Illinois Route 3 Connector CAG Meeting #4

ATTENDEES:	William Grogan/SCCTD	Karen Geldert/IDOT
	Terry Freeland/EWGCOG	Cindy Stafford/IDOT
	Scott Penny/Fairmont City	Jason Watters/BLA
	Mark Ostendorf/Fairmont City	Buddy Desai/CH2M HILL
	Jerome Jackson/ESL SMBC	Kevin Nichols/CH2M HILL
	Darrell Cates/St. Clair County	Libby Braband/CH2M HILL
	Shane Stock/TTC	Molly Salmieri/CH2M HILL
	Jim Devall/SIUE	Dan Sommer/CH2M HILL
	Deb Walsh/Gateway National	
COPIES:	Project File	
FROM:	Buddy Desai/CH2M HILL	
MEETING DATE:	August 29, 2007	
PROJECT NUMBER:	344101	

On August 29, 2007, the Illinois Route 3 Connector Project's Community Advisory Group (CAG) Meeting 4 was held at the Gateway National Golf Links Clubhouse within the project Study Area. The agenda, sign-in sheet, and a copy of the presentation used at the meeting are attached.

MEETING NOTES

The agenda included the following items:

1. Introductions
2. Prior Meeting Review
   a. Meeting #1
   b. Meeting #2/3
3. Concept Alternatives
4. Group Exercises
5. Next Steps

1. Introductions

Buddy Desai welcomed everyone to the meeting, and initiated introductions. Buddy introduced the CH2M HILL team, Jason Watters from BLA, and Cindy Stafford and Karen Geldert from IDOT. CAG members were then asked for self introductions.

2. Prior Meeting Review

a. Meeting #1

Buddy Desai began by addressing outstanding issues and questions from Meeting #1. The following issues were addressed:

1. How do current traffic volumes experienced on Illinois Route 203 compare to those prior to the closing of the McKinley Bridge? *Response: IDOT checked on the traffic volumes and determined that within the study area Illinois Route 3 traffic increased approximately 25% and Illinois Route 203 traffic increased approximately 10% after the McKinley Bridge closed.*

2. Was the project intended to promote development within the Study Area? *Response: Cindy Stafford (IDOT) stated that the basic purpose for this project is to provided an alternative route for the area to improve safety, mobility, accessibility, and to allow more direct travel routes. Brooks Brestal (IDOT) further indicated that the construction of a new connector roadway could promote economic development within the Study Area but that is not the primary focus of the project.*

3. How much additional traffic would be generated by growth in the area? *Response: Buddy Desai and Kevin Nichols indicated that while we don't have an answer to that question currently, traffic modeling will account for future land use and subsequent increases in traffic volumes.*

Buddy Desai continued by reviewing the project study area map. Buddy then gave a brief description of why a CAG has been assembled and what role the CAG will play in the project.

Buddy Desai briefly summarized the highlights of CAG Meeting #1 and the feedback received. He explained the context audit exercise that the attendees completed during the meeting, which resulted in the following observations:

1. The study area was described as a developing area, with potential brownfield redevelopment opportunities, a diverse population, and portions that are economically depressed
2. Congestion on local roads is not typically considered a problem
3. Congestion on the interstate(s) is considered a problem
4. There are a lot of accidents in this area
5. There is a need for an additional roadway(s) in this area
6. Redevelopment opportunities are not hindered by a lack of highway access
7. Accommodating future development in this area is important
8. The proposed Illinois Route 3 Connector would provide a more direct connection between neighboring communities and common destinations
9. At-grade train crossings cause delays, congestion, and safety problems in this area

10. Improved access to/from this area – for shopping, emergency response vehicles, social services, etc. – is important
11. Pedestrian accommodations/pedestrian safety is an issue in some portions of this area
12. Truck traffic on local streets is not considered a problem, but more a fact of life given the types of businesses in the area

b. Meeting #2/3

Buddy Desai addressed outstanding issues and questions from Meeting #2/3. Meetings 2 and 3 from the schedule were combined because their topics were interrelated and the objectives of both meetings could be achieved by holding just one meeting. The following issues were addressed:

1. The CAG participants noted that there were no points of concentration of accidents along IL 203 or IL 3. Is this really the case? *Response: Buddy Desai stated that there has been a crash analysis performed and the crashes are generally located at intersections, which is to be expected. Jason Watters added that the team is currently following up with the railroads and local police departments to see if there is a specific concern with accidents involving trains at the crossings.*
2. How much traffic would be generated by potential growth in the area due to a new roadway? *Response: Buddy Desai explained that traffic will be projected over 20 years to see the full result of the roadway network. Buddy also added that the traffic projections and modeling will incorporate the existing plus committed roadway network improvements, which includes relocated IL Route 3.*
3. What is the status of relocated IL Route 3? *Response: The current FY 2008-2013 Proposed Highway Improvement Program includes approximately $87 million for archeology, land acquisition, new bridges, new roadway construction, utility adjustments, and railroad relocations for Relocated IL Route 3 near Venice. The Department is still negotiating with the five railroads involved to come to an agreement as to the scope of railroad relocations.*

Buddy Desai reviewed some of the needs for proposed action which were identified through engineering analyses and as a result of input from the CAG at the first meeting. These items are summarized below:

- System linkage and route continuity
- Safety
- Dependability of travel
- Economic development
- Multi-modal accommodations

These needs, identified by the CAG, as well as engineering/technical analysis performed by the study team were taken into consideration in the development of the draft Purpose Statement (P&N). The draft purpose is as follows:

The purpose of the proposed action is to improve traffic flow, network connectivity, and safety in the study area by creating more direct travel routes, re-establishing a local network of roads, and reducing delay at railroad crossings. Improving connections within the study area and to the greater metropolitan region may enhance multi modal and development opportunities for existing residents and businesses.

Buddy Desai explained to the group that all alternatives moving forward must meet this Purpose Statement.

3. Concept Alternatives

Kevin Nichols of CH2M HILL began the presentation of engineering data to the CAG members. Kevin explained to the group that the project team began by using a high level approach, trying to not focus in on details early on. Kevin explained the key points in developing an alternative to CAG members. Kevin noted that there are several connection points along IL Route 203 and key connection points along IL Route 3, all of which were displayed on the maps. The physical connection between the two points could be of any variation and the most logical combinations were shown on the map for the CAG members to review.

Once conceptual alternatives were developed, Kevin Nichols explained that the project team will evaluate them to see if they satisfy the Purpose Statement for the project. Next, each alternative will be reviewed in more detail to determine if there are any "fatal flaws" that would not allow the alternative to be a viable option. He finished by noting that an alternative must be a prudent and feasible to design and construct. The project team will look to the CAG to help answer these questions.

Kevin Nichols explained additional criteria the project team will use to evaluate alternatives. These criteria include engineering related items such as geometrics, constructability, maintenance, and safety. Travel related items such as improved connectivity and the ability to avoid rail interference will also be incorporated. Cost will be an additional criterion to evaluate the feasibility of an alternative. Finally, social and environmental impacts will be considered in the evaluation of alternatives.

To help describe the concept alternatives, Kevin Nichols explained there were 3 main locations of alternatives shown on the map at the meeting. There are northern alternatives, alternatives near Packers Avenue and alternatives that follow existing First Street near the south of the project study area. Kevin emphasized that the alignments shown on the map are not exact, and are subject to change. He also welcomed the CAG members to show the team their own ideas.

Kevin Nichols went through the alternatives giving advantages and disadvantages of each. Alternatives were arranged from north to south.

Alternative 4-B

Alternative 4-B follows the proposed Relocated IL Route 3 alignment near IL Route 3 and connects to IL Route 203 near the southeast corner of the golf course property. This alternative has the option for a connection to Madison Road for further traffic circulation.

Proposed Relocated IL Route 3 requires the demolition of the Armour Packing plant. If Relocated IL Route 3 is not in place at the time of construction of this project, the cost of demolition may make this alignment unfeasible. This alternative also has conflicts with the Railroad switch yard, likely increasing cost. This alternative crosses the canal, resulting in another structure which adds to the cost. This alternative has associated floodplain impacts.

Alternative 4-C

Alternative 4-C follows the proposed IL Route 3 alignment near IL Route 3 and connects to IL Route 203 near the north side of the racetrack, south of the canal. This alternative has the option for a connection to Madison Road for further traffic circulation.

Proposed Relocated IL Route 3 requires the demolition of the Armour Packing plant. If Relocated IL Route 3 is not in place at the time of construction of this project, the cost of demolition may make this alignment unfeasible. This alternative also has some conflicts with the Railroad switch yard, likely increasing cost. This alignment runs directly north of the end of GIR's drag strip. This close proximity results in safety concerns for users of the roadway and drag strip. This alternative has associated floodplain impacts.

Alternative 5-B

Alternative 5-B connects to IL Route 3 near existing Packers Avenue and connects to IL Route 203 near the southeast corner of the golf course property. The location where this alternative crosses the railroad is the location requiring the shortest length of bridge structure. This alternative also has the option for a connection to Madison Road for additional traffic circulation.

The alignment would be designed in coordination with the proposed relocated IL Route 3 improvements. This alternative crosses the canal, resulting in a structure that increases cost. This alternative has associated floodplain impacts.

Alternative 5-C

Alternative 5-C connects to IL Route 3 near existing Packers Avenue and connects to IL Route 203 near the north side of the racetrack, south of the canal. This alternative crosses the railroad in the location requiring the shortest length of bridge structure. This alternative does not cross the canal, resulting in lower construction costs. Alternative 5-C also has the option for a connection to Madison Road for additional traffic circulation.

The alignment would be designed in coordination with the proposed relocated IL Route 3 improvements. This alignment is directly north of the end of Gateway International Racetrack's (GIR) drag strip. This close proximity results in safety concerns for users of the roadway during drag strip events. This alignment has associated floodplain impacts.

Alternative 7-B

Alternative 7-B connects to IL Route 3 by following existing First Street and connects to IL Route 203 near the southeast corner of the golf course property. This alternative routes traffic onto the IL Route 203 frontage road, eliminating the need for another stoplight on IL Route 203 but placing traffic on a road and to an intersection (Eagle Park) that it is not designed to accommodate.

St. Louis Auto Shredder's operation spans both sides of First Street. Their operation requires constant use of large cranes requiring approximately 60' of clearance at all times. Relocation of the Auto Shredder or a structure over their property would require a minimum of 60' of clearance, making this alternative too costly. Any structure will require modified local access to the local businesses including Tank Trailer Cleaning. First Street is a highly industrial area and introduction of passenger cars to this mix could be unsafe. This alternative has associated floodplain impacts.

Alternative 7-C

Alternative 7-C connects to IL Route 3 by following existing First Street and connects to IL Route 203 near the north side of the racetrack, south of the canal. This alternative provides the option for a connection to Madison Road for additional traffic circulation.

St. Louis Auto Shredder's operation spans both sides of First Street. Their operation requires constant use of large cranes requiring approximately 60' of clearance at all times. Relocation of the Auto Shredder, or a structure over their property would require a minimum of 60' of clearance, making this alternative too costly. Any structure will require modified local access to the local businesses including Tank Trailer Cleaning. First Street is a highly industrial area and introduction of passenger cars to this mix could be unsafe. This alignment is directly north of the end of GIR's drag strip. This close proximity results in safety concerns for users of the roadway and drag strip. This alternative has associated floodplain impacts.

Alternative 7-D

Alternative 7-D connects to IL Route 3 by following existing First Street and connects to Collinsville Avenue south of the GIR facility. This alternative uses existing Kenny Bernstein Lane as part of the corridor.

St. Louis Auto Shredder's operation spans both sides of First Street. Their operation requires constant use of large cranes requiring approximately 60' of clearance at all times. Relocation of the Auto Shredder, or a structure over their property would require a minimum of 60' of clearance, making this alternative too costly. Any structure will require modified local access to the local businesses including Tank Trailer Cleaning. First Street is a highly industrial area and introduction of passenger cars to this mix could be unsafe. This alternative does not provide direct access to IL Route 203, and introduces more traffic to Collinsville Avenue. This alternative has associated floodplain impacts.

CAG Feedback

Kevin Nichols asked for feedback from the CAG members about the Alternatives shown.

One member asked about the feasibility to shift the Auto Shredder's operations by acquiring property nearby for them to re-locate a portion of their operations. Jason Watters indicated that IDOT would have to appraise and pay fair market value for the property and damages to the existing operations. IDOT could not condemn another land owner for relocation of a business displaced by this project. The cost to purchase and relocate the Auto Shredder would be prohibitive.

Mark Ostendorf of Fairmount City inquired about obtaining a map of the alternatives, as Fairmont City is in discussions with several potential developers in the area. Jason Watters responded that the general public will not be provided maps at this time due to the preliminary status of the information, but a government entity could by making a request directly to IDOT.

A member asked if there was alternate technology that could be used by the Auto Shredder to reduce the required clearance. Jason Watters responded that the cost for IDOT to acquire necessary equipment and offset the cost of affecting their operation would make the project cost prohibitive. Jason added that if First Street were chosen for the alignment, IDOT would be introducing passenger vehicle traffic to an area with heavy industrial traffic. This is not a safe thing to do for either the commuter vehicles or the industrial traffic. Buddy Desai added that having spent time standing on First Street during normal business hours he has seen the heavy industrial traffic first hand and expressed safety concerns with mixing through vehicles with the current industrial uses.

Darrell Cates, St. Clair County Engineer, stated that he felt the northern alternatives are less viable because future MRB and IL Route 3 improvements make them less effective. Once the improvements were constructed, the proposed connector would parallel the proposed MRB improvements. Buddy Desai responded that this project is independent of those improvements and that the study team is moving forward under the assumption that this project must function with and without the proposed improvements.

Darrel Cates asked if Gateway International Raceway (GIR) has participated in the CAG, as no representatives were present. Buddy Desai indicated that they have been very involved to date. Buddy and others met with GIR at their facility numerous times to discuss the alternatives. Buddy noted that GIR representatives seemed to prefer any route that connected to either point B or C on IL Route 203, along the north side of the track. Buddy noted that there is a conflict with the end of the drag strip, but the alternatives are still under consideration.

Buddy Desai stated the project team met with several of the stakeholders in the area, including GIR, Tank Trailer Cleaning, The Stockyards, the Auto Shredder, and Gateway National Golf Links Golf Course to get their feedback on how the different alternatives may affect their property and operations. All of the stakeholders have been very helpful to the project team.

Cindy Stafford reminded the CAG members that the lines shown on the map are preliminary only. There will be some final adjustments of these general alignments. Kevin Nichols asked that the CAG members think of the lines as corridors.

Mark Ostendorf inquired about a map from the past that showed Exchange Avenue widened to a 4-lane facility and thought that it was part of the Relocated Route 3 improvements. Cindy Stafford indicated she was unaware of this plan. ***(After the meeting, Jason Watters contacted IDOT to follow up on this issue. IDOT stated that in the past, the Stockyards had planned on widening Exchange Avenue as part of their development. Exchange Avenue is a city owned facility, and is only owned by IDOT where it provides access to the highway.)***

4. Group Exercise

Libby Braband asked the members to break into groups and discuss the alternatives. Libby asked the CAG members for a general feeling of which alternatives they prefer and which features they like/dislike about each alternative. She asked that CAG members not think of the activity as voting for a favorite, but a chance to identify issues with each individually.

Results of the group exercise are attached.

5. Next Steps

Buddy Desai explained to the group that the project team will move forward with refining and evaluating the concept alternatives. The next CAG meeting will be later in 2007. Members can expect to see fewer alternatives on the map at that time.

Buddy Desai encouraged anyone with questions or concerns to contact him anytime.

Illinois Route 3 Connector Project

Community Advisory Group
Meeting #4
August 29, 2007

Meeting #1 – November 8, 2006
Meeting #2 & #3 – May 10, 2007

Agenda

- Introductions
- Prior Meeting Review
- Concept Alternatives
- Group Exercise
- Next Steps

Prior Meeting Review

Outstanding Issues & Questions Meeting #1

How do current traffic volumes experienced on Illinois Route 203 compare to those prior to the closing of the McKinley Bridge?

Response: IDOT checked on the traffic volumes and determined that within the study area Illinois Route 3 traffic increased approximately 25% and Illinois Route 203 traffic increased approximately 10% after the McKinley Bridge was closed.

Was the project intended to promote development within the Study Area?

Response: Cindy Stafford (IDOT) stated that the basic purpose for this project is to provide an alternative route for the area to improve safety, mobility, accessibility, and to allow more direct travel routes. Brooks further indicated that construction of a new connector roadway could promote economic development within the Study Area but that is not the primary purpose for the project.

How much additional traffic would be generated by growth in the area?

Response: Buddy Desai and Kevin Nichols (CH2M HILL) indicated that while we don't have an answer to that question right now, traffic modeling will account for future land use and subsequent increases in traffic volumes.

Outstanding Issues & Questions Meeting #2 and #3

The CAG participants noted that there were no points of concentration of accidents along IL 203 or IL 3. Is this really the case?

Response: Buddy Desai (CH2M HILL) stated that there has been a crash analysis performed and the crashes are generally located at intersections, which is to be expected. Jason Watters (BLA) added that the team is currently following up with the railroads and local police departments to see if there is a specific concern with accidents involving trains at the crossings.

How much traffic would be generated by potential growth in the area due to a new roadway?

Response: Buddy Desai explained that traffic will be projected over 20 years to see the full result of the roadway network. Buddy also added that traffic projections and modeling will incorporate the existing plus committed roadway network improvements, which includes relocated Illinois Route 3.

What is the status of relocated IL Route 3?

Response: The current FY 2008-2013 Proposed Highway Improvement Program includes approximately $87 million for archeology, land acquisition, new bridges, new roadway construction, utility adjustments, and railroad relocations for Relocated IL Route 3 near Venice. The Department is still negotiating with the five railroads involved to come to an agreement as to the scope of railroad relocations.

Meeting #1

Study Area

Meeting #1 Group Exercise Results

- Area: developing, opportunity for redevelopment, diverse population, portions that are economically depressed
- Congestion on local roads not typically a problem
- Congestion on the interstates is a problem
- There are many accidents in the area
- There is need for an additional roadway in the area
- Redevelopment opportunities are NOT hindered by a lack of highway access
- Accommodating future development in this area is important

Meeting #1 Exercise Results (cont)

- Proposed IL Route 3 Connector would provide a more direct connection between neighboring communities/common destinations
- At-grade train crossings cause delays, congestion and safety problems in the area
- Improved access to/from this area – for shopping, emergency response vehicles, and social services – is important
- Pedestrian accommodations (sidewalks, etc.) and pedestrian safety is an issue in certain locations
- Truck traffic on local streets is not considered a problem – simply a fact of life given the business types in the area

Meeting #2 & #3

Project Objectives

- **System Linkage and Route Continuity**
  - *Cut through routes, lack of redundancy, need for a connecting link in the transportation system*
- **Safety**
  - *High crash rates on surrounding facilities, numerous access points contribute to rear-end and turning crashes, lack of internal circulation requires the additional access points*
- **Dependability of Travel**
  - *Impact of railroads on traffic flow, lack of grade separations, slow moving freight trains, nearby railroad yard, lack of alternate routes, impacts to local businesses during race events, emergency vehicle access*
- **Economic Development**
  - *Creating economic development is not the primary purpose of the project, but representatives of the study area have identified improved mobility in the corridor as necessary for future economic development opportunities*
  - *Cannot capitalize on the benefits of the close access to the interstate system (I-55, I-64, I-70) because there isn't enough internal infrastructure support*
- **Multi-modal Accommodations**
  - *Employees at area businesses rely on pedestrian access as a means to commute to work. Current roadway network is not pedestrian friendly; providing neither direct access to the trail network in the metropolitan area nor safe, continuous means to reach destinations within the corridor*
  - *May provide opportunities to enhance bus service in the project area, moving more people to local businesses, or providing better connection to other transit facilities just outside the study area*

Purpose of the Proposed Action

The purpose of the proposed action is to improve traffic flow, network connectivity, and safety in the study area by creating more direct travel routes, re-establishing a local network of roads, and reducing delay at railroad crossings. Improving connections within the study area and to the greater metropolitan region may enhance multi modal and development opportunities for existing residents and businesses.

Meeting #2 Individual/Group Exercise Results

Critical Success Factors

- Accommodate truck traffic (300) (500)
- Minimize delays caused by trains (245) (235)
- Improve safety/reduce accidents (180) (200)
- Improve circulation within project area (160) (145)
- Accommodate special event traffic (140) (120)
- Minimize impacts to property (100) (85)
- Accommodate/facilitate planned development (80) (100)
- Protect natural resources (50) (35)
- Multi-modal connectivity (25) (65)
- Accommodate pedestrians (20) (10)

Concept Alternatives

Draft Concept Alternatives Development Process

- “High level” approach
- Identified logical locations to connect to Illinois Route 3 and Illinois Route 203
- Considering various ways of connecting resulted in variations of similar alternates
- Three key parts to each concept alternative
  - Connection at IL Route 203
  - Connection at IL Route 3
  - Geometric connection between points on IL 3 and IL 203

Process to Evaluate Draft Concept Alternatives

Does the initial alternative

- Satisfy Purpose and Need?
- Have any Fatal flaws?
- Is the Concept Alternative a prudent and feasible option to move forward?

The project team relied on CAG input and a series of stakeholder meetings to help answer these questions

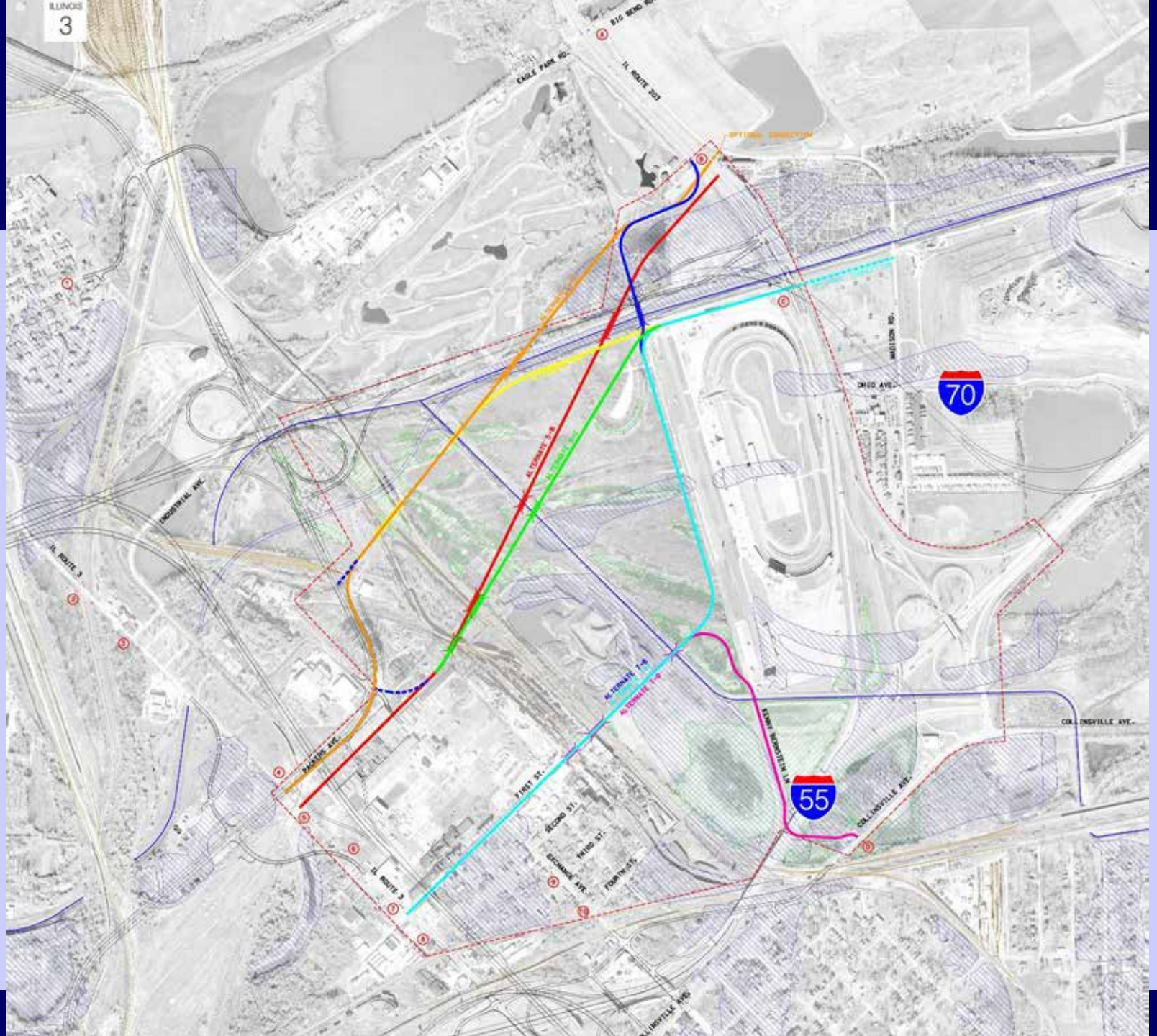
General Alternative Evaluation Criteria

- Engineering Performance
  - Geometrics
  - Constructability/Maintainability
  - Safety
- Travel Performance
  - Improve Connectivity
  - Minimize Rail interference
- Cost
- Social/Environmental Impacts

Concept Alternatives

3 main alternative location concepts with 7 variations

- Northern Alternatives
  - Alternative 4-B
  - Alternative 4-C
- Alternatives near Packers Avenue
  - Alternative 5-B
  - Alternative 5-C
- Alternatives that follow existing First Street
  - Alternative 7-B
  - Alternative 7-C
  - Alternative 7-D


ILLINOIS
3
EAGLE PARK RD.
IL ROUTE 203
INDUSTRIAL AVE.
IL ROUTE 3
PACKERS AVE.
FIRST ST.
SECOND ST.
THIRD ST.
EXCHANGE AVE.
FOURTH ST.
IL ROUTE 3
ALTERNATE 5-B
ALTERNATE 5-C
ALTERNATE 7-B
ALTERNATE 7-C
KENNY BERNSTEIN LN.
COLLINSVILLE AVE.
COLLINSVILLE AVE.
OHIO AVE.
MADISON RD.
70
55

Concept Alternatives

	Advantages	Disadvantages
• Alternative 4-B	• Follows proposed IL 3 alignment • Optional connection to Madison Road	• Demolition of Armour packing plant increases cost significantly • Potential conflict with RR switchyard could increase cost • Crosses canal • Floodplain impacts
• Alternative 4-C	• Does not cross canal • Follows proposed IL 3 alignment • Optional connection to Madison Road	• Conflict with drag strip at Racetrack could cause safety issues • Demolition of Armour packing plant increases cost significantly • Potential conflict with RR switchyard could increase cost

NOTE: Alignments are subject to modifications as more information is gathered and/or to reduce impacts or correct operational issues

.

Concept Alternatives

	Advantages	Disadvantages
• Alternative 5-B	• Shortest length of RR grade separation structures • Optional connection to Madison Road	• Some roadway may be abandoned for IL 3 improvements • Crosses canal • Floodplain impacts
• Alternative 5-C	• Shortest length of RR grade separation structures • Does not cross canal • Optional connection to Madison Road	• Conflict with drag strip at Racetrack could cause safety issues • Some roadway may be abandoned for IL 3 improvements

NOTE: Alignments are subject to modifications as more information is gathered and/or to reduce impacts or correct operational issues

.

Concept Alternatives

	Advantages	Disadvantages
• Alternative 7-B	• Does not require additional intersection on IL 203	• 60' clearance required over Auto Shredder significantly increases cost and results in critical impacts to local businesses (renders the alternative non-feasible) • Modified local access due to grade separation • Interference with truck traffic results in safety issues • Floodplain Impacts
• Alternative 7-C	• Does not cross canal • Optional connection to Madison Road	• 60' clearance required over Auto Shredder significantly increases cost and results in critical impacts to local businesses (renders the alternative non-feasible) • Modified local access due to grade separation • Interference with truck traffic results in safety issues • Conflict with drag strip could result in safety issues • Floodplain impacts
• Alternative 7-D	• Utilizes existing Kenny Bernstein Lane	• 60' clearance required over Auto Shredder significantly increases cost and results in critical impacts to local businesses (renders the alternative non-feasible) • Modified local access due to grade separation • Interference with truck traffic results in safety issues • Additional traffic on Collinsville Avenue • No direct access to IL 203 • Floodplain impacts

NOTE: Alignments are subject to modifications as more information is gathered and/or to reduce impacts or correct operational issues

Group Exercise

Concept Alternatives – Group Exercise

Which of the general alternative locations do you prefer?

- Northern Alignments
- Alignments near Packers Avenue
- Alignments along First Street

What do you like/dislike about each of the following alignments:

- Alternative 4-B
- Alternative 4-C
- Alternative 5-B
- Alternative 5-C
- Alternative 7-B
- Alternative 7-C
- Alternative 7-D

Concept Alternatives – Group Exercise

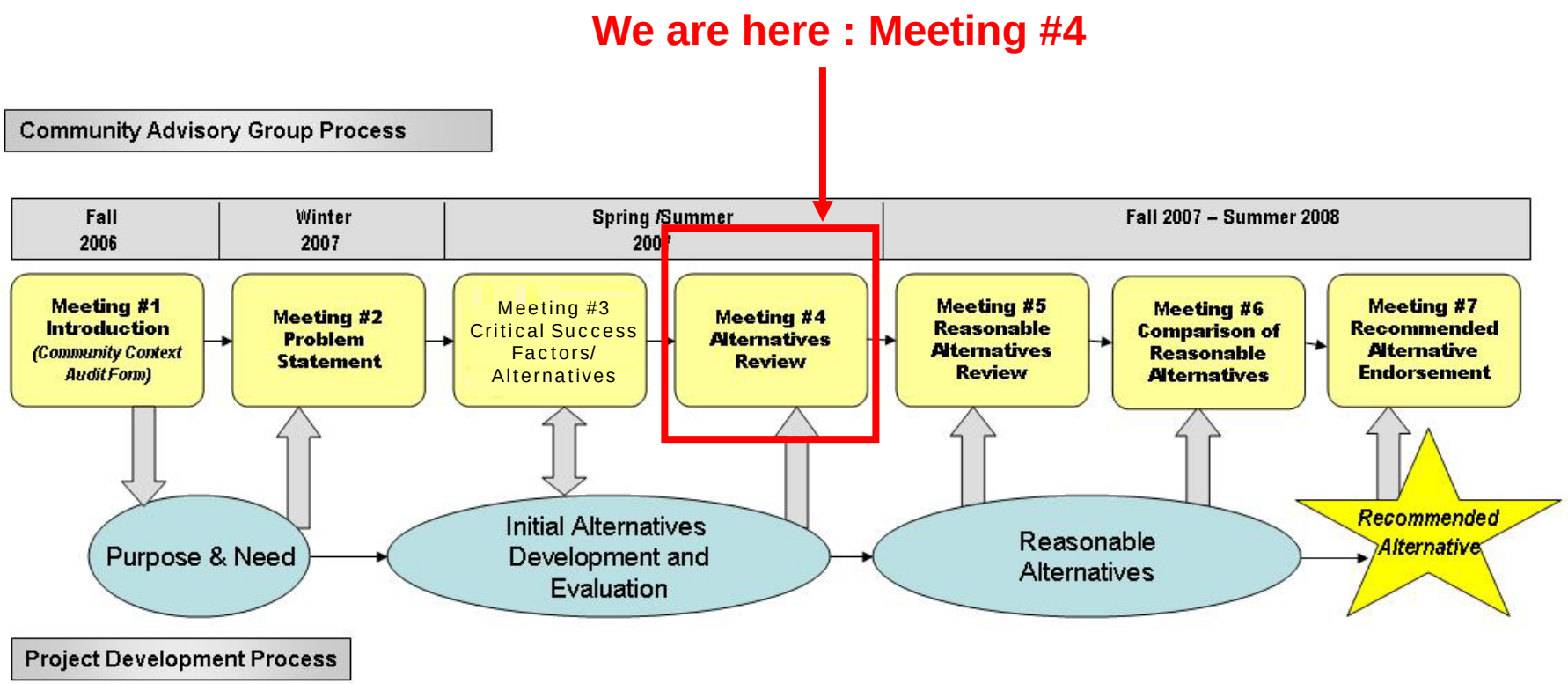
How well do you feel the various alignments meet the project objectives (very well, well, not well)

	System Linkage/ Route Continuity	Improve Safety	Increase Dependability of Travel	Accommodate Economic Development	Multi-modal Accommodations
Alternative 4-B					
Alternative 4-C					
Alternative 5-B					
Alternative 5-C					
Alternative 7-B					
Alternative 7-C					
Alternative 7-D					

Do you have any other comments about IL Route 3 Connector alignments?

Next Steps

Tentative Meeting Schedule



Next Steps

- Refine Concept Alternatives
- Evaluate Concept Alternatives
- Meeting #5 – Fall 2007