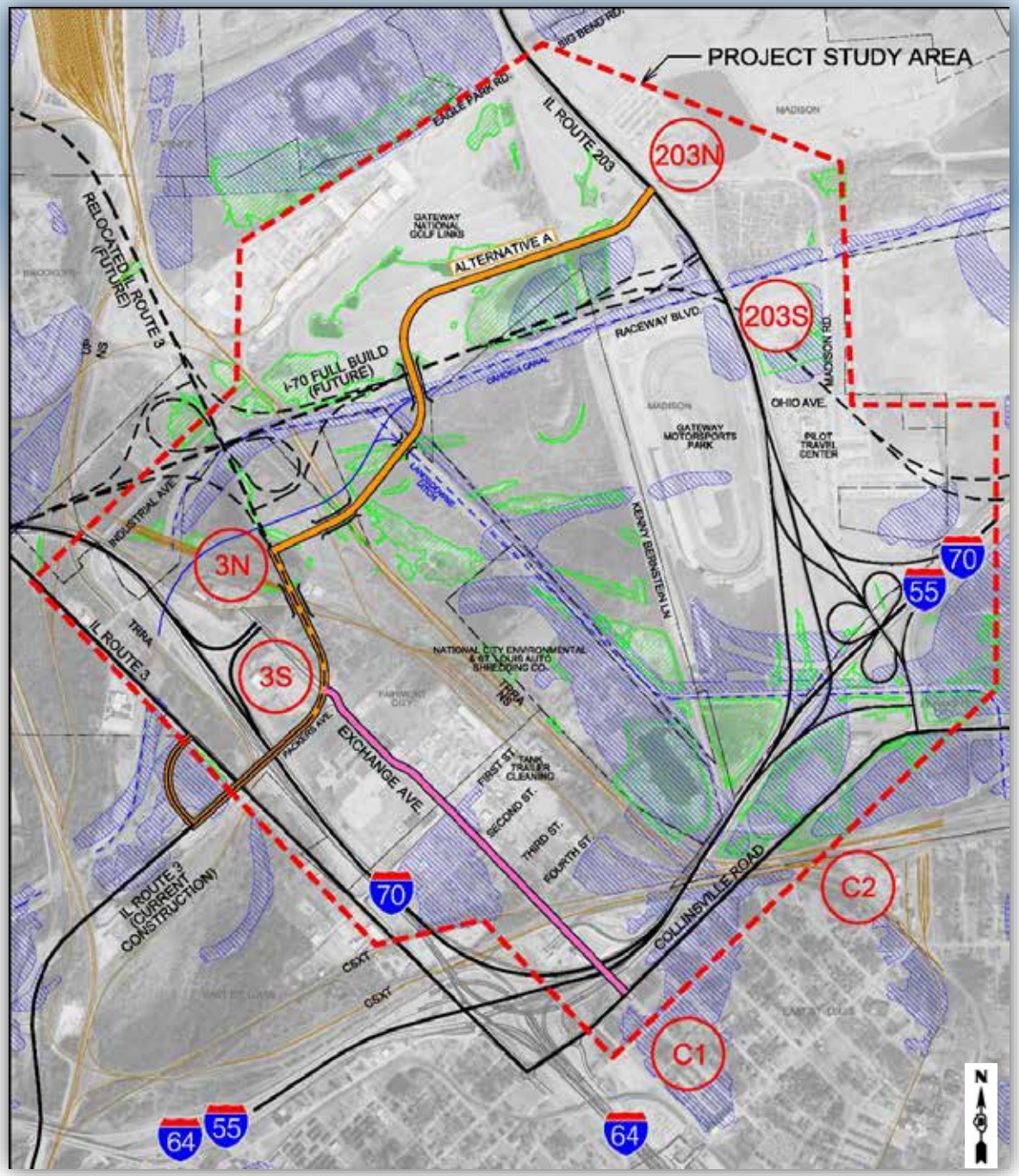
Alternatives to be Carried Forward

- Based on the screening described above, the following Alternatives are recommended as the "Alternatives to be Carried Forward"
  - *No Build Alternative*
  - *Alternative A – 3N-203N-C1*
  - *Alternative C – 3N-203S-C1*
  - *Alternative E – 3S-203N-C1*
  - *Alternative G – 3S-203S-C1*
- Presented to FHWA and Resource Agencies for concurrence at NEPA/404 Merger Meeting on June 24, 2015

Alternative to be Carried Forward

Alternative A –

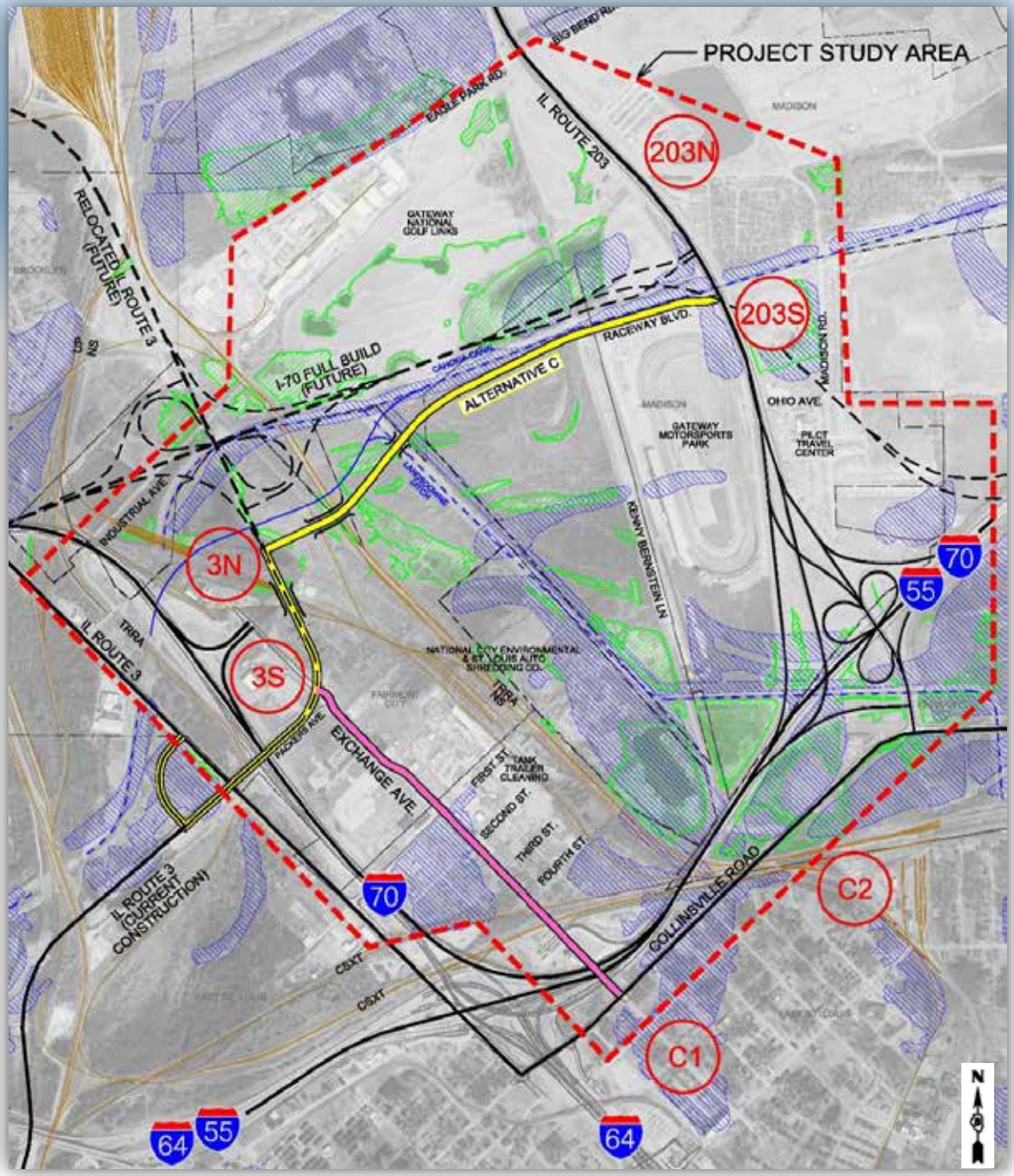
Connection Points 3N-203N-C1



Alternative to be Carried Forward

Alternative C

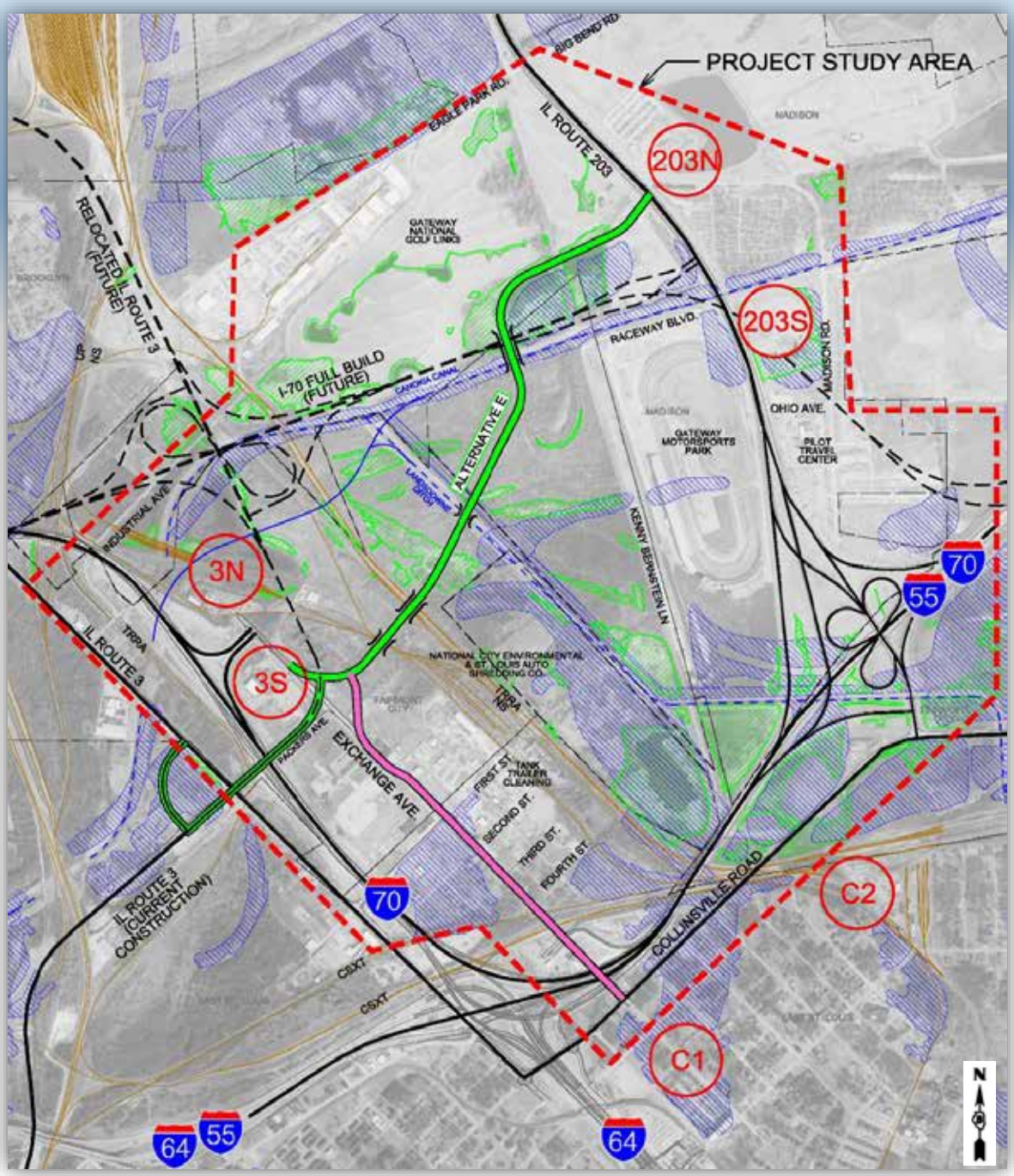
Connection Points 3N-203S-C1



Alternative to be Carried Forward

Alternative E

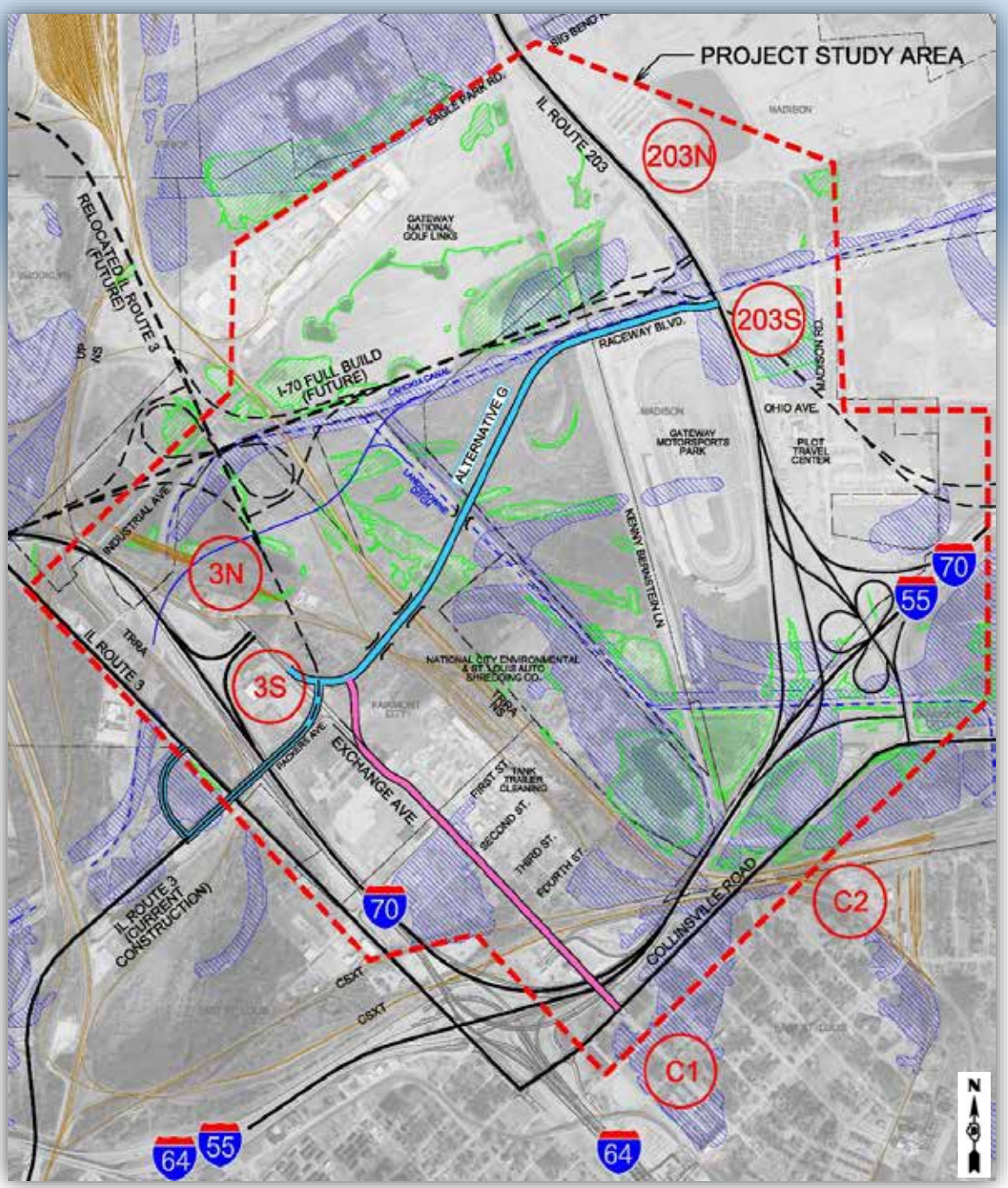
Connection Points 3S-203N-C1



Alternative to be Carried Forward

Alternative G

Connection Points 3S-203S-C1



Group Exercise

Group Exercise - Review & Comment on Alternatives to be Carried Forward

- Break into 3-4 groups of CAG members
- Spend 10 minutes with each of the Alternatives to be Carried Forward reviewing its features
- For each alternative, ask yourselves:
  - Are there any fatal flaws to the Alternative?
  - Do you like or dislike the Alternative? Why?
  - Are there suggested revisions to the Alternative?
- Report out comments and observations

Potential Environmental Impact Screening Summary

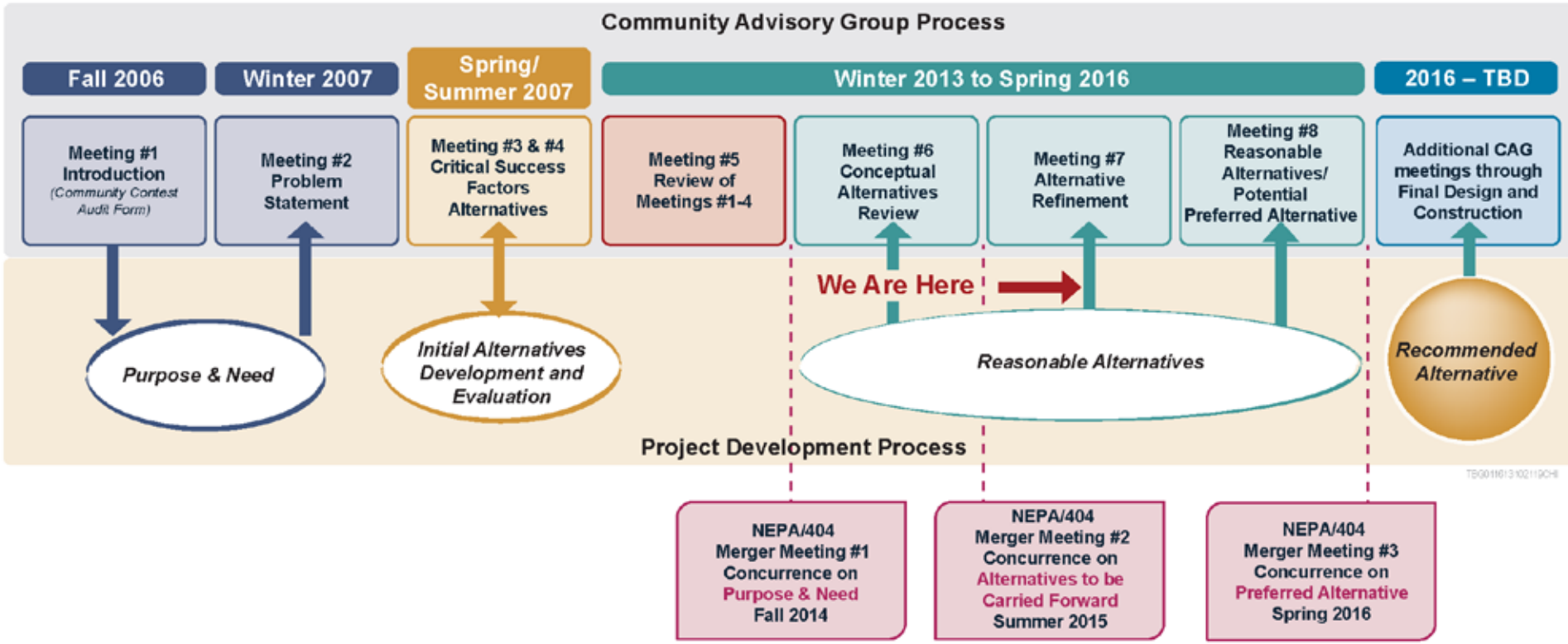
Alternative	Building Displacements	Indiana Bat and Northern Long-eared Bat (Suitable Roosting Sites)	*Boltonia decurrens* (# of Small Populations; # of Plants)	*Boltonia decurrens* (# Large Populations; Total Acres)	Little Blue Heron	Black-crowned Night-Heron	Cahokia Canal	Landsdowne Ditch	Floodplains	Special Waste Sites	Potential Archaeological Sites	Total Wetlands Impacted (Total Acres)	Total Wetlands Impacted with FQI value over 20
A	1	2	2; 5 plants	5; 2 acres	No (0)	No (0)	Crossing	Crossing	Transverse (3)	2	5 (19.2 ac.)	11 (6 acres)	<1 acre
B	1	2	3; 6 plants	9; 4 acres	No (0)	No (0)	Crossing	Crossing (2)	Transverse (6); Longitudinal (1)	0	4 (5.9 ac.)	19 (14 acres)	<1 acre
C	1	1	3; 6 plants	3; <1 acre	Yes (2)	No (0)	Encroach-ment	Crossing	Transverse (3); Longitudinal (1)	2	3 (18.8 ac.)	8 (3 acres)	<1 acre
D	1	1	4; 7 plants	8; 3 acres	Yes (2)	No (0)	Encroach-ment	Crossing (2)	Transverse (6); Longitudinal (2)	0	2 (5.5 ac.)	17 (11 acres)	<1 acre
E	0	1	6; 13 plants	5; 3 acres	Yes (1)	No (0)	Crossing	Crossing	Transverse (3); Longitudinal (1)	5	3 (25.0 ac.)	5 (13 acres)	3 acres
F	0	1	7; 14 plants	8; 5 acres	Yes (1)	No (0)	Crossing	Crossing (2)	Transverse (6); Longitudinal (2)	3	2 (14.5 ac.)	14 (21 acres)	3 acres
G	0	0	7; 14 plants	3; <1 acre	Yes (2)	No (0)	Encroach-ment	Crossing	Transverse (3) Longitudinal (1)	5	2 (25.0 ac.)	3 (4 acres)	3 acres
H	0	0	8; 15 plants	6; 3 acres	Yes (2)	No (0)	Encroach-ment	Crossing (2)	Transverse (6); Longitudinal (2)	3	1 (14.5 ac.)	12 (11 acres)	3 acres

Next Steps & Schedule

Next Steps

- Environmental
  - Environmental studies
  - Environmental Assessment documentation
- Engineering
  - Advance design details
  - Alternative refinements to avoid/minimize impacts
- Public Involvement
  - Public Involvement Meeting #3 in Fall 2015
  - CAG 8 – Late Fall 2015
- Identification of Preferred Alternative
  - Anticipated in Fall 2015

Tentative Meeting Schedule



Questions?

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  - 314.335.3011
  - buddy.desai@ch2m.com