

TRAFFIC AND ROAD CLOSURES

Does the predicted traffic volume take into account that our society is accepting more remote (at home) workers and thus there may be a decrease in traffic?

The I-270 Preliminary Engineering Study has been in progress for several years, well before the COVID-19 pandemic. The traffic studies conducted indicate that current traffic along the I-270 corridor has rebounded to near pre-pandemic levels. For this reason, the Proposed Improvement does not account for a decrease in traffic due to remote work trends. This area is also a major concern due to the amount of truck traffic and this being a major freight corridor.

Will there be road closures for local traffic for any of these efforts?

IDOT plans on making every effort possible to keep interchanges open and functioning during the construction process. At this point, IDOT anticipates minimal closures at the IL 111 interchange during the construction of the Diverging Diamond. The exact time and duration of this closure will be established in the coming project phases. Temporary ramps and traffic signals may be used to mitigate the impact at this intersection during the construction process. With the heavy freight traffic in this area, IDOT will make every effort to keep the IL 111 interchange, and all interchange open during construction.

Is there any concern about gridlock between the traffic lights at the new interchanges?

Once the reconstruction process is complete, signals will be coordinated along IL 111 based on anticipated traffic volume. The Proposed Improvement for this corridor will ensure efficiency when moving through the area based on anticipated traffic.

Once the construction is over, will the speed limit on I-270 along this corridor increase?

Once the construction phase is complete, a speed study will be conducted and a decision about any changes to the speed limit will be determined.

There is constant truck traffic into neighborhoods, Are there plans to address current truck traffic into neighborhoods (i.e. In Mitchell)?

Once the design and reconstruction processes are complete, we anticipate the improvements will make movement along the corridor more efficient and away from local roads.

Will trucks be rerouted to Chain of Rocks Road during this project? What are the plans to ensure pedestrian safety due to increased truck traffic on Chain of Rocks Road (especially around schools)?

We do not anticipate truck detours onto West Chain of Rocks Road. There are other routes that do not impact residential areas. This will be coordinated with the Local Officials. Through the improvement limits sidewalks as well as shared use paths will be incorporated along Chain of Rocks Road to provide safe and accessible routes for both pedestrians and bicyclists (subject to local participation).

CONSTRUCTION DESIGN AND FUNDING

What are the plans for Old Alton Road?

The Proposed Improvement includes minor adjustments to the islands and the turning radii at the intersections of Old Alton Road and the I-270 ramps, allowing larger vehicles to safely make turns. We will retain the collector/ distributor road. The entrance and exit terminals to I-270 will be lengthened over the existing entrance and exit terminals. This will allow more room accelerating, decelerating and merging into traffic safely.

Can you please expand on the Route 66 plans?

The Proposed Improvement includes improvements around the IL 111 intersection, including roundabouts at Bel Air Drive and on the eastern limits of the commercial fueling station (Flying J) into the truck parking area. These improvements help with the circulation of trucks to get in and around the area, while moving efficiently through the IL 111 intersection to the IL 111 interchange. This is the only anticipated impact to Route 66. IDOT is working with Illinois SHPO and the Federal Highway Administration to mitigate any adverse effects to Route 66.

When will the new Mississippi River Bridge be constructed? What is the estimated cost?

The Mississippi River Bridge for the I-270 corridor is funded in a multiyear program. The project cost is approximately \$225 million and is shared between Illinois and Missouri. The Mississippi River Bridge is anticipated to enter the construction phase in the next couple of years.

What informs the decision to incorporate roundabouts in the Proposed Improvement considering there is a lot of truck traffic in this corridor?

Roundabouts are becoming more popular near interstates. The roundabouts included in the Proposed Improvement are designed to accommodate truck traffic. They are larger than typical local roundabouts, have larger turn radii and truck turning aprons with the road crowned so that loads should not shift significantly.

LAND ACQUISITION AND IMPACT TO PROPERTIES

How many private properties are anticipated to be affected by the project?

There are 36 potential parcels and 11¼ acres that could be impacted from this project. IDOT is in the process of determining the properties and property owners who may be impacted by this project. The affected property owners will be contacted by IDOT in the future.

Will you be taking any housing for this project? How can I find out if my home will be affected by this project?

Once the impacted parcels are determined, IDOT's Land Acquisition department will contact affected property owners and begin conversations about the project and available compensation. In locations where housing is immediately adjacent to the improvement special consideration was given to the design elements to minimize impacts. At this time there are no identified housing displacements.

What will be done to minimize the impacts to businesses and properties near the project area (i.e. the Flying J Travel Plaza at IL 111 interchange)?

The I-270 Preliminary Engineering Study does not contain specific construction plans. As the construction details are established in subsequent project phases, IDOT intends on minimizing the impact to property owners and businesses adjacent to the project area. IDOT will be in contact with the necessary parties and ask for input on how to best construct these improvements and maximize the efficiency of travel in the area.

The Flying J Travel Plaza was given careful consideration during the development of the Intersection Design studies. The location of the Roundabout was placed at the eastern limits of the Flying J Truck parking lot to allow for optimal traffic flow for both the passenger vehicle park lot and truck park lot. The passenger vehicle lot will be improved to reduce the grade difference from the lot to Chain of Rocks Road. The truck parking lot was designed for free flow into the lot and provided with direct access to the roundabout when exiting the lot. It should be noted that the trucking park lot entrance will accommodate a 165' beam hauler.

ENVIRONMENTAL IMPACT

Has IDOT considered air quality?

Air quality was modeled by the East-West Gateway Council of Governments, the Metropolitan Planning Organization (MPO). It was determined that the project would not increase air pollution and therefore could receive federal funding and be built. In general, when traffic is moving more freely, there will be less air pollution compared to congested roadways causing vehicles to idle..

What air quality study or monitoring will be done to protect residents near the project area?
How will people at high-risk for air pollutants be protected during and after construction?

An air quality analysis was completed as part of the I-270 Preliminary Engineering Study and indicated that the level of potential air quality pollutants is below national air quality standards. For this reason, a more detailed air quality analysis was not needed. IDOT has taken the initiative to ensure contractors have upgraded equipment that minimizes air quality impact. These standards will continue to be enforced throughout the construction process.

What are the next steps for determining where noise walls will be constructed?

Noise wall locations will be determined during the design phase. During this phase, the corridor will be broken down into segments. If noise walls are considered for the segment, a further investigation will be completed and resident polling will be done to determine whether noise walls will be built.

PUBLIC INPUT

How can I share my input about this project?

We encourage individuals to submit their questions and comments to IDOT by completing an online feedback form at <https://projectmeetingonline.com/i-270-PublicMeeting/> or by emailing IDOT Studies & Plans Engineer, Tiffany Brase at tiffany.brase@illinois.gov. You can also mail your comment form to Illinois Department of Transportation, Attn: Tiffany Brase, 1102 Eastport Plaza Drive, Collinsville, IL 62234. A comment form can be downloaded and printed at the meeting website.

IDOT will accept submitted comments through Tuesday, November 10, 2020.

Will there be opportunities for public comment in the next phases of the project?

Yes, there will be additional opportunities for the public to be involved as the project continues. Stay up to date with project updates and learn about upcoming events at <http://idot.illinois.gov/projects/i-270-preliminary-engineering-study->.