Illinois Route 3 Connector CAG Meeting #5

ATTENDEES:

Curtis Francois/Gateway Motorsports Park
Noe Marquez for Scott Penny/Fairmont City
Mayor John W. Hamm III/City of Madison
Joe Durako/Waste Management
Jim Fields/St. Clair County Roads & Bridges
Shane Stock/Tank Trailer Cleaning
Jeff Smith/Gateway National Golf Links
Annie Prothro/IDOT
Cindy Stafford/IDOT
Ken Sharkey/IDOT
Jeff Church /IDOT
Frank Opfer/IDOT
Buddy Desai/CH2M HILL
James Ritter/CH2M HILL
Carla Mykytiuk/CH2M HILL
Jeff Frantz/CH2M HILL
Tim Nittler/CH2M HILL

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FROM: Buddy Desai/CH2M HILL

MEETING DATE: January 23, 2013

PROJECT NUMBER: 344101

On January 23, 2013, the Illinois Route 3 Connector (I3C) Project's Community Advisory Group (CAG) Meeting #5 was held at the Gateway National Golf Links Clubhouse 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. Introductions (Project Team and CAG members)
    a. Role of Project Study Group (PSG)
    b. Role of the CAG
2. Review of project intent and goals
    a. Critical Success Factors
3. Timeline of project events
    a. Last CAG on August 29, 2007
    b. Project Hiatus
4. Study findings at the time of hiatus
    a. Refined Concept Alternatives
5. Mississippi River Bridge (MRB) Project improvements and effect on I3C
    a. Final product
6. Where we go from here
    a. Environmental, engineering and public involvement efforts
    b. Schedule

7. Questions

1. Introductions

Cindy Stafford/IDOT welcomed everyone to the meeting and initiated introductions. The IDOT team introduced themselves and Buddy Desai/CH2MHILL introduced the CH2M HILL team. Buddy indicated the groups that were represented by the CAG and proceeded to lead the meeting. This 5th CAG meeting was intended to be a review of the previous four CAG meetings. Future meetings will be more interactive.

Buddy briefly went over the I3C project location map. Prior to the start of the meeting, CAG member Mayor Hamm of Madison pointed out to the project team that the map incorrectly identified Fairmont City since both Fairmont City and Madison had annexed portions of National City as well. The map will be updated prior to the next meeting.

Buddy explained the roles of the Project Study Group (PSG) and the CAG next.

- Role of the PSG

  The PSG is made up of IDOT, FHWA, their consultants (CH2MHILL), and other technical agencies as appropriate and is responsible for the project development process with IDOT as the decision making authority.

- Role of the CAG

  The CAG is intended to represent a cross-section of the community affected by the project and is responsible for sharing information with IDOT about the community and for sharing the project development process and project decisions with their community.

2. Review of project intent and goals

Buddy explained that given input from the CAG and the context of the area it was determined that the purpose of the I3C project is to improve mobility, access and safety in the study area, and provide options to existing roads with heavy truck traffic or at-grade rail road crossings.

Next, Buddy reviewed the **Critical Success Factors** (CSFs) that were determined during the CAG group exercise performed at combined CAG meetings #2 and #3. If these CSFs are met, the purpose of the project would be met.

The project team with CAG input determined that **improved roadway performance** would be indicated if the following items are achieved:

- Improved access/circulation within project area
- Delays caused by trains are minimized
- Safety is improved and crashes reduced
- Special event traffic and pedestrians (crosswalks, sidewalks) are accommodated
- Truck traffic is accommodated
- Multi-modal connectivity (bus, bike) is provided

Additional CSFs include **minimization of impacts to property**, **accommodation/facilitation of planned developmen**t and **protection of natural resources**.

In order for the study to be successful, the selected alternative/solution must be able to be implemented/constructed in a timely manner; there must be consensus on the preferred alternative and all stakeholders who have an interest in the project must be identified and engaged in the project; and, decisions must be clearly communicated to the general public.

Buddy listed the items that would be considered in the development and selection of a preferred alternative, including input from the CAG, public and resource agency input, traffic and crash analysis, safety considerations, socio-economic and environmental impacts, engineering design criteria and costs.

He also briefly covered the project documents that would be prepared as part of the project process, including the primary environmental document referred to as an Environmental Assessment (EA). A sample EA was shown to the CAG to give them an idea of what the final study document might look like.

3. Timeline of project events (including the reasoning behind the hiatus)

Buddy briefly reviewed some of the highlights of the CAG process to date. The first CAG meeting for the project was held on November 8, 2006. At the meeting, a community context audit exercise was conducted to help the project team learn about the affected community. Its purpose was intended to help identify unique community characteristics and the results were used to define the project purpose and need. In addition, the context audit was intended to assure that transportation improvements align with community goals and local plans for future development.

Buddy reviewed the results of the context audit and noted that the CAG determined that words or phrases that describe the Study Area include: ***Developing, Throughway, Growing, Brownfield, Diverse, Multi-Use, Potential, and Portions that are Economically Depressed.***

At CAG meeting #1, there was strong CAG consensus that problems in the area include congestion on the interstate(s), a lot of crashes, and a need for an additional roadway.

In addition, the CAG agreed that accommodating future development in the area was important; an IL Route 3 connector would provide a more direct connection between neighboring communities and common destinations; at-grade train crossings cause delays, congestion, and safety problems in this area; improved access to/from this area – for shopping, emergency response vehicles, and social services – is important; pedestrian accommodations/pedestrian safety is an issue in this area.

At the time of the context audit, the CAG identified that there were many trucks on the local streets but did not include this as a concern.

Buddy asked the CAG members if the items described above still described the context of the area. The CAG members agreed that it did.

CAG meetings #2 and #3 were combined and held on May 10, 2007. At the meeting, the CAG and project team discussed project objectives and the CAG took part in a group exercise to determine local priorities and how to determine project success. These were

ultimately determined to be the Critical Success Factors of the project, and CSFs will assist the project team in developing solutions that address the issues and concerns described above.

The Purpose and Need for the project (the guiding reasons behind the project that are documented in the Environmental Assessment document), the Stakeholder Involvement Plan (SIP) (the document that describes the process that will be followed to provide public involvement under IDOT's context sensitive solutions process), and traffic analyses were also discussed at this combined CAG meeting.

As previously discussed, Buddy pointed out that the CAG helped determine CSFs for the project at CAG Meeting #2/#3. The CSFs will assist the project team in developing solutions that address the issues and concerns described above.

Considering the context of the study area, along with input from the CAG and other stakeholders, the project team had begun developing alternatives focusing on logical connection points along IL Route 203 and IL Route 3. The connection points established along IL Route 3 were numbered 1 through 10, while connection points established along IL Route 203 were labeled A through D. Alternatives were named by number and letter. Therefore, Alternative 4A would travel from location "4" on IL Route 3 to location "A" on IL Route 203.

The study teamed worked closely with the CAG and other stakeholders to determine which conceptual alternatives were not practical and should be eliminated, as well as refining those that were still logical. Three main alternative corridors were presented at CAG meeting #4 on August 29, 2007, the last CAG meeting prior to the project hiatus.

The three alternative corridors were described as the northern alternatives, alternatives near Packers Avenue and alternatives that followed existing First Street. At CAG meeting #4, CAG members were asked for feedback about the initial alternatives displayed at the meeting and participated in a group exercise aimed at determining the pros and cons of each alternative, as well as why each was or was not preferred by the CAG members. Based on CAG input at meeting #4, the CAG was advised that at CAG meeting #5 they should expect to see fewer alternatives on the map.

A project hiatus was instituted prior to CAG Meeting #5 which was originally scheduled for November 5, 2007. On June 10, 2008, IDOT sent a letter to CAG members explaining the hiatus. Although the I3C study was considered independent of any action related to the new Mississippi River Bridge project, IDOT determined that the I3C project would be most effective if it accurately considered the implementation of the new bridge and related improvements. Ultimately, the hiatus allowed for decisions on the MRB Project to be considered before moving forward with the I3C project.

4. Study findings at the time of hiatus

Buddy reviewed the status of the project at the time of the hiatus. He said that with CAG input, the draft project Purpose Statement had been developed as such:

> *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 explained to the group that any alternatives that are carried forward should adhere to this Purpose Statement. He explained that at the time the Purpose & Need (P&N) was developed, IL Route 203, IL Route 3, and I-55/I-70 were experiencing crash rates higher than the statewide average for similar facilities and that the data did not indicate any of these significant crash patterns were attributed to special events occurring at the race track. He told the CAG that crash data for the duration of the project hiatus will be updated and reevaluated to confirm that Safety continues to be an issue in the project area.

Improved multi-modal accommodations are one critical success factor of the project; Buddy explained that IDOT would be implementing their Complete Streets policy for the project. This means that bicycle and pedestrian facilities will be given full consideration in the planning and development of the project. Buddy explained that under Complete Streets, a local agency, such as a municipality would be responsible for maintaining shared use paths associated with the project other than that portion of the bicycle path(s) carried on IL Route 3 (a state route). In addition, local cost participation is required and may influence the level of bike/pedestrian accommodations provided.

Buddy explained that the initial alternatives had been developed using a "high level" approach which entailed identifying logical locations to connect to IL Route 3 and IL Route 203. 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
- Connection at IL Route 3
- Geometric connection between points on IL Route 3 and IL Route 203

Next, Buddy described the map with the **refined concept alternatives** that was presented at the final CAG meeting before the project hiatus (CAG Meeting #4). A handout was provided to all of the CAG members.

To help describe the concept alternatives, Buddy explained that there were three main locations of alternatives shown on the map. He pointed out the northern alternatives (4-B and 4-C), alternatives near Packers Avenue (5-B and 5-C) and alternatives that follow existing First Street near the south of the project study area (7-B, 7-C and 7-D). Buddy reviewed the alternatives giving advantages and disadvantages of each.

Alternative 4-B

- Follows proposed Relocated IL Route 3 alignment near IL Route 3.
- Connects to IL Route 203 near the southeast corner of the golf course property.
- Has 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 the I3Cproject, the cost of demolition may make this alignment unfeasible.

- Conflicts with the Railroad switch yard, likely increasing cost.
- Crosses the canal twice, resulting in another structure, adding to the cost.
- Has associated floodplain impacts.

Alternative 4-C

- Follows the proposed IL Route 3 alignment near IL Route 3.
- Connects to IL Route 203 near the north side of the racetrack, south of the canal.
- Like Alternative 4-B has the option for a connection to Madison Road for further traffic circulation and similar issues concerning Armour Packing plant, conflicts with Railroad switch yard, and floodplain impacts.
- Runs directly north of the end of the race track's drag strip; this close proximity results in safety concerns for users of the roadway and drag strip.

Alternative 5-B

- Connects to IL Route 3 near existing Packers Avenue.
- 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.
- Like Alternative 4-B and 4-C, has the option for a connection to Madison Road for additional traffic circulation and has associated floodplain impacts.
- The alignment would be designed in coordination with the proposed relocated IL Route 3 improvements.
- Like Alternative 4-B, 5-B crosses the canal twice, resulting in an increased structure costs.

Alternative 5-C

- Connects to IL Route 3 near existing Packers Avenue
- Connects to IL Route 203 near the north side of the racetrack, south of the canal.
- Like 5-B crosses the railroad in the location requiring the shortest length of bridge structure.
- Crosses only one canal, resulting in lower construction costs.

- Like 4-B, 4-C and 5-B, has the option for a connection to Madison Road for additional traffic circulation and associated floodplain impacts.
- The alignment would be designed in coordination with the proposed relocated IL Route 3 improvements.
- Like 4-C this alignment is directly north of the end of the racetrack's drag strip with resultant safety concerns for users of the drag strip and roadway during drag strip events.

Alternative 7-B

- Connects to IL Route 3 by following existing First Street
- Connects to IL Route 203 near the southeast corner of the golf course property.
- 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.
- The Auto Shredder (an operation which requires constant use of large cranes and spans both sides of First Street) would need to be relocated or would require a structure over their property with a minimum of 60' of clearance, making this alternative too costly.
- Any structure will require modified local access to local businesses, including Tank Trailer Cleaning.
- Introduction of passenger cars to First Street, a highly industrial area, could be unsafe.
- Like all previous alternatives, has associated floodplain impacts.

Alternative 7-C

- Connects to IL Route 3 by following existing First Street
- Connects to IL Route 203 near the north side of the racetrack, south of the canal.
- Like 4-B, 4-C, 5-B and 5-C, has the option for a connection to Madison Road for additional traffic circulation and associated floodplain impacts.
- Similar issues to 7-B concerning the Auto Shredder, modified access to local businesses like Tank Trailer Cleaning and safety concerns caused by mixing passenger cars with the truck traffic on First Street.
- Like 4-C and 5-C this alignment is directly north of the end of the racetrack's drag strip with resultant safety concerns for users of the drag strip and roadway during drag strip events.

- 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.

Alternative 7-D

- Alternative 7-D connects to IL Route 3 by following existing First Street
- Connects to Collinsville Avenue south of the GIR facility.
- Uses existing Kenny Bernstein Lane as part of the alignment.
- Similar issues to 7-B and 7-C concerning the Auto Shredder, modified access to local businesses like Tank Trailer Cleaning and safety concerns caused by mixing passenger cars with the truck traffic on First Street.
- Does not provide direct access to IL Route 203
- Introduces more traffic to Collinsville Avenue.
- Has associated floodplain impacts.

Buddy explained that based on CAG input from meeting #4 and the review of the alternatives described above; preparation for the subsequent CAG meeting (CAG meeting #5), which was not conducted due to the project's hiatus, included the dismissal of Alternatives 7-B, 7-C and 7-D because clearance over the auto shredder made these alternatives infeasible due to impacts and cost/constructability issues.

In response to Buddy's explanation, CAG Member Mayor Hamm asked if the initial Alternatives 7-B, 7-C and 7-D, as described and as displayed on the map, would come back to the table later. Buddy noted that all alternatives would be reconsidered following the project hiatus, but that the conditions which resulted in these alternatives being determined as infeasible remain.

Cindy Stafford/IDOT asked the CAG members to keep in mind that the lines/alternatives currently shown on the maps are just concepts or broad based ideas. Work with the public and the CAG may result in changes to the lines as the alternatives are refined and developed in more detail.

CAG Member Shane Stock pointed out that First Street was a concern because it has a lot of truck traffic, with about 450 tank trailers using the roadway every week. He said that the alternatives that follow existing First Street near the south of the project study area (7-B, 7-C and 7-D) would not work because car traffic would be mixed with truck traffic. Additionally, their operations require a lot of truck traffic crossing First Street.

Buddy reminded the group that with the alternatives that follow existing First Street near the south of the project study area, the bridge would need to be 60 feet in the air. He also confirmed that the auto shredder is still in business.

Buddy concluded the discussion of the preliminary concept alternatives that were displayed by restating that the lines/alternatives are just a starting point and that continued input from the CAG is desirable.

5. Mississippi River Bridge (MRB) Project improvements and effect on I3C

The CAG was shown an updated map displaying the MRB project improvements to date as well as the existing viable I3C alternatives (4-B, 4-C, 5-B, and 5-C) and given an update on the project by Jeff Church.

Important points noted about the MRB project are that the several of the original design elements of the MRB were deferred until funding is available and that the final MRB improvements are likely years from construction. Given this and because the MRB did not alter the local roadway network on the northeast side of the study area, the points of connection near the racetrack remain valid. Buddy proceeded to explain items that were deferred, also noting that although not part of the original design, Exchange Ave. was built/reconstructed from First Street north to the interchange ramps shown on the map provided to the CAG members. Buddy also covered the pros and cons/impacts of the MRB improvements on Alternatives 4-B and 4-C and 5-B and 5-C.

6. Where we go from here

Buddy explained that the project would be moving forward on three fronts; engineering, environmental and public involvement.

On the engineering side, concept alternatives will be designed and refined, traffic and crash numbers will be updated and analyzed, and ultimately a Preferred Alternative will be identified.

On the environmental side, air and noise analysis will be conducted and social and economic resources will be evaluated to support the documentation in the Environmental Assessment.

Upcoming public involvement activities include: updating the project Stakeholder Involvement Plan, developing a project website, meeting with local agencies and project stakeholders and holding public meetings to share the details of the project with the public.

The next CAG meeting (CAG meeting #6) is anticipated for mid-2013. In the meantime, Cindy Stafford/IDOT said that a Public Information Meeting would be held to share with the public the progress of the project.

7. Questions

Buddy invited questions/discussion at the conclusion of CAG meeting #5.

CAG member Jeff Smith asked about the projected timeline for the project in terms of start and finish dates. Buddy indicated that the CAG meeting was in effect the start of the project and that this phase of the project has an end date of 2016. By then, the project team should have a preferred corridor identified and thirty percent design completed. Cindy Stafford/IDOT added that the 2016 end date would conclude the study project. She said the next phase of the project which could take two to three years would include the preparation of construction documents and land acquisition as well as time to advertise and go to letting. She also noted that so far only preliminary engineering is funded. Land acquisition, final engineering and construction is not yet funded, something which is typical on these types of projects.

CAG member Mayor Hamm asked how the timeline of the I3C project relates to the timeline for the construction of the MRB ultimate design. Jeff Church/IDOT said that the MRB, as it is being constructed now, is two lanes in each direction with the capacity to re-stripe it to three lanes in each direction. It will be 25-30 years before the companion bridge which was part of the "ultimate" design is needed. Only at that time, would IDOT implement the full re-routing of I-70 as planned in the "ultimate" MRB design.

CAG member Jeff Smith asked if there is engineering being done to bring the I3C closer to the racetrack. Related to this CAG member Shane Stock pointed out that some things have changed in the area near the Pilot Truck Stop and the racetrack. Buddy said that the project team will contact stakeholders who did not attend the CAG meeting to solicit feedback and information regarding changes to the area. One such stakeholder would be the manager of the Pilot Travel Center who was not able to break away from work to attend the meeting. Buddy also noted that the project team would contact stakeholders in attendance for follow up meetings as necessary.

CAG member Shane Stock said that a lot of rezoning and redevelopment had occurred and suggested that Waste Management has a lot of concerns with hundreds of trucks coming in every week. He also said that they would love a better connection between IL Route 203 and IL Route 3. CAG member Shane Stock also pointed out that some businesses are conflicting with the racetrack, which is bringing in smaller (car) traffic. They don't want to mix trucks with cars. Tank Trailer Cleaning operates six full days per week. The racetrack operates on Friday nights, Saturday and Sundays. In response, Buddy said it will be a coordination effort and that the roadway will need to be sized/planned for what is appropriate for the area given land uses and context.

CAG member Shane Stock said that the First Street area near Tank Trailer Cleaning is zoned commercial now and that there is a general desire to make/keep the area truck focused. Buddy said that traffic will be modeled to take into account both current traffic patterns and projected traffic. Current land use and anticipated zoning will also be considered to accurately reflect traffic patterns. He said it is not a foregone conclusion how many lanes the new roadway will be and that IDOT wants to build a facility that is sized and located to be conducive to the area and planned land use.

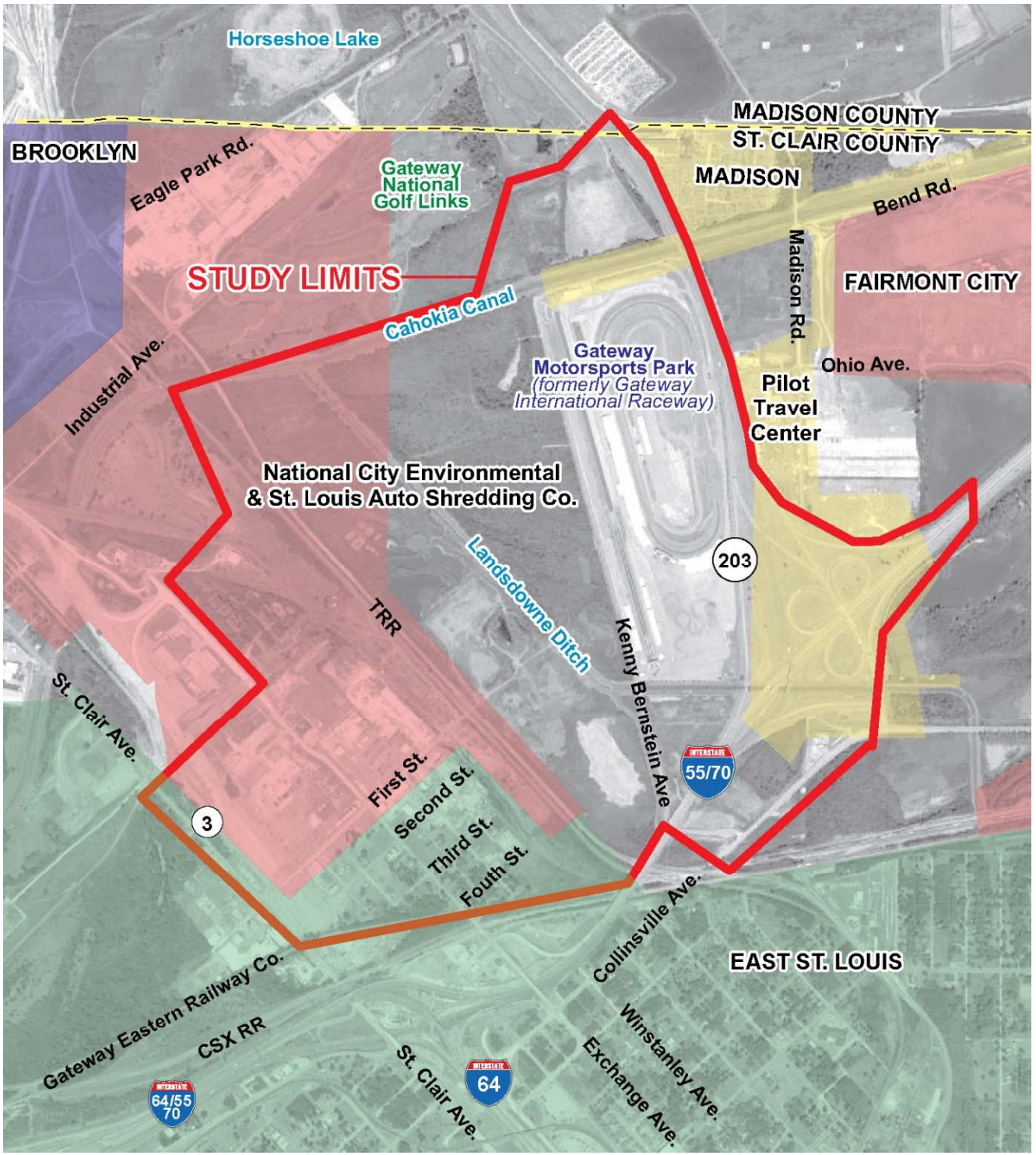
CAG member Jeff Smith of Gateway National Golf Links invited IDOT to hold additional CAG meetings at the golf course if it was a convenient location for everyone.

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 Prothro/IDOT anytime.

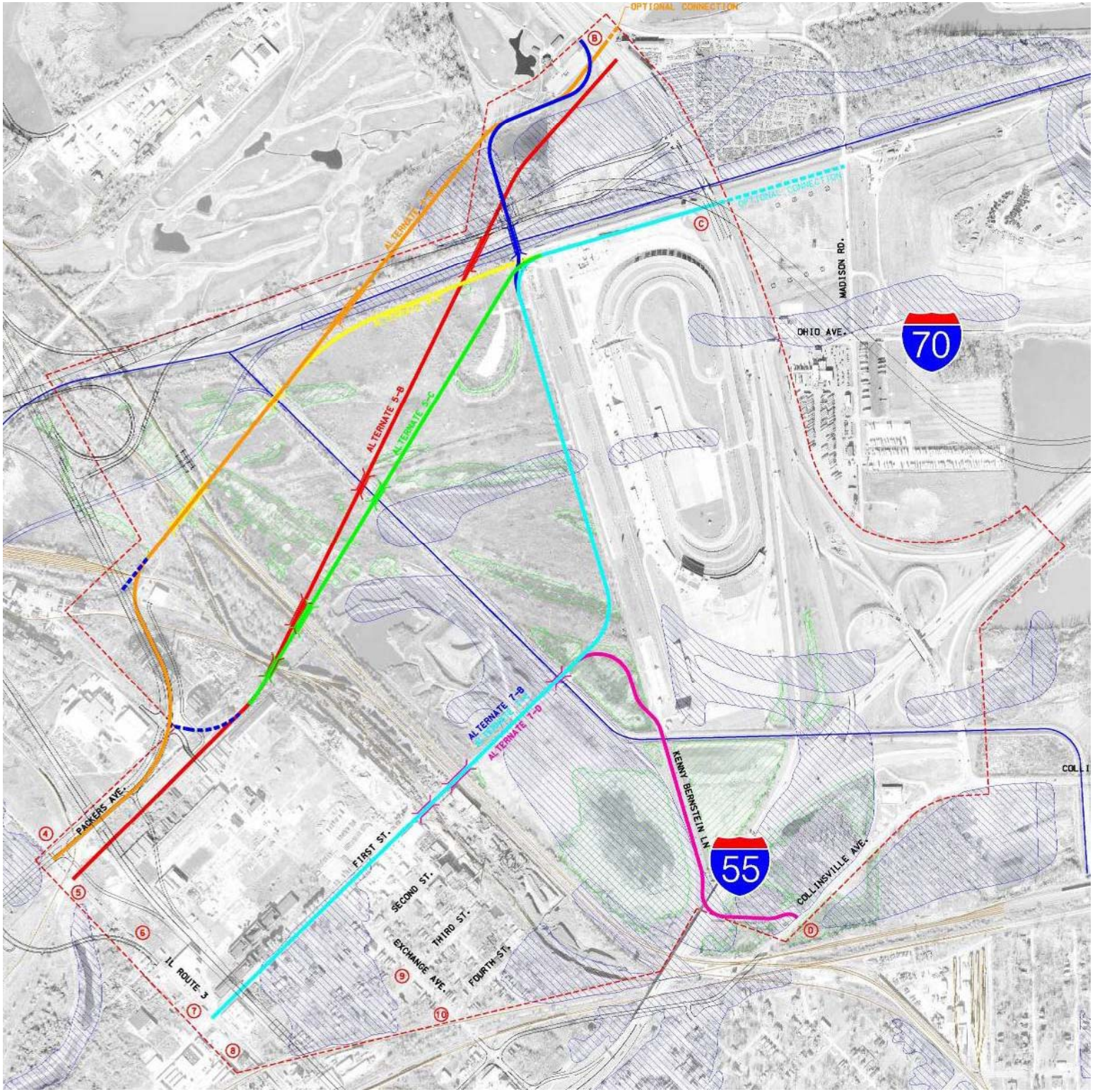
I3C Project Location

Legend

- County Limits
- Fairmont City
- Madison
- Brooklyn
- East St. Louis



Tentative Meeting Schedule

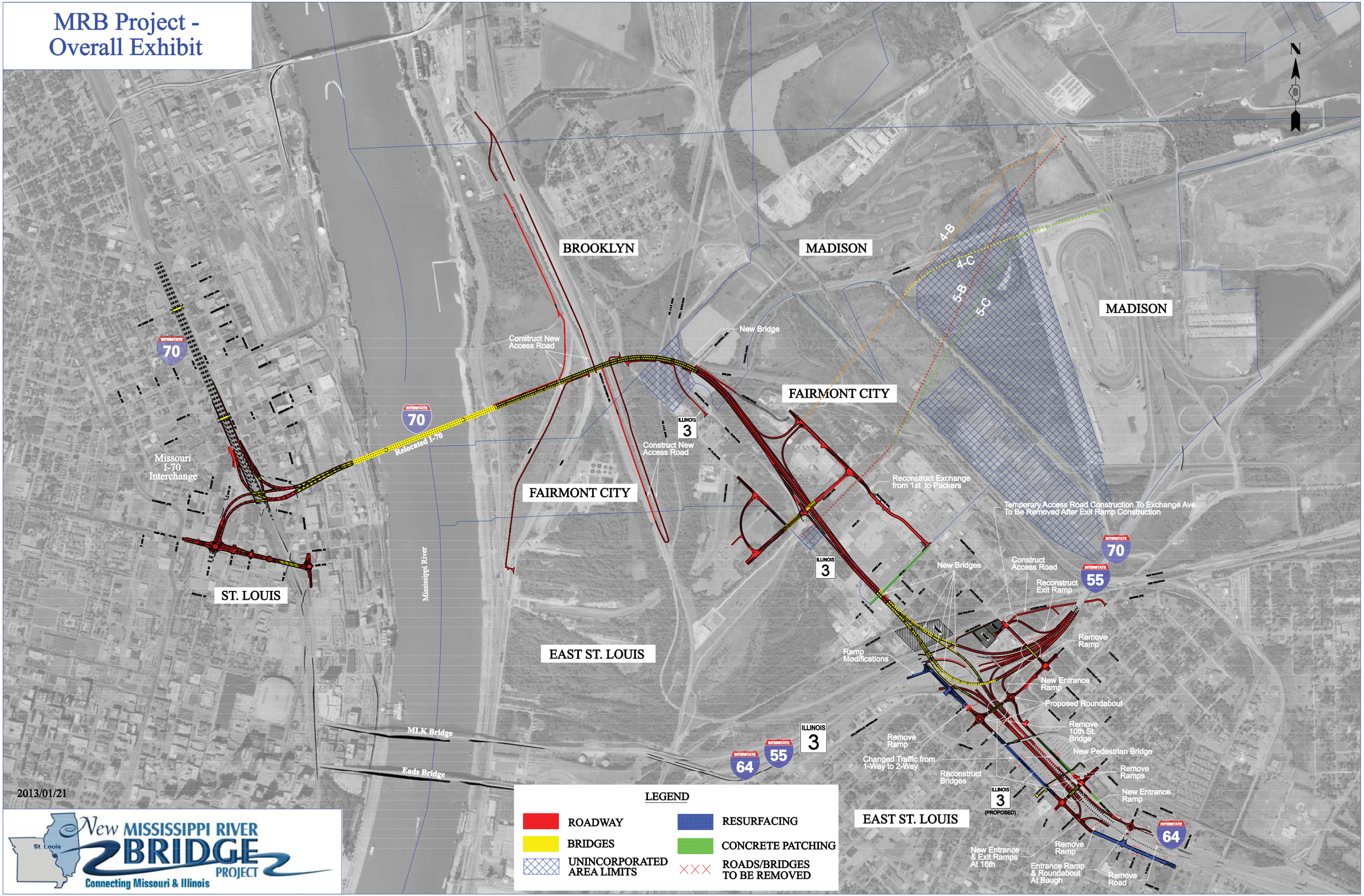


Initial Concept Design

- **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 Route 3 CONNECTOR

MRB Project - Overall Exhibit



2013/01/21

LEGEND

- ROADWAY
- BRIDGES
- UNINCORPORATED AREA LIMITS
- RESURFACING
- CONCRETE PATCHING
- ROADS/BRIDGES TO BE REMOVED

New MISSISSIPPI RIVER BRIDGE PROJECT
St. Louis
Connecting Missouri & Illinois

Illinois Route 3 Connector (I3C) Project

Illinois Department of Transportation

COMMUNITY ADVISORY GROUP
MEETING #5
JANUARY 23, 2013

MEETING #1 – NOVEMBER 8, 2006
MEETING #2 & #3 – MAY 10, 2007
MEETING #4 – AUGUST 29, 2007
PROJECT HIATUS - NOVEMBER 2007 TO JANUARY 2013

Agenda

- Introductions (Project Team and CAG members)
  - Role of Project Study Group (PSG)
  - Role of the CAG
- Review of project intent and goals
  - Critical Success Factors
- Timeline of project events (including the reasoning behind the hiatus)
  - Last CAG on August 29, 2007
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- Study findings at the time of hiatus
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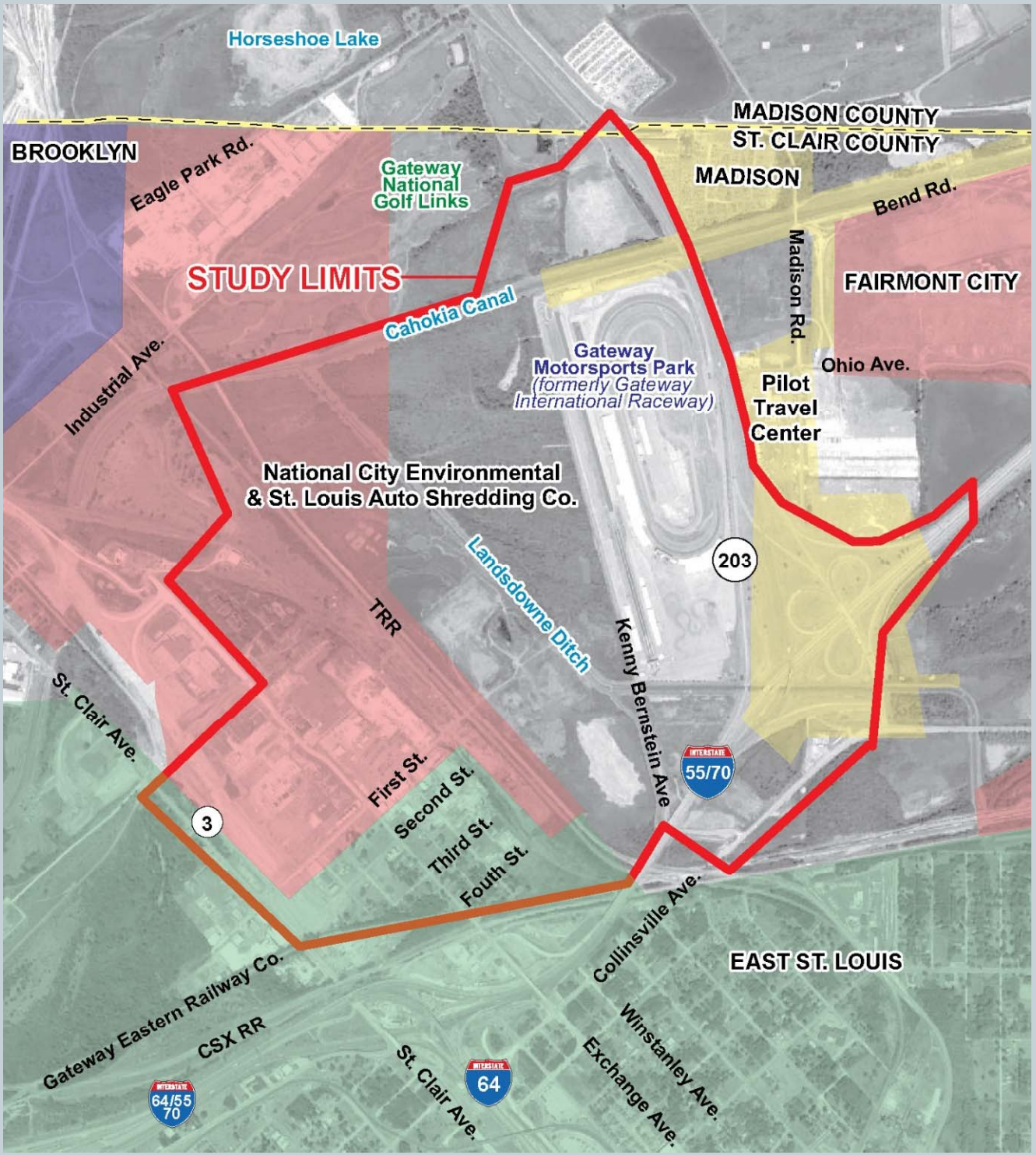
- Mississippi River Bridge (MRB) Project improvements and effect on I3C
  - Final product
- Where we go from here
  - Environmental, engineering and public involvement efforts
  - Schedule
- Questions

I3C Project Location



Legend

- County Limits
- Fairmont City
- Madison
- Brooklyn
- East St. Louis

Introductions

Project Team

- IDOT – Decision-making Authority
  - Project Manager – Annie Prothro
- CH2M HILL – Design, Environmental, Public Involvement Consultant
  - Project Manager – Buddy Desai
  - Engineering – Tim Nittler
  - Environmental – Jeff Frantz
  - Public Involvement – Carla Mykytiuk
- CAG Members

Community Advisory Group Membership

6

- City of Madison
- City of East St. Louis
- Village of Fairmont
- East St. Louis Chamber of Commerce
- SIU-Edwardsville – East St. Louis Campus
- Southern Mission Baptist Church
- Lessie Bates Davis Neighborhood House Family Development Center
- Gateway Motorsports Park
- Gateway National Golf Course
- St. Louis Auto Shredding
- Milam Landfill Waste Management
- Pilot Travel Center
- East-West Gateway
- St. Clair County Transit
- St. Clair County Roads and Bridges
- Emerson Park Development Corp.
- Clark Trucking
- Tank Trailer Cleaning, Inc.

Project Study Group (PSG)

What is the PSG?

- The Project Study Group (PSG) consists of representatives from IDOT, Federal Highway Administration (FHWA), the project consultant team, and other technical agencies as appropriate. The membership of the PSG may evolve as the understanding of the project's context is clarified.
- The PSG has primary responsibility for the project development process. This group will meet throughout the study process to provide oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches.

Primary Objectives of the PSG

- Expediting the project development process
- Identifying project development issues
- Providing guidance to developing solutions to issues identified
- Promoting partnership with stakeholders to address identified project needs
- Render ultimate recommendations based on consensus of stakeholders and engineering judgment

Review of CAG Role and Responsibility

Why has a Community Advisory Group been assembled/reassembled?

- Provide input on project issues and future vision
- Assist with development of a consensus solution for the I3C Project
- Reflect a cross-section of the community
- Serve as a two-way communication link between project team and broader community
- Provide mechanism for key stakeholders to provide input to project

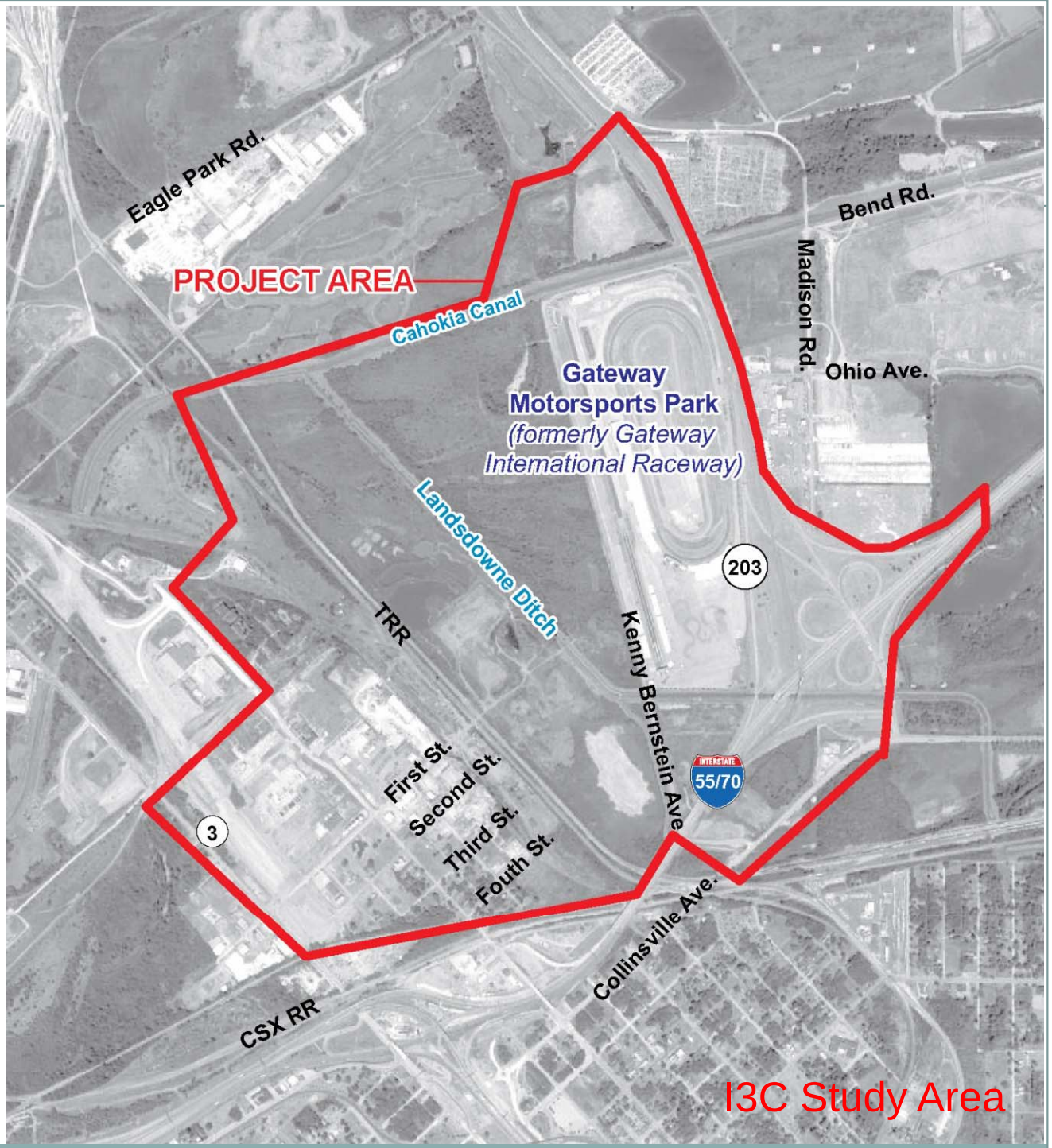
Project challenges to be addressed by the Community Advisory Group

- Commit to functioning as “whole” team
- Use a structured approach designed to produce a consensus solution
  - Consensus is defined as “When a majority of the stakeholders agree on a particular issue, while dissenting stakeholders agree that their input has been heard and duly considered and that the process as a whole was fair.”
- Suggest alternatives for further study by the PSG that might minimize adverse effects on the environment

Review of Project Intent and Goals

I3C Study Area

The Illinois Route 3 Connector Project seeks to improve mobility, access and safety in the study area, and provide options to existing roads with heavy truck traffic or at-grade rail road crossings.



General Project Issues

- Truck traffic on neighborhood streets
- Safety issues from cut through traffic
- At-grade railroad crossings
- Emergency vehicle response times
- Access to services
- Accommodating future development

Key Project Questions

- What are the physical engineering requirements of the roadway?
  - Number of lanes, lane widths, sidewalks, etc.
- What are the social and/or environmental effects of each proposed alternative?
  - Relocations, businesses, wetlands, floodplains, endangered species, etc.
- Is the alternative prudent and feasible?
- Which solution best addresses the problem statement?

Project Objectives (Need for Project)

- **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

Project Objectives (Need for Project) (continued)

- **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**
  - Some 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

Critical Success Factors

Critical Success Factors

- CSFs – Comparing Alternatives
  - Roadway Performance
    - Improved access/circulation within project area
    - Minimize delays caused by trains
    - Improve safety/ reduce crashes
    - Accommodate special event traffic
    - Accommodate pedestrians (crosswalks, sidewalks)
    - Accommodate truck traffic
    - Multi-modal connectivity (bus, bike)
  - Environmental/Social
    - Minimize impacts to property
    - Accommodate/facilitate planned development
    - Protect natural resources

Critical Success Factors (continued)

- Other Project Critical Success Factors
  - Implementability/ability to construct in a timely manner
  - Consensus on preferred alternative
  - Identify and engage all stakeholders who have an interest in the project
  - Clearly communicate decisions to the general public

Elements Used in Decision Making

- Considerations
  - CAG Input
  - Public Input
  - Resource Agency Input
  - Traffic Analysis
  - Safety
  - Environmental Impacts
  - Socio-economic Effects
  - Engineering design criteria
  - Cost
- Documents
  - Environmental Assessment
  - Wetland Impact Evaluation form
  - Combined Design Report
  - Section 7 documentation
  - Section 106 documentation
  - Noise technical memorandum

CAG Input to Date

Community Context Audit

- Intended to help identify unique community characteristics
- Utilize context audit information in defining the purpose and need
- Assures that transportation improvements align with community goals/local plans for future development

CAG Context Audit

- Words to describe the Study Area: ***Developing, Throughway, Growing, Brownfield, Diverse, Multi-Use, Potential, Portions that are Economically Depressed***
- Congestion on local roads is a problem in this area: ***Neutral***
- Congestion on the interstate(s) is a problem in this area: ***Agree***
- There are a lot of crashes in this area: ***Agree***
- There is a need for an additional roadway in this area: ***Strongly Agree***
- Redevelopment opportunities are hindered by a lack of highway access: ***Disagree***

CAG Context Audit, cont.

- Accommodating future development in this area is important: ***Agree***
- This route would provide a more direct connection between neighboring communities and common destinations: ***Agree***
- At-grade train crossings cause delays, congestion, and safety problems in this area: ***Strongly Agree***
- Improved access to/from this area – for shopping, emergency response vehicles, social services, etc. – is important: ***Agree***
- Pedestrian accommodations/pedestrian safety is an issue in this area: ***Agree***
- Truck traffic on local streets is a concern: ***Neutral***

Meeting #2/#3Exercise Results

Critical Success Factors for meeting Project Objectives and Project Purpose

- Accommodate truck traffic
- Minimize delays caused by trains
- Improve safety/reduce crashes
- Improve circulation within project area
- Accommodate special event traffic
- Minimize impacts to property
- Accommodate/facilitate planned development
- Protect natural resources
- Multi-modal connectivity
- Accommodate pedestrians

Project Timeline

CAG Meetings

- Meeting #1 – November 8, 2006
  - Community Context (community context audit exercise to learn about the affected community)
- Meeting #2 & #3 – May 10, 2007
  - Project Objectives and Critical Success Factors (exercise to determine local priorities and how to determine project success)
  - Purpose and Need
  - Stakeholder Involvement Plan (SIP)
  - Traffic Analyses
- Meeting #4 (last meeting) – August 29, 2007
  - Concept Alternatives Review
- Project Hiatus - November 2007 to January 2013
  - Update letter on June 10, 2008

Project Hiatus

- Hiatus from November 2007 to January 2013
- I3C study considered from outset independent of any action related to the new Mississippi River bridge project
- IDOT determined that the I3C project would be most effective if it accurately considered the implementation of the new bridge
- Hiatus to allow for decisions on the MRB Project to be made before moving forward with the I3C project

Project Process – Going Forward

- Fresh start: alternatives from 2007 will be considered, but others will be evaluated as well
- Preliminary design of new connector roadway in the project area
- Applying IDOT's "Context Sensitive Solutions" policy to the project
  - Cost-effective transportation facilities
  - Balance mobility, community needs and the environment while focusing on safety
  - Involving stakeholders in project development early and continuously

Tentative Meeting Schedule

Purpose & Need Summary

What is Purpose & Need?

- First section of the Environmental Assessment
- Describes reasons for the improvement
- Provides basis by which alternatives are evaluated

Project Purpose

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

System Linkage and Route Continuity

- Motorists in the study corridor currently experience frequent travel congestion
- Existing local transportation system does not provide the essential system linkage/route redundancy to properly traverse the project corridor
- Many of the local streets have been truncated and no longer provide a connection between IL 203 and IL 3

Safety

- IL 203, IL 3, and I-55/I-70 were experiencing crash rates higher than the statewide average for similar facilities
- Data did not indicate any of these significant crash patterns were attributed to special events occurring at the race track.
  - Crash data for the duration of the project hiatus will be updated and reevaluated to confirm that Safety continues to be an issue in the project area

Dependability of Travel

- Corridor heavily traversed by local residential travelers, business commuters, industrial shipping/trucking, and emergency responders
- At-grade railroad crossings impact traffic flow
  - Lack of grade separations
  - Slow moving freight trains
  - Nearby railroad yard

Multi-modal Accommodations

- Lack of sidewalks along IL 203
- At the bridge between Ohio and Eagle Park, the shoulder narrows considerably, forcing pedestrians to cross the bridge in very close proximity to live traffic
- Increasingly dangerous on race day, with pedestrians arriving from the northern parking facilities
- No rail transit passes directly within the project area, the MetroLink extends from St. Louis east into Illinois near the southern limits of the project corridor
- Bus service to project area limited; stop at the Emerson Park Metro Link station

Complete Streets

- IDOT's Complete Streets Policy to be implemented
  - Bicycle and pedestrian facilities to be given full consideration in the planning and development of new roadway
  - In or within one mile of an urban area, bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any State transportation facility
- A local agency, such as a municipality would be responsible to maintain shared use paths associated with the project other than that portion of the bicycle path(s) carried on Route 3 (state route)
- Local cost participation is required and may influence the level of bike/pedestrian accommodations

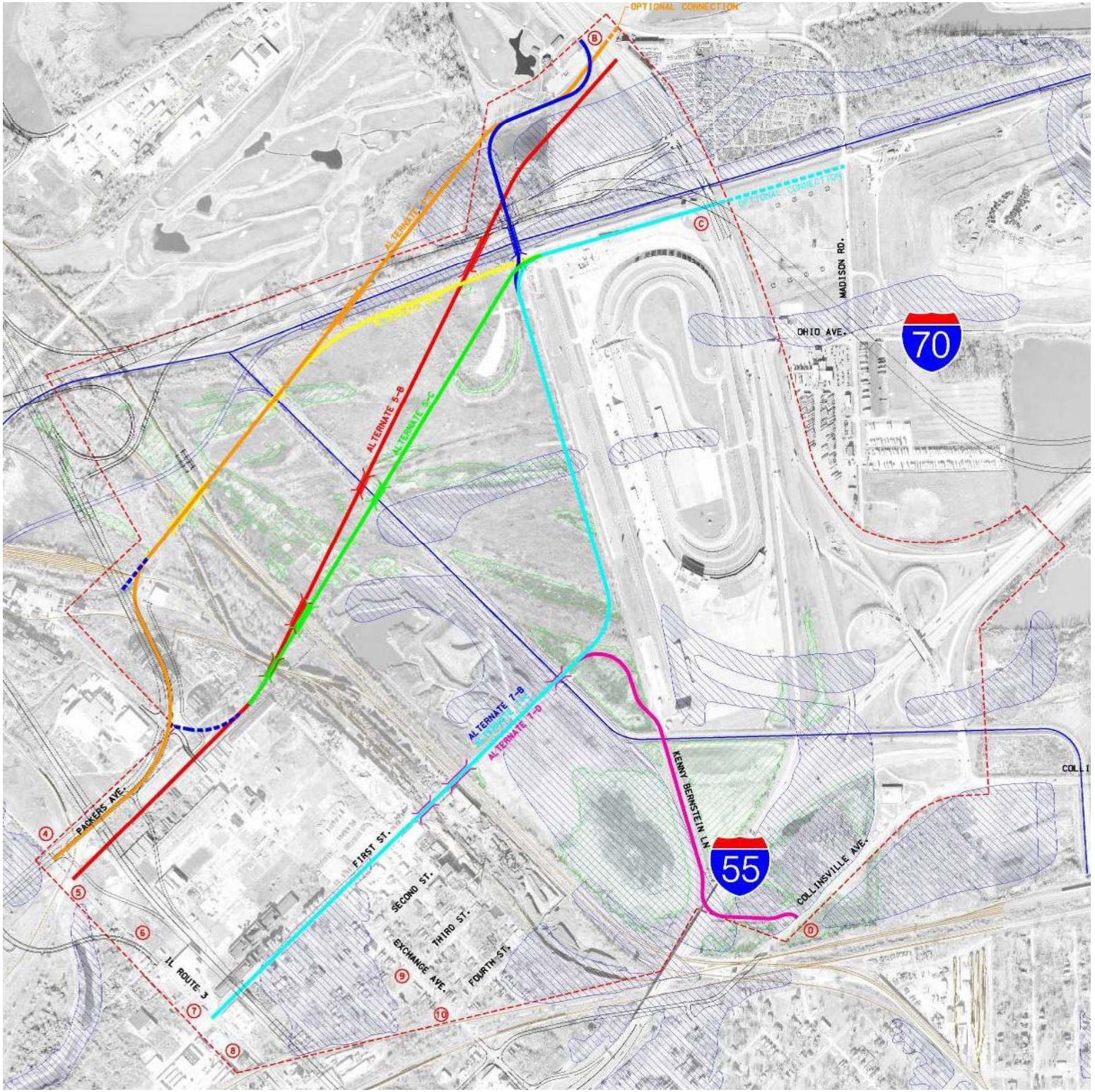
Foster Economic Development

- Take advantage of close proximity to Interstates 55 and 70
- Enable efficient movement of goods and services
- Enhance internal circulation
  - Provide facilities for truck (commercial) traffic, connections between the two major arterials bordering the study area (IL 3 and IL 203),
  - Reduce the impacts of the at-grade railroad crossings
  - Provide alternative routes during special events will enhance the economic attractiveness of the study area.
- Enhance access to developable land

Study Findings to Date

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



Initial Concept Design

- **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 Route 3 CONNECTOR

Concept Alternatives

Does the initial alternative

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

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

Alternatives Evaluation Criteria

- Improve Traffic Flow/Network Continuity
- Reduce Railroad Delay
- Accommodate Truck Traffic
- Improve Safety
- Enhance Multi-Modal Opportunities
- Accommodate Planned/Future Development
- Reduce Environmental Impacts
- Constructability

Alternatives Carried Forward for more Detailed Review

	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.

Alternatives Carried Forward for more Detailed Review (continued)

	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 – Eliminated from Further Review

	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 cr… • Optio…	…ver Auto Shredder significantly …d results in critical impacts to local …(renders the alternative non-feasible) …ied local access due to grade separation …nterference with truck traffic results in safety issues • Conflict with drag strip could result in safety issues • Floodplain impacts
• Alterna…	…tilizes 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

Clearance over auto shredder made Alternatives 7-B, 7-C, 7-D infeasible due to cost/constructability issues. These alternatives were dismissed.

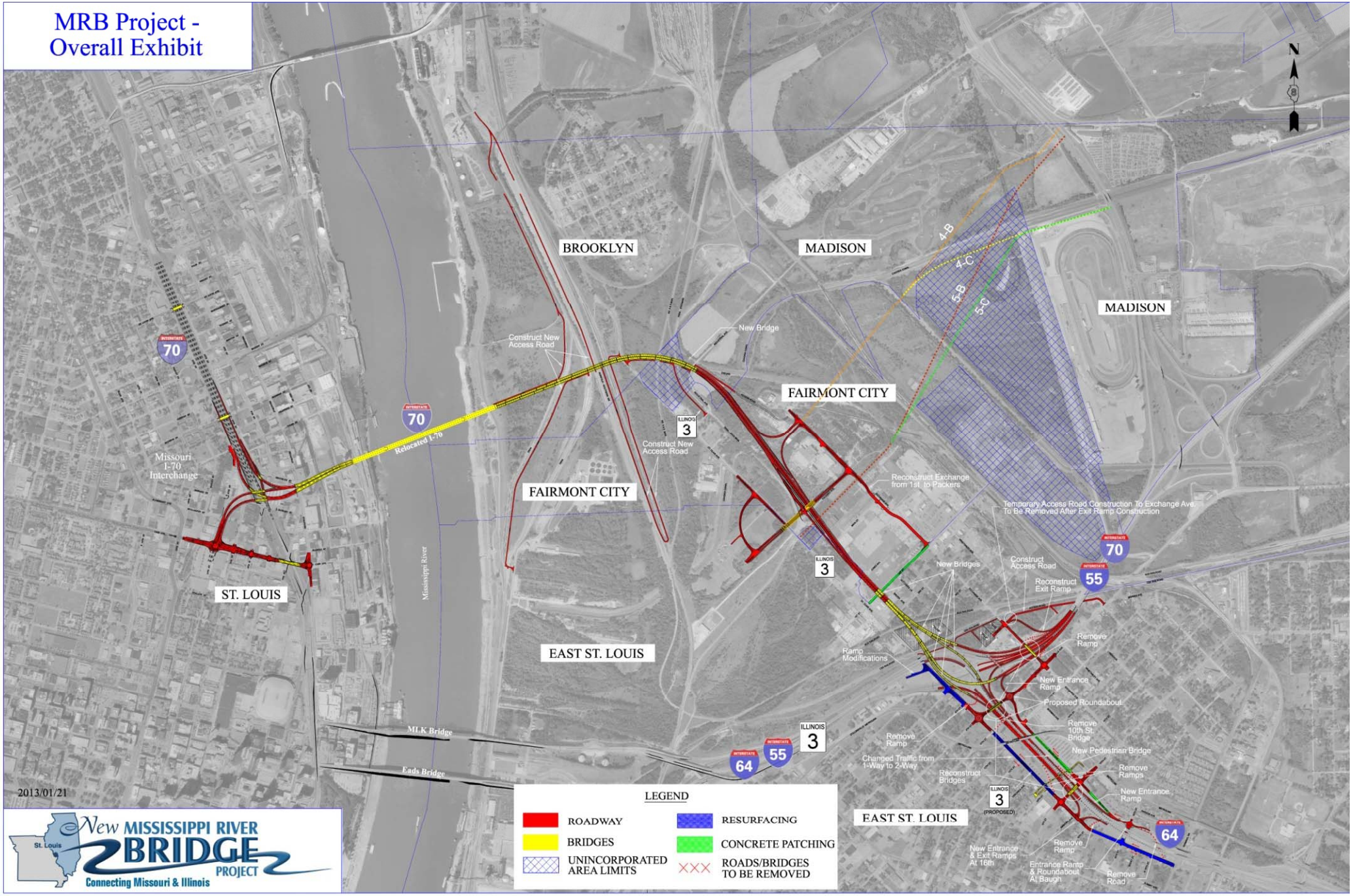
NOTE: Alignments are subject to modifications as more information is gathered and/or to reduce impacts or correct operational issues.

MRB Project and Effect on I3C

CAG Concern about Concept Alternative

- *Belief that northern alternatives are less viable because future MRB and IL Route 3 improvements make them less effective because it would result in redundant routes*
- Response: This project is independent of MRB improvements and the study team continues to move forward under the assumption that the I3C project will function as a standalone project and as a set of improvements augmenting the MRB improvements

MRB Project - Overall Exhibit



MRB Impacts to I3C

- Original alternates considered the “Ultimate”/final MRB layout
  - Some elements of MRB ultimate design have been deferred until funding is available. Interim design varies some from original vision
  - Final/Ultimate MRB project likely many years from construction
- Points of connection at the NE side near the racetrack remain valid
  - MRB did not alter the local roadway network in that area

MRB Impacts to I3C (continued)

- MRB items that have been deferred
  - I-70 has not yet been relocated along the North side of the race track
  - Relocation of IL Route 3 has only been built to the SW of the stockyard and through Venice.
    - Remaining portion is still viable but not yet funded.

MRB Impacts to I3C (continued)

- Additional items that were constructed as part of the MRB that were not part of the "Ultimate"/final design
  - Exchange Ave. was Built/Reconstructed from 1st Street north to the interchange ramps shown
    - Opportunities to connect into multiple locations
    - Allows for traffic connection to the new I-70, relocated IL 3, as well as Existing IL 3 and by following Exchange Avenue to the SE, I-55/70
    - Lots of newfound connectivity at this general location, just waiting for I3C connection to IL 203

MRB Impact on Alternates 4-B & 4-C

- Alternates 4-B and 4-C, follow relocated IL 3 alignment to the existing IL 3 alignment
- Today, that alignment is shown coming in approximately at the interchange ramp termini for Exchange Ave. and I-70
  - Pros
    - Ultimately shorter in distance
    - Would provide direct access to I-70
  - Cons
    - Potentially connects too close to the interchange ramps for access control issues
    - Potential grade separation issues because RR lines are close to this point of connection

MRB Impact on Alternates 5-B & 5-C

- Intended connection for 5-B and 5-C was existing IL 3 slightly south of Packers Ave. with an option to connect to the relocated IL 3
- MRB Changes include a crossing of what was formerly Packers Ave., over the new I-70
- 5-B and 5-C could be modified to connect to the intersection of Exchange Ave. and Packers Ave.
  - Pros
    - This would allow direct connection from IL 203 to existing IL 3, relocated IL 3, as well as I-70
    - Overall length of these alternates could be reduced
  - Cons
    - Possible access control issues near that intersection
    - Potential for commercial traffic to bypass the interstate network by using this connection

Where Do We Go From Here?

Next Steps

- Engineering
  - Update Traffic and Crash Analyses
  - Concept refinement/design
  - Identification of Preferred Alternative
- Environmental
  - Environmental Assessment
    - Air quality analysis
    - Noise analysis
    - Social/economic resource evaluation
- Public Involvement
  - Update Stakeholder Involvement Plan
  - Project Website
  - Local Agency/Stakeholder meetings
  - Public Meetings
- CAG Meeting #6 – mid 2013

Questions?

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