ILLINOIS ROUTE 3 CONNECTOR CAG MEETING #6

ATTENDEES:

Chris Blair/Gateway Motorsports Park
Jim Fields/St. Clair County Highway
Bill Grogan/St. Clair County Transit
Paul Hubbman/East West Gateway
Arlene Yates/Resident
Lauren Howell/Resident
Al McCarthy/Village of Brooklyn
Marion McCarthy/Brooklyn Trustee
Joe Bowler/St. Louis Auto Shredding
Nona Edwards/ East St. Louis Business Development Chamber of Commerce
Noe Marquez/Fairmont City Police Department
Mayor John W. Hamm III/City of Madison
Joe Durako/Waste Management
Mark Ellison/Tank Trailer Cleaning
Mayor Vera Banks/Village of Brooklyn
Stefan Humphrey/Brooklyn Village
Tim Giger/Pratt Properties
Deletra Hudson/City of East St. Louis
Barbara Henderson/ East St. Louis Business Development Chamber of Commerce
Annie Prothro/IDOT
Cindy Stafford/IDOT
Creola Davis/IDOT
Jennifer Hunt/IDOT
Karen Geldert/IDOT
Buddy Desai/CH2M HILL
Jessica Hoffman/CH2M HILL
Carla Mykytiuk/CH2M HILL
Tim Nittler/CH2M HILL

FROM: CH2M HILL

MEETING DATE: October 3, 2014

PROJECT NUMBER: 344101

On October 3, 2014, the Illinois Route 3 Connector (I3C) Project's Community Advisory Group (CAG) Meeting #6 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. Introductions
2. Purpose and Need
3. Study Area & Land Use
4. Alternatives
5. Group Exercise
6. Next Steps
7. Questions

1. Introductions

Cindy Stafford/IDOT welcomed everyone to the meeting and thanked everyone for coming. Cindy explained that the intent of the 6th CAG meeting was to solicit CAG ideas on the Conceptual Alternatives that would be presented later and how alternatives could best meet the proposed Purpose and Need for the project. She encouraged the CAG members to share their opinions about the alternatives and about what is needed to improve transportation in the study area. Cindy acknowledged that although alternatives had been discussed at previous CAG meetings that the project team was taking a fresh look now that the New Mississippi River Bridge project is complete. The project team has considered what the CAG has told them and is now looking at the "what ifs" in terms of how best to address issues the CAG has shared. Specifically, the team looked at developing Conceptual Alternatives that will address traffic problems, environmental impacts, and access to businesses. Ultimately, the project team has to gain agreement/concurrence from FHWA on both the proposed Purpose and Need and the Conceptual Alternatives.

Buddy Desai/CH2MHILL introduced himself and asked meeting attendees to go around the room and introduce themselves, stating who/what they represent on the CAG.

Once introductions were complete, Buddy Desai/CH2M HILL proceeded to lead the meeting. This 6th CAG meeting was intended to be a presentation of the proposed Purpose and Need and the eight alternatives that the project team had developed for the project and a way to gather initial input from the CAG on each of the alternatives.

2. Purpose and Need

Buddy explained that the Purpose and Need for the project has been developed based on the input from the CAG that includes business owners, as well as county and municipal representatives, in addition to the input received at the April 2014 public meeting.

Previously identified concerns in the study area included:

- Heavy truck traffic and expected increase
- Delays at at-grade railroad crossings
- Hindered emergency vehicle response times
- Impacts of special events at Gateway Motorsport Park
- Need to accommodate future development

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

- 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 (Secondary Benefit)."

Buddy explained to the group that any alternatives that are carried forward should meet the Purpose and Need.

Concerning the need to improve accessibility within the study area and between arterial routes, Buddy presented a map showing the existing major arterial connections. He pointed out that IL Route 3, IL Route 203 and Collinsville Road all provide connections to the Interstate system, multiple communities and recreational areas, but that there is no direct connection between state routes for about 10 miles. Buddy emphasized that drivers are using the Interstate for short, local trips which is not an interstate route's intended purpose and results in inefficiencies on those roadways.

The Purpose and Need was developed to address travel inefficiency in the area due to the lack of arterial travel networks, and out-of-the way (adverse) travel to/from the north on IL Route 203, in addition to the lack of alternative routes that might accommodate special events at the Gateway Motorsports Park and enable the avoidance of at-grade railroad crossing for emergency service personnel.

Buddy pointed out a secondary benefit that would result from an IL Route 3 connection would be additional economic development opportunities in the study area. Without the connection, attractiveness for redevelopment may be limited.

3. Study Area & Land Use

Next, Buddy briefly discussed the environmental constraints in the study area, using a map to illustrate areas where such constraints exist. He stated that any Conceptual Alternative had to take constraints such as wetlands, flood zones, and locations where threatened and endangered species have been sited into consideration. Buddy next described the land uses in the project area, indicating areas with recreational industrial, commercial, residential and transportation land uses. He pointed out that since the initiation of the project, the study area had seen some of its residential use converted to industrial uses.

4. Alternatives

Buddy began the Alternatives discussion by briefly explaining that the previously developed Conceptual Alternatives that CAG members may have seen at previous CAG meetings were different from the set that had been developed and would be discussed at today's meeting. Buddy pointed out that the previously developed alternatives were reworked because they:

- Did not take the actual I-70 construction into consideration
- Did not assume the Full Build I-70 Construction
- Skewed crossings of Full Build I-70 and Cahokia Canal
- Alternatives along First Street were deemed not prudent or feasible

He then explained that the 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
- Connection at IL Route 3
- Connection to Collinsville Road

The next map that Buddy described showed the Route Connection Points used to develop the alternatives. At IL Route 3, either a North (3N) or South (3S) connection is used; at IL Route 203, either a North (203N) or South (203S) connection is used. In addition, the Collinsville Road connection either utilizes Exchange Avenue (C1) or a new roadway parallel to Kenny Bernstein Lane (C2).

Before presenting the eight new Conceptual Alternatives, Buddy first described the three corridors eliminated from consideration and explained why each would not be considered further:

- Industrial Avenue Corridor
    - Conflicts with the proposed I-70 Full Build and relocated IL Route 3
    - At-grade railroad crossing over the TRRA north of existing IL Route 3
- I-70 Full Build Corridor
    - Conflicts with the proposed I-70 Full Build
    - Conflicts with the ultimate relocation of the Cahokia Canal (required for the future I-70 and Relocated IL Route 3 interchange)
- First-Fourth Street Corridor
    - High cost
    - Engineering feasibility
    - Impacts to area business operations

Buddy reminded the group that the previous alternatives that followed existing First Street near the south of the project study area, would require a bridge that would need to be 60 feet in the air to accommodate the cranes used at the auto shredding business.

Buddy next reviewed the alignments of each of the Conceptual Alternatives for the group:

Alternative 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
- 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 3N-203N-C2

- Similar to Alternative 3N-203N-C1
- Connects to Collinsville Road via Connection Point C2 using a new roadway parallel to Kenny Bernstein Lane

Alternative 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
- 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 3N-203S-C2

- Similar to Alternative 3N-203S-C1
- Connects to Collinsville Road via Connection Point C2 using a new roadway parallel to Kenny Bernstein Lane

Alternative 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 3S-203N-C2

- Similar to Alternative 3S-203N-C1
- Connects to Collinsville Road via Connection Point C2 using a new roadway parallel to Kenny Bernstein Lane

Alternative 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 3S-203S-C2

- Similar to Alternative 3S-203S-C1
- Connects to Collinsville Road via Connection Point C2 using a new roadway parallel to Kenny Bernstein Lane

Buddy explained that now that the lines for the Conceptual Alternatives had been drawn that four key questions will be answered as we move forward:

- What are the physical engineering requirements of the roadway?
- What are the social and/or environmental effects of each proposed alternatives?
- Is the alternative prudent and feasible?

- Which solution best addresses the problem statement and ultimately the approved Purpose and Need?

Buddy then described the considerations and documents that are used in the decision making process, including traffic analysis, safety, cost, engineering design criteria, the Environmental Assessment (EA) Wetland Impact Evaluation forms, and the Noise technical memorandum.

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.

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. Which brought the group to the Group Exercise described below.

5. Group Exercise

Buddy asked that the CAG members break into 4 groups of 4 to 5 people each and had to a table with a map of a set of Conceptual Alternatives on it. Each group was to spend about 10 minutes with each Conceptual Alternative, reviewing its features. The maps used in the group exercise with annotations made by individual CAG members are attached.

Buddy suggested the group consider:

- Are there suggested revisions to the Conceptual Alternative?
- Are there any deficient elements (fatal flaws) to the Conceptual Alternative that would make its implementation impossible or undesirable (e.g. physical constraints, environmental constraints, cost)?
- Do you like or dislike the Conceptual Alternative? Why?
- Are there other alternatives that should be considered?

At the end of the exercise, each of the four groups shared some of their thoughts about the alternatives with the CAG. Below are CAG member comments concerning each of the Conceptual Alternatives recorded during the group exercise.

I3C CAG #6 Verbatim Workshop Comments (clarifications added in parenthesis)

Note to the reader: This summary is intended to faithfully record and reflect the issues and concerns 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.

<u>Alternative 3N-203N-C1/C2</u>

- Is this route redundant with Full Build I-70?

- Does intersection at IL Route 203 serve as a connection to Collinsville Road? (Since IL Route 203 connection to Collinsville Road, can this be considered a connection to Collinsville Road)
- C1 makes more sense than C2 for this alternative.
- No relief for racetrack with 203N connection point.
- Investigate more land use variables.
- Building in the wetlands will be costlier.
- The 203N connection point is good if development occurs.
- Eliminates impacts at racetrack.
- Racetrack provides for more economic stimulus than the golf course.
- 203N connection point is better connection because there is more room to build.
- Move the I-70 overpass further east.
- Removing property from the golf course, which is a good economic development in the area, is a con for the area. (It was noted that the golf course has expressed interest in redeveloping the property for commercial use and that they are not necessarily opposed with alternatives that may impact the golf course).
- 203N connection may be less ideal for the racetrack. If 203S is chosen, the racetrack could have an access point to utilize the alternative.
- 203N connection point seems inconvenient for connectivity, it is too far out of the way.

Alternative 3N-203S-C1/C2

- Best of the four alternatives.
- Makes the most sense, the other alternatives will impact more resources.
- This alternative avoids the wetlands.
- The C2 connection point could cause more congestion for the egress from racetrack.
- Streamline the connection to new I3C from Packers interchange.
- Development of Exchange Avenue would benefit the Tank Trailer Cleaning. Making the Exchange Avenue connection would make a direct route to TTC and North to IL Route 3 into Brooklyn.
- From a commercial stand point Tank Trailer Cleaning wants customers to have really direct access for their travels.

Alternative 3S-203N-C1/C2

- C2 negatively effects St. Louis Auto Shredder.
- If I-70 Full Build doesn't go, this is a good deal, and it is better than the 3N-203N Alternative.
- C1 there is possible concerns with the railroad crossing.
- C2 option should be 3-4 lanes preferably. There is a lot of traffic egress from Kenny Bernstein Lane. Too much traffic that emergency services to stockyards is blocked. Parking lot limitations for race track.
- Prefer C1 for industrial growth, and racetrack traffic is not an issue.
- Exchange Avenue should be upgraded to 3 lanes with a turning lane. Limit the amount of curb cuts also. This will facilitate economic development.
- Does not build piece of Relocated IL Route 3.
- Traffic on Exchange Avenue will be an issue with the C2 connection point. Exchange Avenue needs to be improved no matter what.

- The 3S connection will be problematic for emergency response vehicles if Exchange Avenue is diverted north to create the intersection.
- The 3S connection is confusing, there will be too many different ways to travel and look.

3S-203S-C1/C2

- Prefer 3N-203S since it is better for development.
- Where is the area for redevelopment? Most of this road might go through grass (open spaces)?
- Like the 203S Connection Point.
- C2 connection doesn't make sense with the Exchange Avenue option available.
- Look at the connection of Kenny Bernstein Road – looks like it could benefit Racetrack and Stockyards. (Note - Racetrack representative does not think it would be a benefit.)
- Near the 203S connection point – see development on Industrial Park – look to improve access.
- Coordination with residents along Exchange Avenue is necessary (if the connection to Collinsville Road uses existing Exchange Avenue).
- Larger cost for C2 connection.
- C1 is preferred from resident of the area.
- C2 doesn't interrupt residents.
- I don't think that C2 would draw as much traffic. The heavy truck traffic would not drive the extra distance.
- Constructs part of Relocated IL Route 3.
- If C1 if chosen, Exchange Avenue should be at least 2 lanes with a center turn lane.

General Comments Regarding the Conceptual Alternatives:

- There is a potential for economic development between the 3N and 3S connection points.
- The southeast corner of the Gateway National Golf Links property has a site that has environmental concerns. A portion has been "cleaned", but there is also an adjacent site that may still be "polluted". See map scans for location details.
- East St. Louis access is a concern for all alternates.
- Alternatives are lacking connections to East St. Louis.
- There is a landfill located to the Northeast of the Landsdowne Ditch and to the West of proposed C2 Collinsville Road Connection.
- There is a landfill located on the National City Environmental and St. Louis Auto Shredding Co. property.
- Future mining could take place to the south of National City Environmental and St. Louis Auto Shredding Co. and to the Northeast of Tank Trailer Cleaning.
- Tank Trailers are having a hard time driving around the roundabout at Collinsville Road, so a roundabout is definitely not recommended for this project. Owner of Tank Trailer Cleaning was unaware that trucks are allowed to drive onto the mountable apron of the roundabout intersection. States that the mountable area in the roundabout is not being relayed to buses, emergency vehicles, and semis as they have all expressed concerns about this. Tank Trailer Cleaning was specifically concerned with their tank trailer customers and their fear of roll over if they get

uneven on the pavement. Their drivers (customers) are not sure if mounting that inner curb will affect their vehicle. An associated concern with roundabouts is that the uneven pavement at the mountable apron can upset the equilibrium of trucks with rigid axles that may be carrying liquid or gas.

- All railroad tracks may double in the future. Discuss with railroads what their plans are.
- Need to be sure that adequate signage is provided for this project, particularly guidance on how to reach the surrounding towns such as Brooklyn, Fairmont City, Collinsville, and East St. Louis among others. This was not done adequately on the new Mississippi River Bridge project. Better connection signage as you come off the interstate and get onto the local system. (Note - IDOT has contacted CAG members concerned with this and is coordinating directly with them.)
- Most of the Tank Trailer Cleaning business is moving from East to West. Only about 8-18% of their customers move back to the East to visit the Pilot Travel Center.
- Rail road crossings are such a headache, but the railroads are an important part of the economy in this area.
- Goose Island is now zoned commercial.
- Overall, any improvement of the area will be beneficial.
- Racetrack's biggest concern is the egress of their traffic into the area.

6. Next Steps

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

On the engineering side, alternatives will be designed and refined, a variety of criteria would be evaluated, including: improved traffic flow/network continuity, reduced railroad delay, accommodation of truck traffic, enhanced multi-modal opportunities, accommodation of planned/future development, reduced environmental impacts and constructability; and ultimately a Preferred Alternative will be identified.

On the environmental side impacts to the natural and human environment will be evaluated to support the documentation in the Environmental Assessment.

Upcoming public involvement activities include: 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 #7) is anticipated for winter 2015. In the meantime, Cindy Stafford/IDOT said that a Public Information Meeting would be held on October 16 to share the Conceptual Alternatives with the public and obtain their input.

In addition, the NEPA 404 Merger Process was explained. Buddy told the CAG that because other agencies have regulations and requirements concerning what goes on in the study area (such as the Fish and Wildlife Service and Army Corps of Engineers), that to be more efficient; they meet together to obtain concurrence from all of the participating agencies at three key points in the project, which are:

- Purpose and Need

- Alternatives to be Carried Forward
- Preferred Alternative

7. Questions

Buddy invited questions/discussion at the conclusion of CAG meeting #6 (no questions were offered).

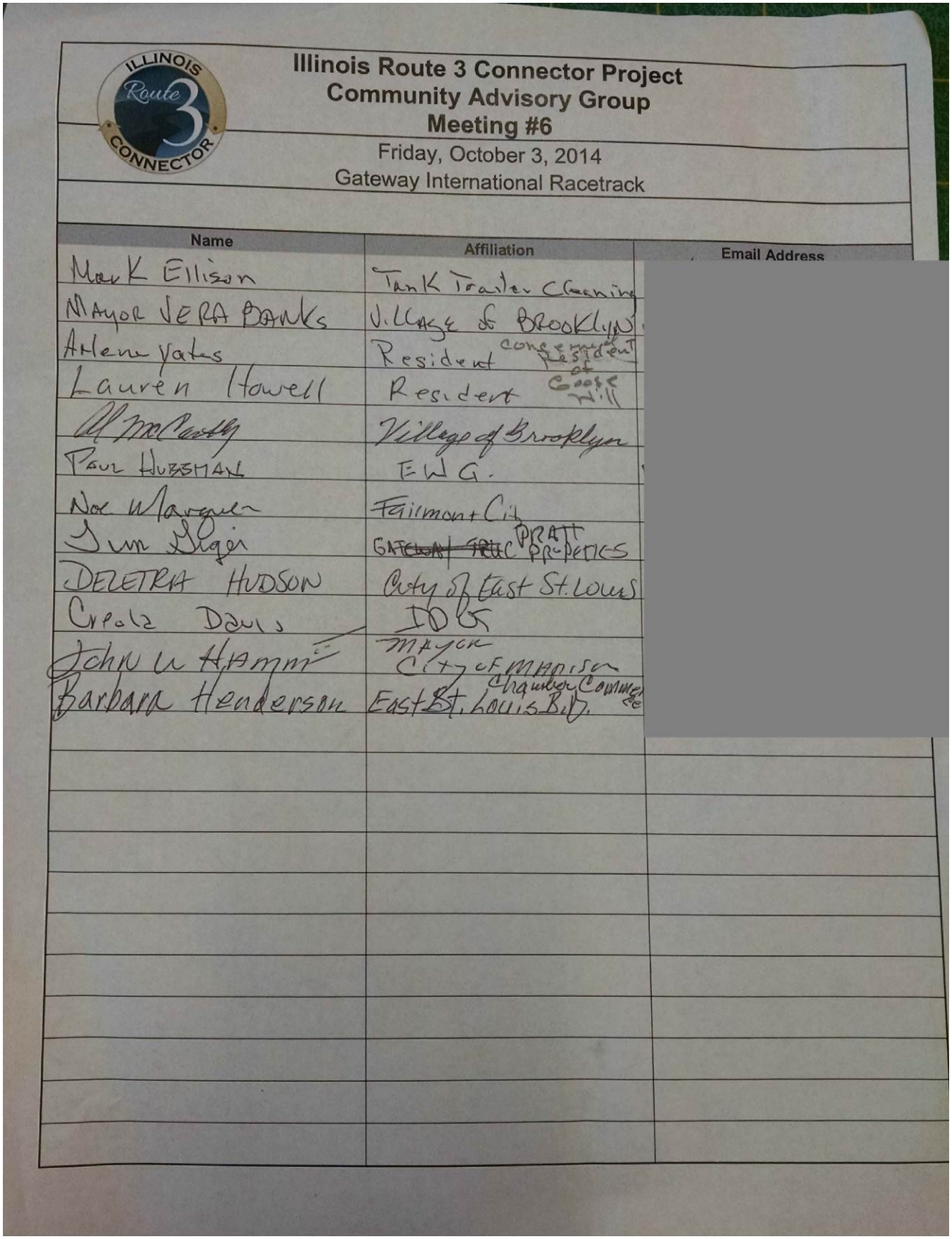
Buddy reminded the CAG of its responsibility to share the project development process and project decisions with their community and to encourage friends and neighbors to attend the upcoming public meeting.

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.

Illinois Route 3 Connector Project
Community Advisory Group
Meeting #6

Friday, October 3, 2014
Gateway International Racetrack

Name	Affiliation	Email Address
Stefon Humphrey	Brooklyn Village, IL	
Jim Fields	St. Clair County	
Bill Grogan	St. Clair County Transit	
Lauren Howell	~~Citizen~~ Resident	
Marion McCook	Brooklyn Trustee	
Joe Durako	Waste Management	
Chris Blair	Gateway MSP	
Joe Bowles	St Louis Auto Shredding	
Nona F. Edwards	ESLBD Chamber of Commerce	



Illinois Route 3 Connector Project
Community Advisory Group
Meeting #6

Friday, October 3, 2014
Gateway International Racetrack

Name	Affiliation	Email Address
Mark Ellison	Tank Trailer Cleaning	[redacted]
Mayor Vera Banks	Village of Brooklyn	
Arlene Yates	Resident Concerned Resident of Goose Hill	
Lauren Howell	Resident	
Al McCarthy	Village of Brooklyn	
Paul Hubsman	EWG.	
Noe Marquez	Fairmont City	
Jim Giger	~~Gateway Truc~~ Pratt Properties	
Deletra Hudson	City of East St. Louis	
Creola Davis	IDG	
John W Hamm	Mayor City of Madison	
Barbara Henderson	East St. Louis B.D. Chamber Commerce	

Illinois Route 3 Connector (I3C) Project

COMMUNITY ADVISORY GROUP MEETING #6 OCTOBER 3, 2014

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

Agenda

- Introductions
- Purpose and Need
- Study Area & Land Use
- Alternatives
- Group Exercise
- Next Steps
- Questions

Introductions

Purpose & Need

Local Government and Public Input

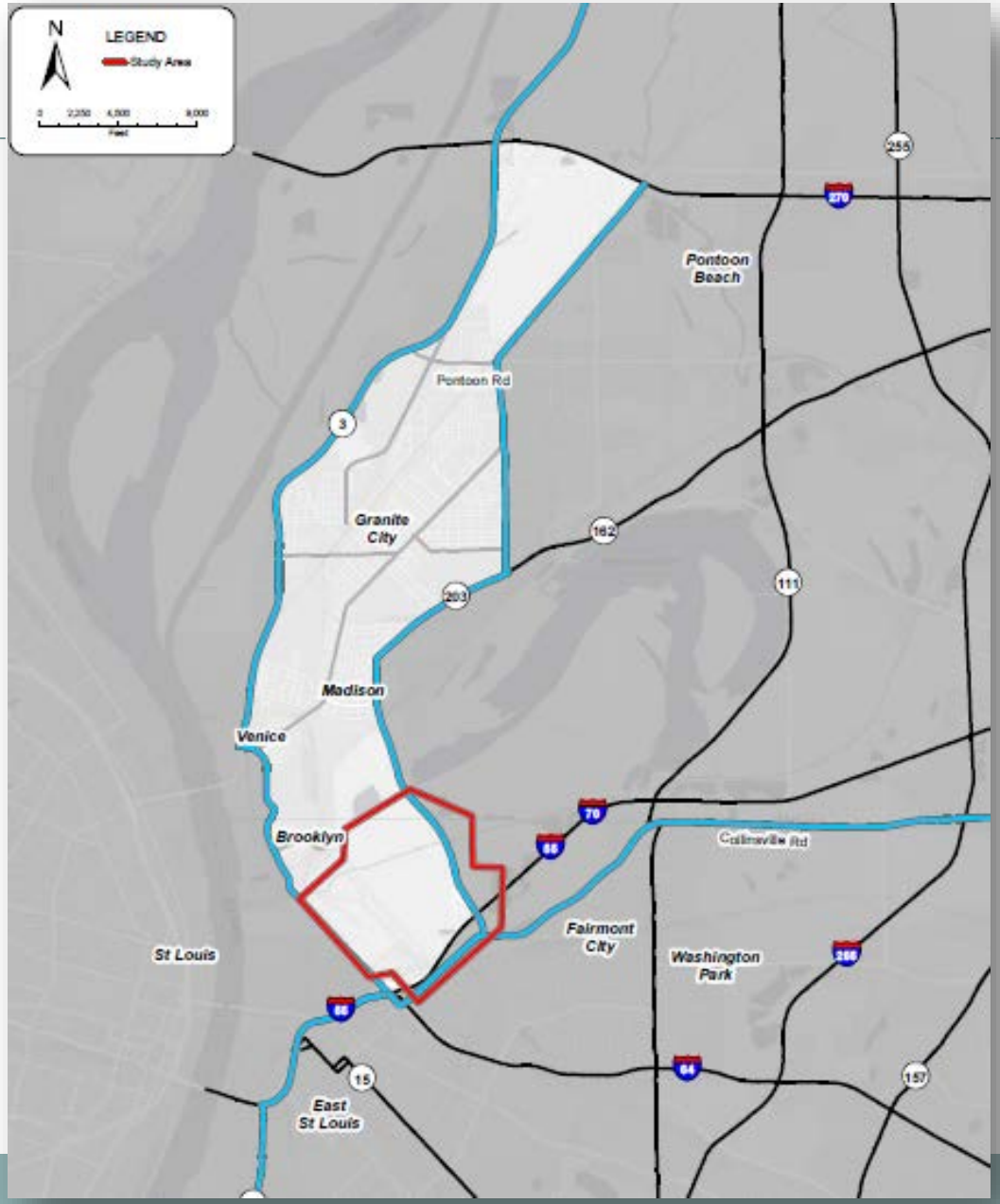
- CAG consists of over 20 business owners, county, and municipal representatives (5 meetings thus far)
- Public Meeting – April 8, 2014
- Findings/concerns in study area:
  - Heavy truck traffic and expected increase
  - Delays at at-grade railroad crossings
  - Hindered emergency vehicle response times
  - Impacts of special events at Gateway Motorsport Park
  - Need to accommodate future development

Project Purpose and Need

- Improve traffic flow and network connectivity within study limits by (Primary Benefits):
  - 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 (Secondary Benefit)

Major Arterial Connections

- IL Route 3, IL Route 203 and Collinsville Road
  - Provide connections to Interstate system, multiple communities, and recreational areas
  - No direct connection between state routes for ~10 miles
- Traffic patterns
  - 11% of overall traffic along IL Route 3 and IL Route 203 comes from I-70
  - Majority of these trips are served by IL Route 3

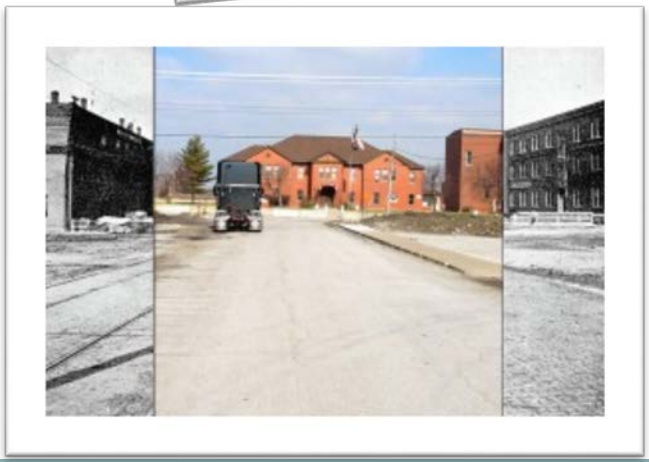


Travel Efficiency

- Lack of efficient arterial travel network
- Types of trips
  - Short trips on I-70/I-55 add to congestion by requiring them to carry more localized traffic
  - Adverse travel to/from the north on IL Route 203
- Lack of alternative routes
  - During special events such as races at Gateway Motorsports Park
  - To avoid at-grade railroad crossings
  - For emergency service providers

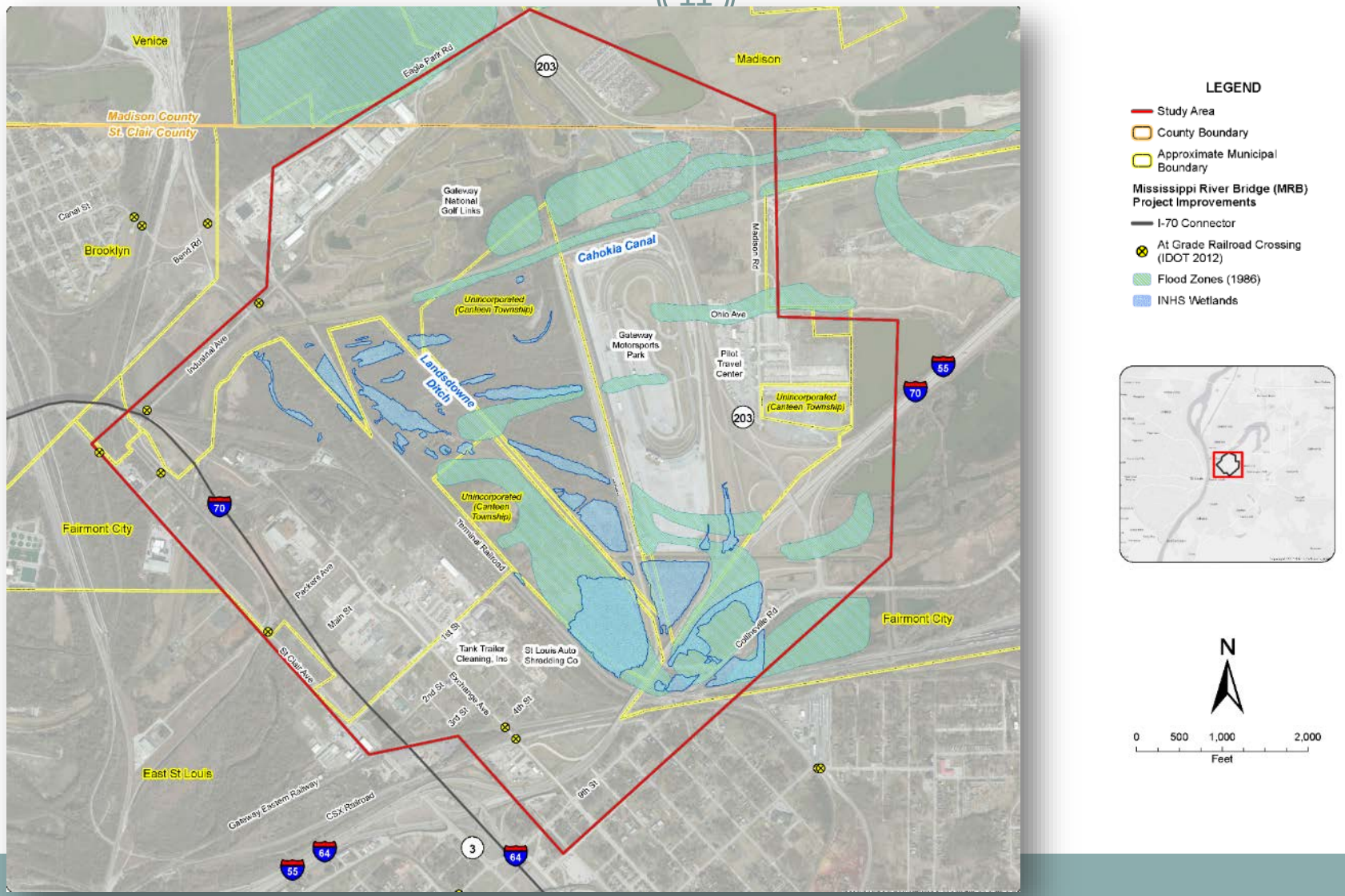
Economic Development Opportunities

- Existing and future economic opportunities
  - Historic conditions of area's economy
  - New river bridge and access to IL Route 3
  - Proximity to Interstate System
  - Land available for redevelopment
- Attractiveness for redevelopment is limited
  - Lack of efficient connection between IL Route 3, IL Route 203 and Collinsville Road



Study Area & Land Use

Environmental Constraints Map



LEGEND

- Study Area
- County Boundary
- Approximate Municipal Boundary

Mississippi River Bridge (MRB) Project Improvements

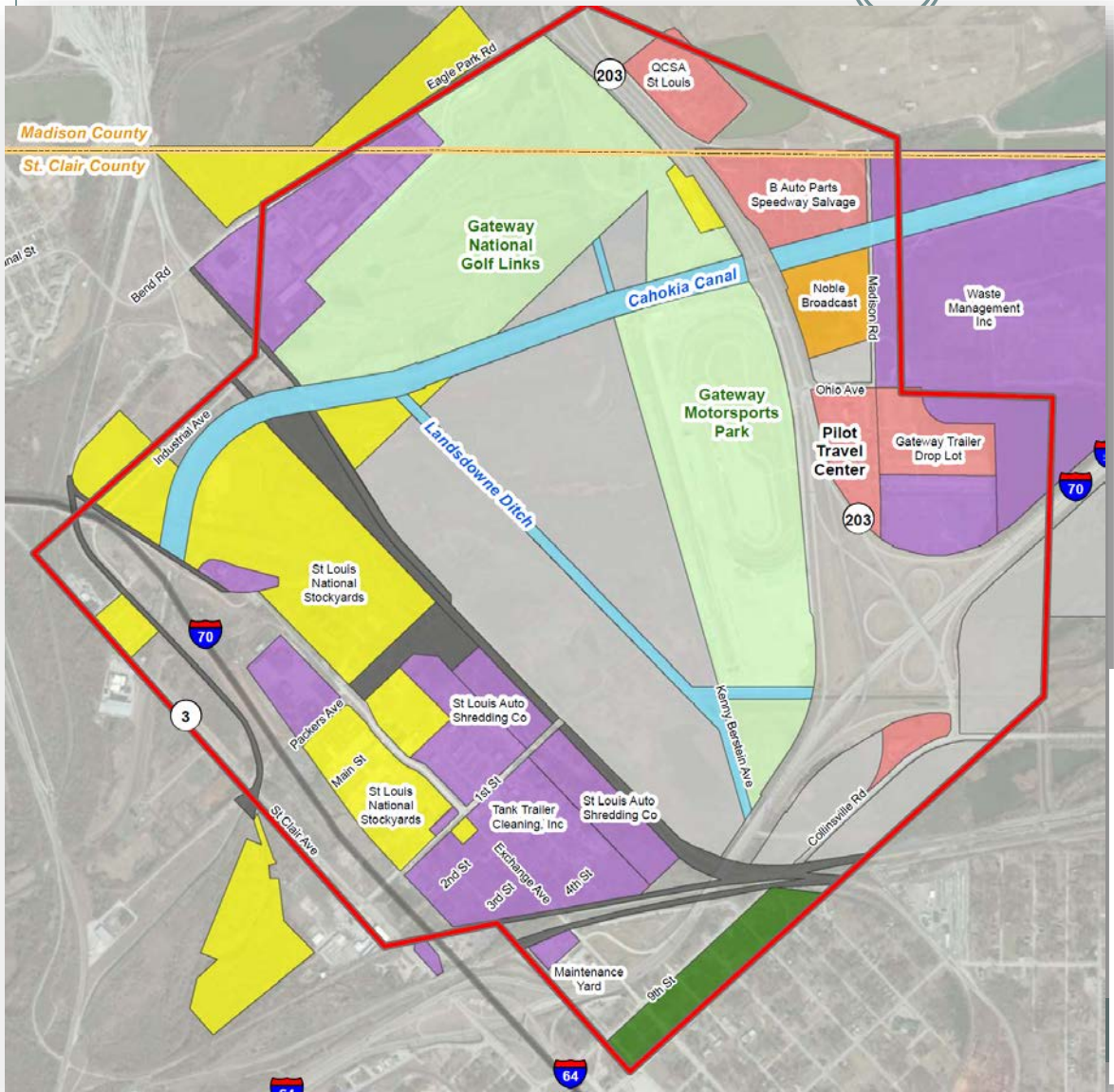
- I-70 Connector
- At Grade Railroad Crossing (IDOT 2012)
- Flood Zones (1986)
- INHS Wetlands

N

0 500 1,000 2,000

Feet

Study Area Land Use



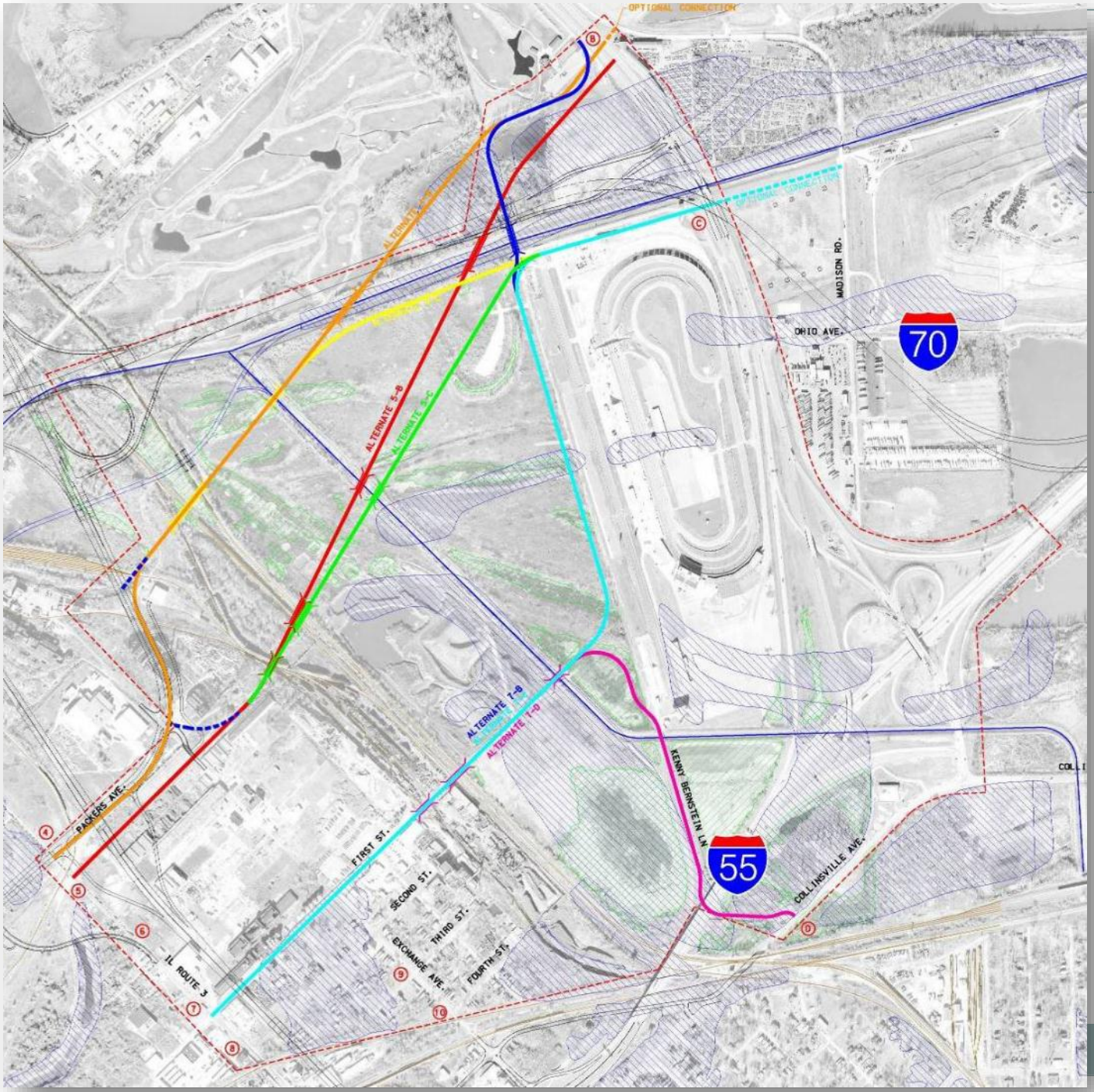
- Recreational, industrial, commercial residential and transportation land uses

LEGEND

Land Use	
Drainage Channel	Recreation
Industrial	Residential
Commercial	Stockyards
Railroad	Undeveloped
	Utility

Alternatives

Previously Developed Conceptual Alternatives



Previously Developed Alternatives

- **Did not assume the Full Build I-70 construction**
- **Skewed crossings of Full Build I-70 and Cahokia Canal**
- **Alternatives along First Street were deemed not prudent or feasible**

ILLINOIS Route 3 CONNECTOR

Newly Developed Conceptual Alternatives

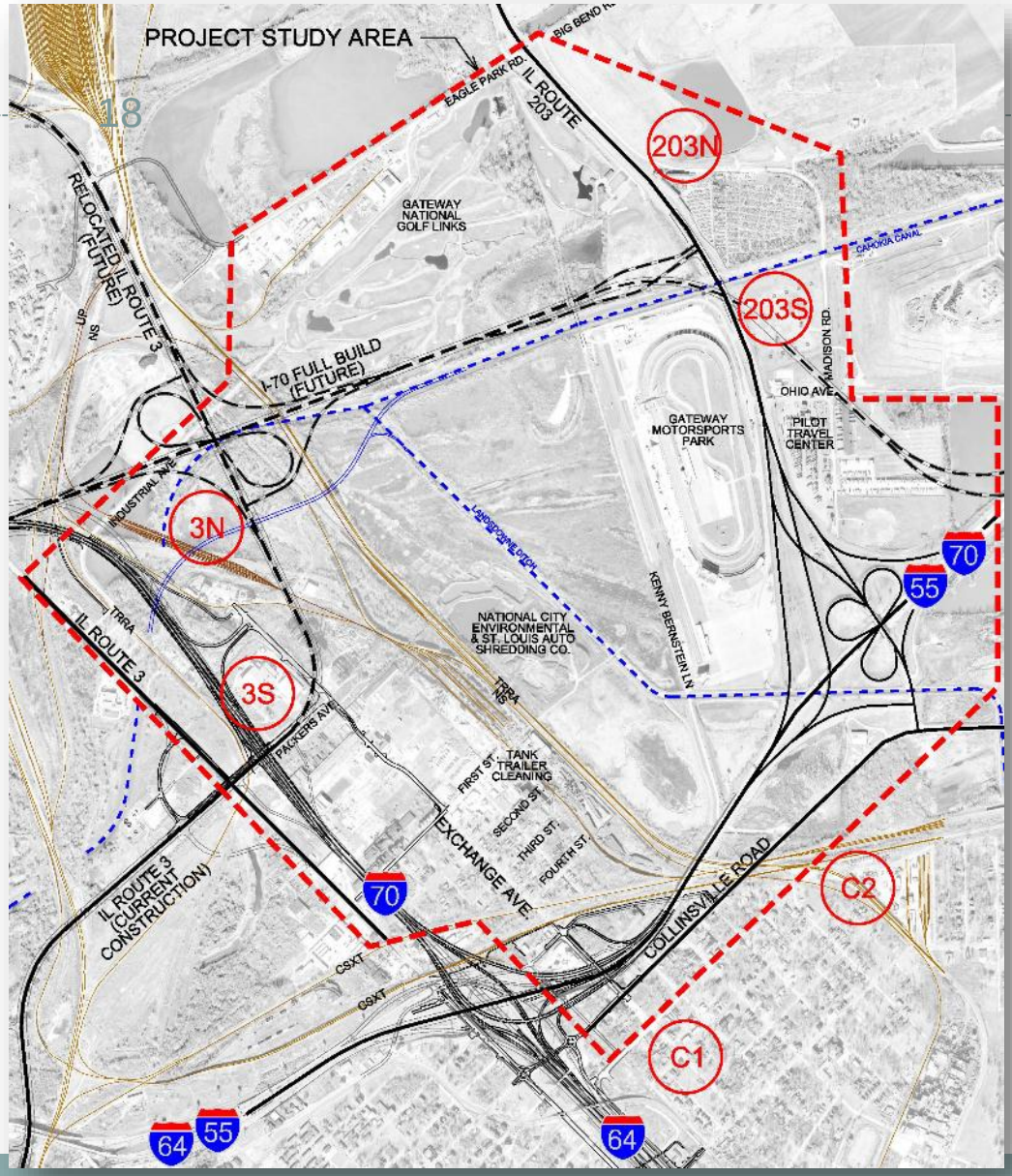
Draft Conceptual Alternatives Development Process

- "High level" approach
- Identified logical locations to connect to Illinois Route 3 and Illinois Route 203
  - With an additional connection to Collinsville Road
- Considering various connections resulted in variations of similar alternates
- Three key parts to each concept alternative
  - Connection at IL Route 203
  - Connection at IL Route 3
  - Connection to Collinsville Road

Route Connections Points

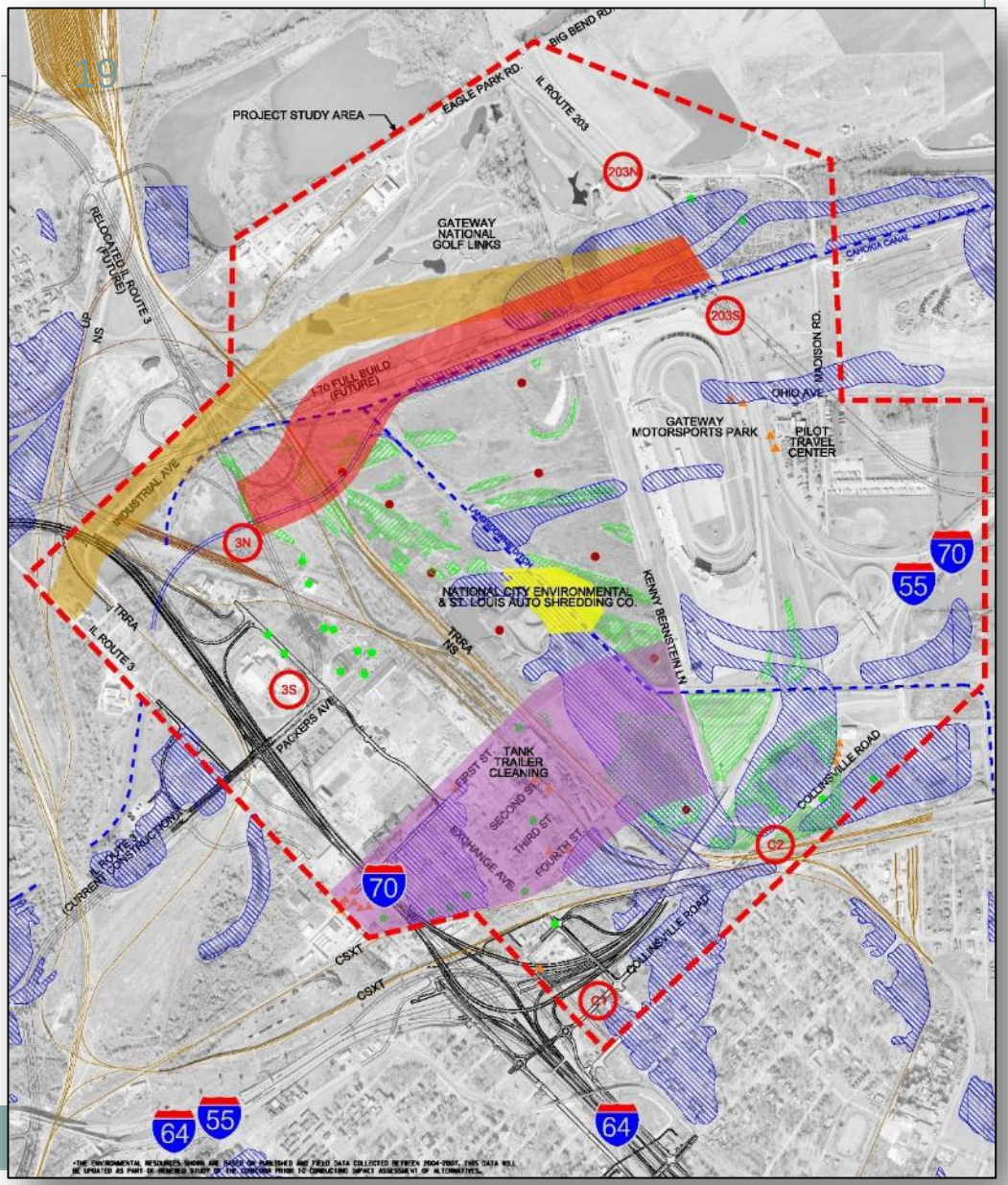
- Illinois Route 3
  - 3N
  - 3S
- Illinois Route 203
  - 203N
  - 203S
- Collinsville Road
  - C1
  - C2

- Alternative naming utilizes the above connection points



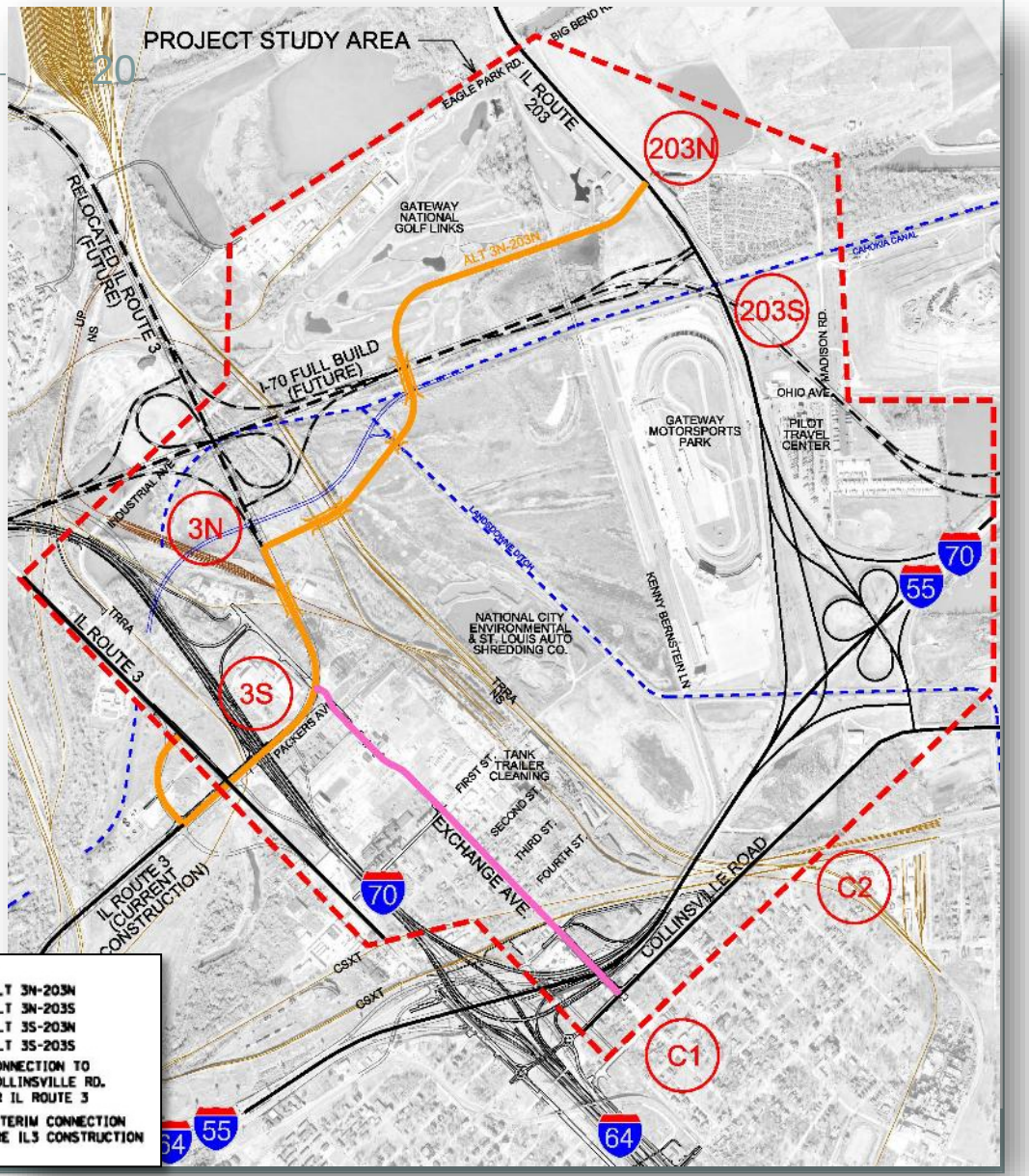
Corridors Eliminated from Consideration

- **Industrial Avenue Corridor**
  - Conflicts with the proposed I-70 Full Build and relocated IL Route 3
  - At-grade railroad crossing over the TRRA north of existing IL Route 3
- **I-70 Full Build Corridor**
  - Conflicts with the proposed I-70 Full Build
  - Conflicts with the ultimate relocation of the Cahokia Canal (required for the future I-70 and Relocated IL Route 3 interchange)
- **First-Fourth Street Corridor**
  - High cost
  - Engineering feasibility
  - Impacts to area business operations



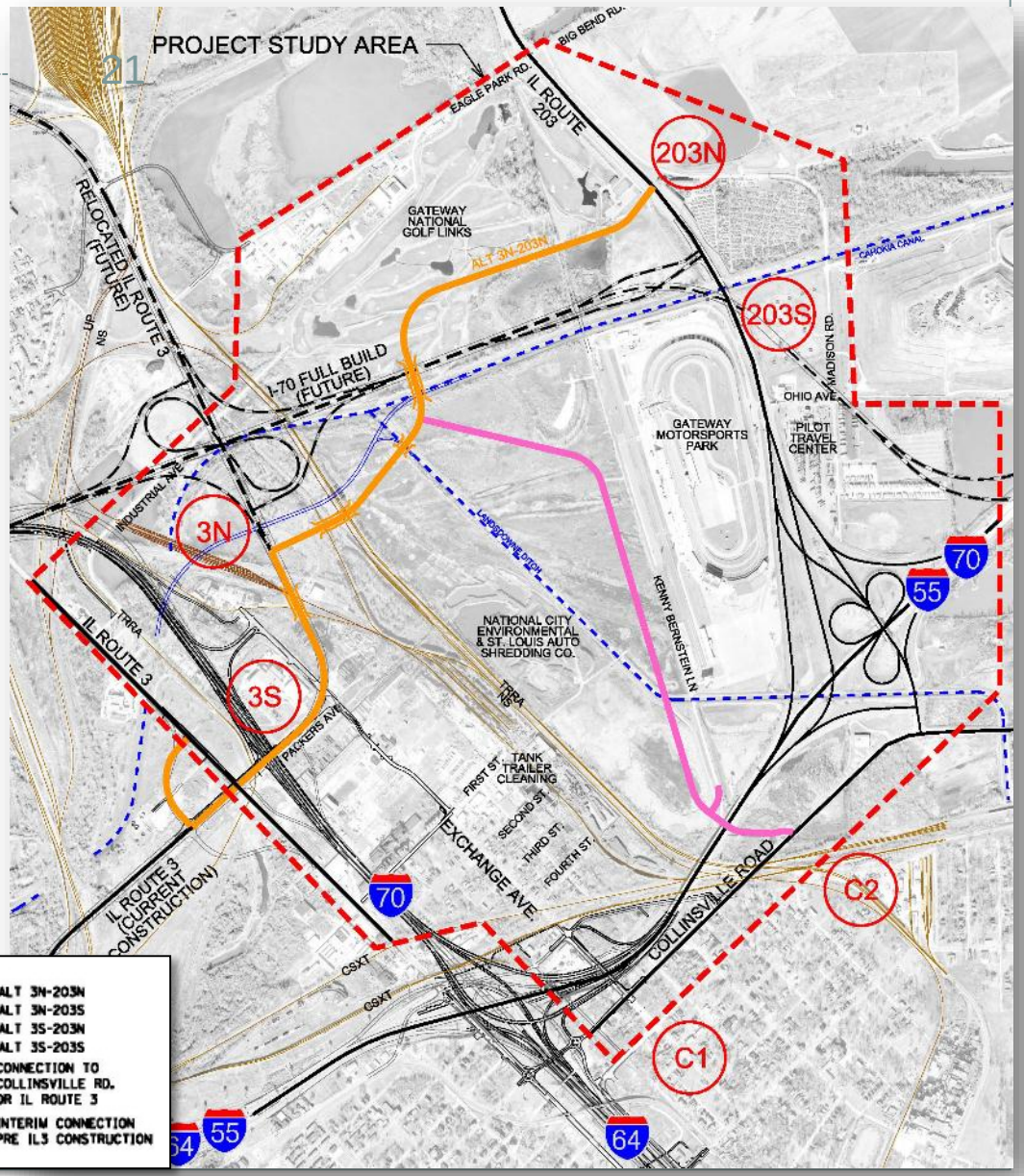
Alternative 3N-203N-C1

- 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
- 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



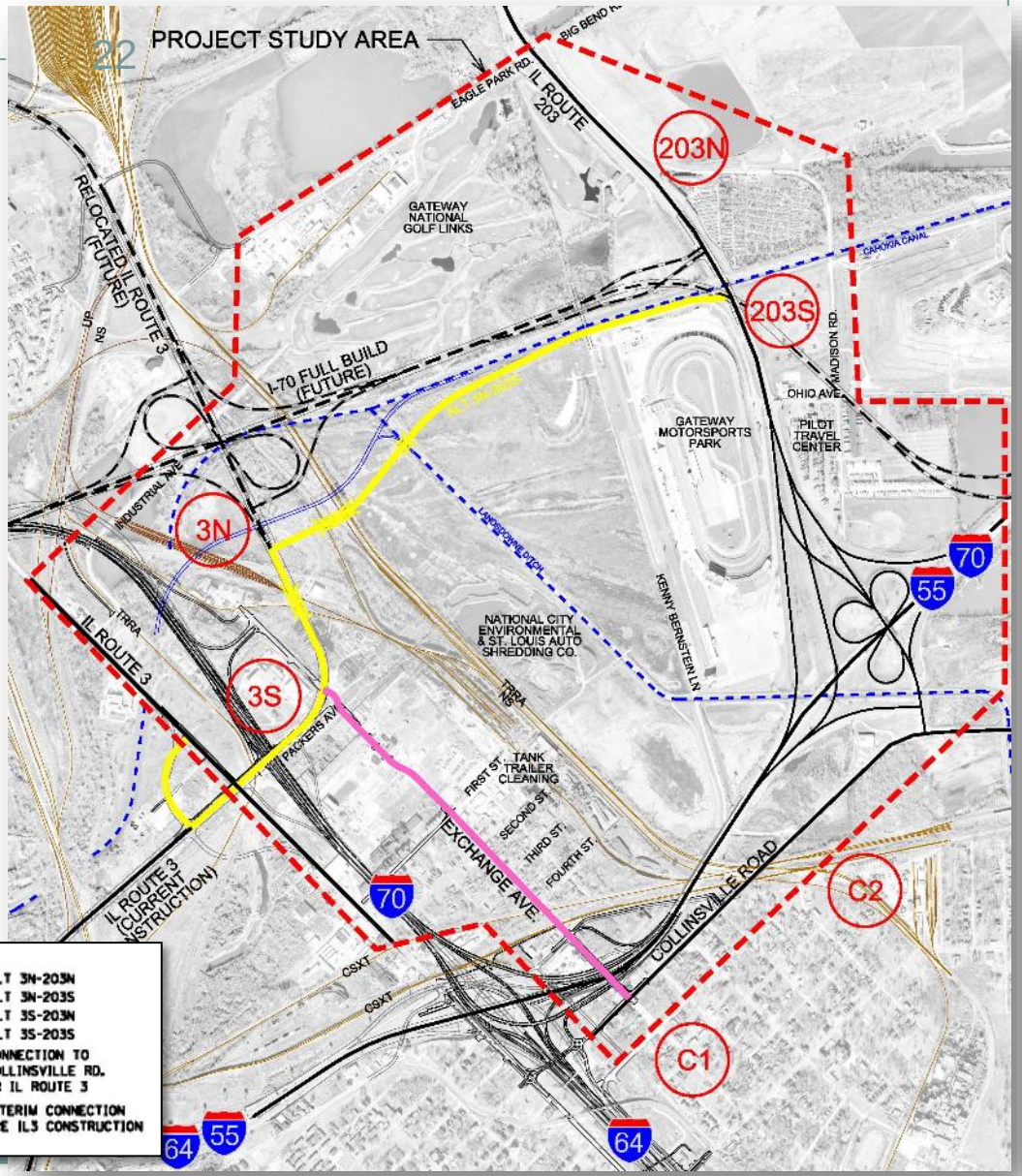
Alternative 3N-203N-C2

- Similar to Alternative 3N-203N-C1
- Connects to Collinsville Road via Connection Point C2 using a new roadway parallel to Kenny Bernstein Lane



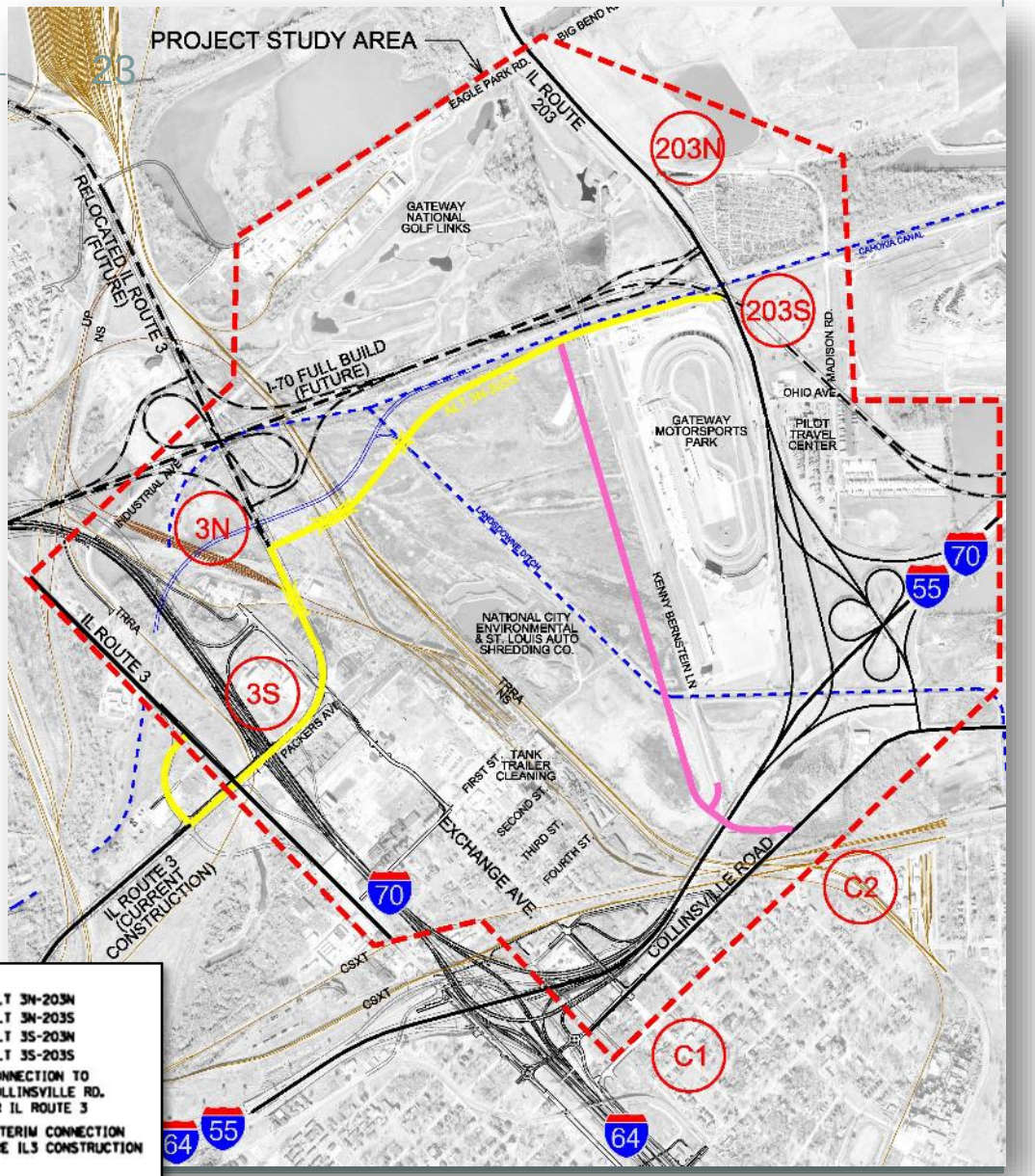
Alternative 3N-203S-C1

- 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
  - 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



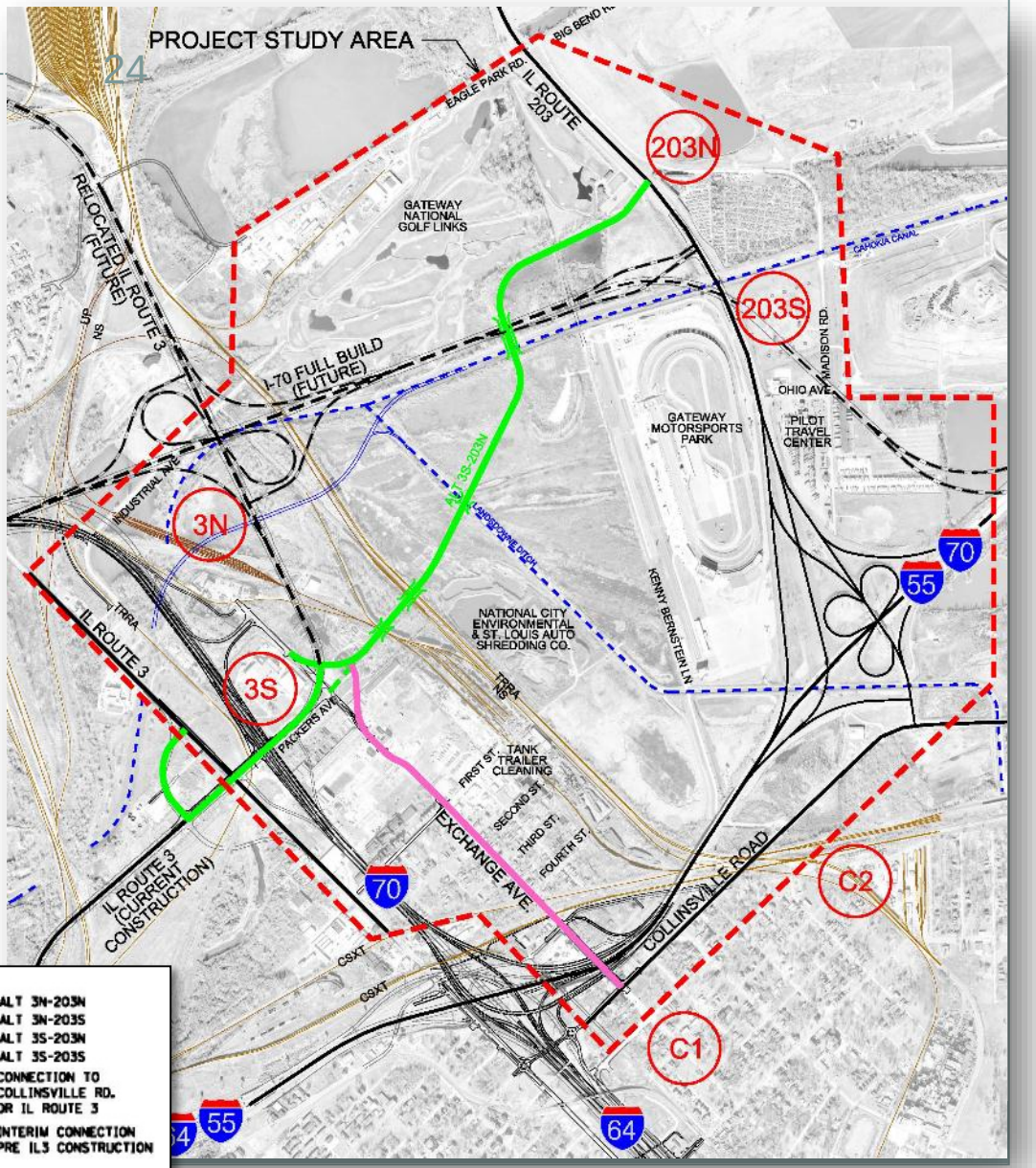
Alternative 3N-203S-C2

- Similar to Alternative 3N-203S-C1
- Connects to Collinsville Road via Connection Point C2 using a new roadway parallel to Kenny Bernstein Lane



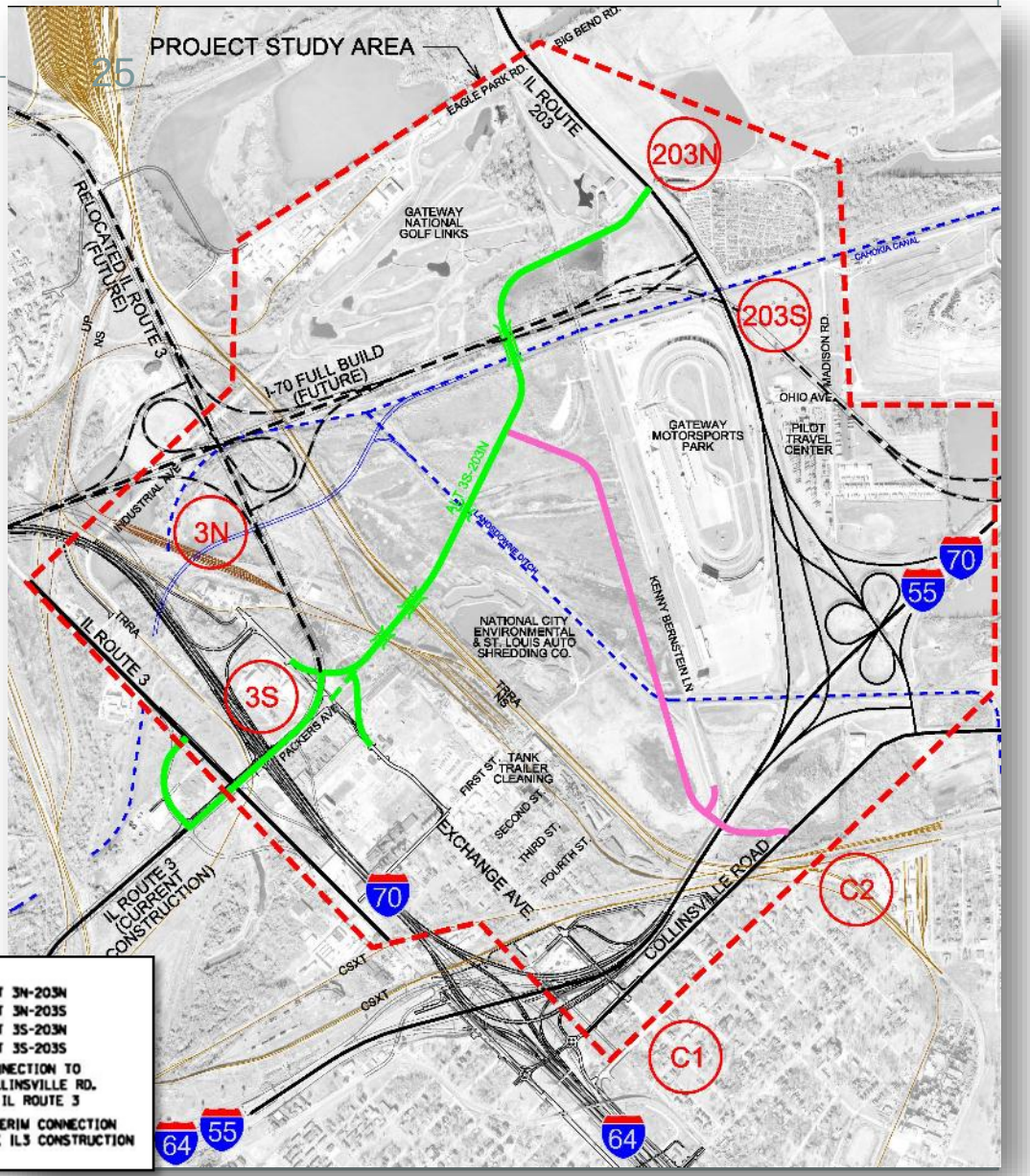
Alternative 3S-203N-C1

- 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 3S-203N-C2

- Similar to Alternative 3S-203N-C1
- Connects to Collinsville Road via Connection Point C2 using a new roadway parallel to Kenny Bernstein Lane



Alternative 3S-203S-C1

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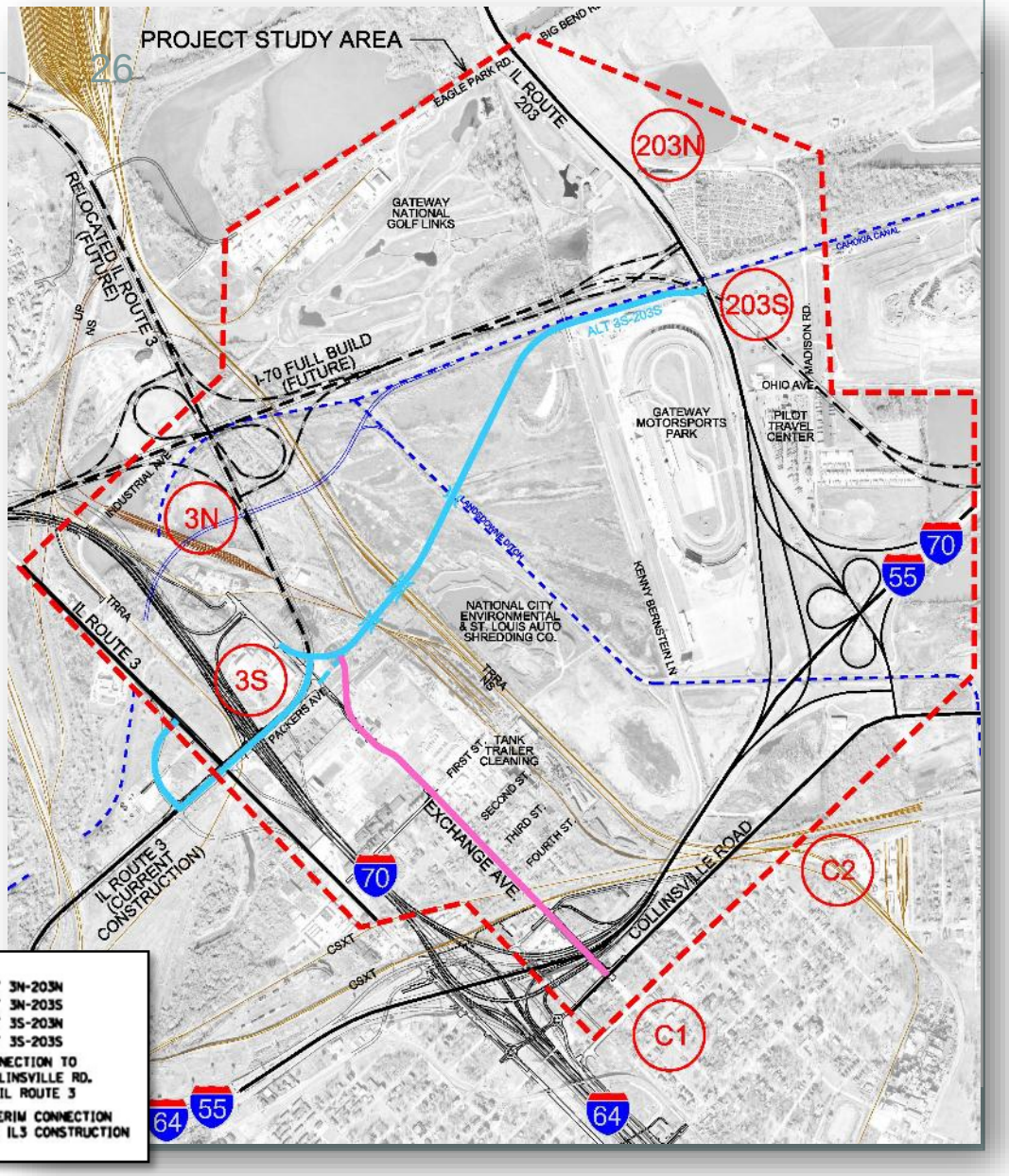
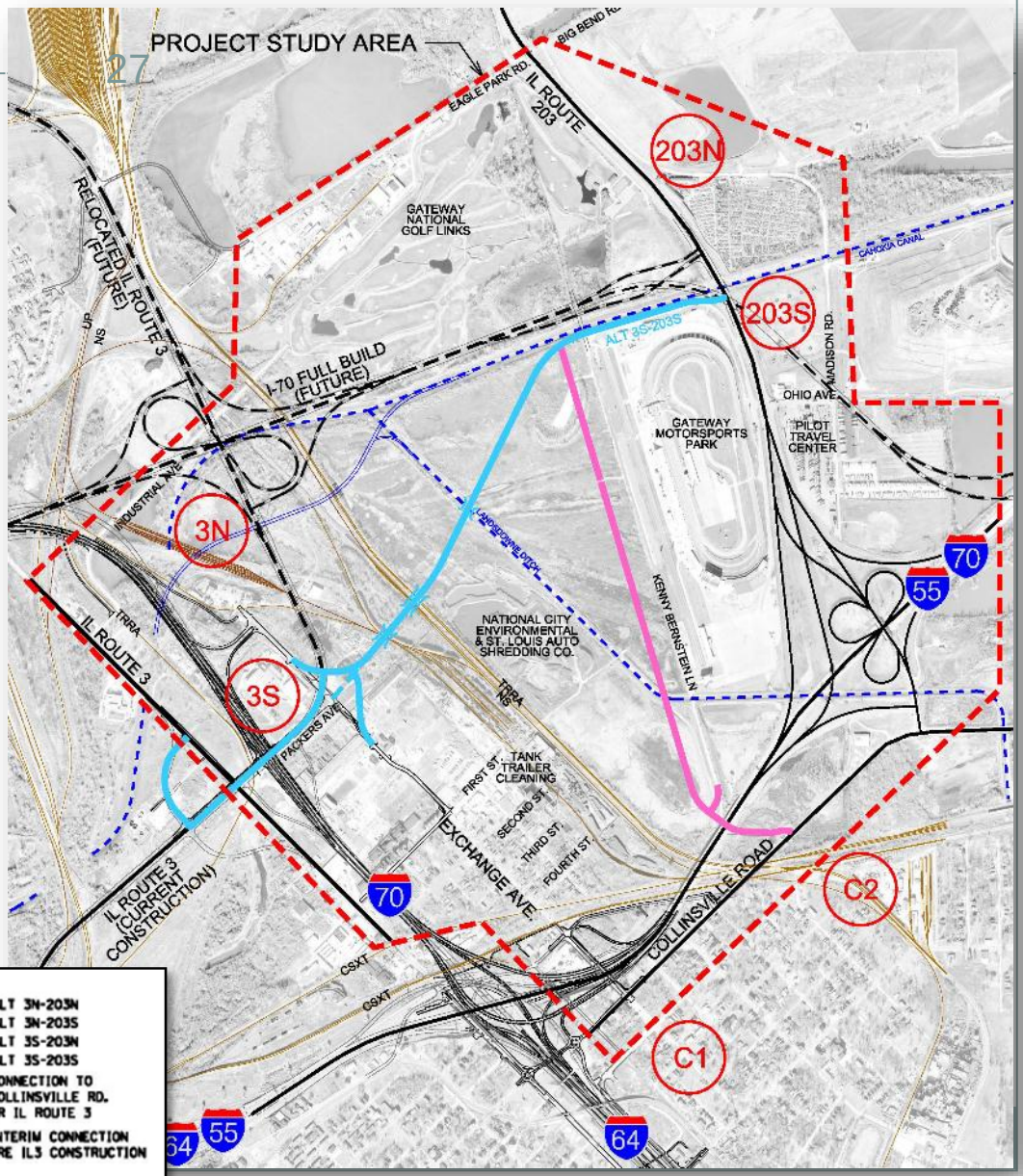


Alternative 3S-203S-C2

- Similar to Alternative 3S-203S-C1
- Connects to Collinsville Road via Connection Point C2 using a new roadway parallel to Kenny Bernstein Lane



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, and ultimately the Purpose and Need (once approved)?

Elements Used in Decision Making

- Considerations
  - Engineering design criteria
  - Traffic Analysis
  - Safety
  - Resource Agency Input
  - Environmental Impacts
  - Socio-economic Effects
  - Cost
- Documents
  - Environmental Assessment
  - Wetland Impact Evaluation form
  - Combined Design Report
  - Endangered Species Act Consultation/documentation
  - National Historic Preservation Act
  - Noise technical memorandum

Group Exercise

Concept Alternatives - Considerations

- Break into 3-4 groups of CAG members
- Spend 10 minutes with each of the Conceptual Alternatives reviewing its features
- Ask yourselves:
  - Are there suggested revisions to the Conceptual Alternative?
  - Are there any fatal flaws to the Conceptual Alternative?
  - Do you like or dislike the Conceptual Alternative? Why?
  - Are there other alternatives that should be considered?
- Report out comments and observations

Where Do We Go From Here?

Next Steps - Engineering

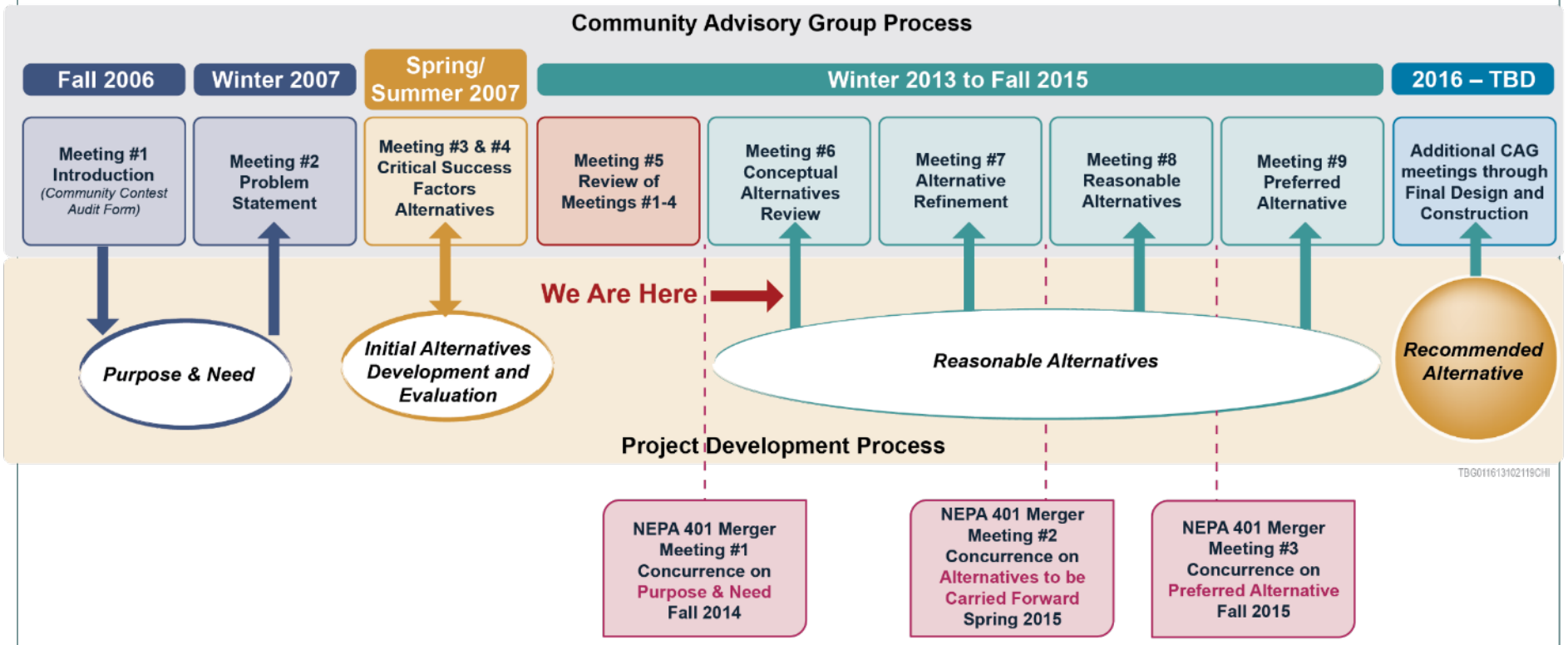
- Concept refinement/design
- Evaluation criteria to include
  - Improve Traffic Flow/Network Continuity
  - Reduce Railroad Delay
  - Accommodate Truck Traffic
  - Improve Safety
  - Enhance Multi-Modal Opportunities
  - Accommodate Planned/Future Development
  - Reduce Environmental Impacts
  - Constructability
- Identification of Preferred Alternative

Next Steps

- Environmental Assessment
  - Impacts to Natural and Human Environment
- NEPA 404 Merger Process - Regulatory and Resource Agency Concurrence on:
  - Purpose and Need
  - Alternatives to be Carried Forward
  - Preferred Alternative
- Public Involvement
  - Project Website
  - Public Meeting #2 – October 16
- CAG Meeting #7 – Winter 2015

Project Timeline

Tentative Meeting Schedule



Questions?

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