



WELCOME

**I-270 NORTH
ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING**





WHAT IS A PUBLIC HEARING?

- Held to provide public input.
- Provides MoDOT opportunity to receive information from local sources.
- Held after environmental document is approved by Federal Highway Administration.
- Fulfills National Environmental Policy Act requirements for all projects that require an environmental analysis.



STATION #1

PROJECT HISTORY



PROJECT MILESTONES

- July 2013 – Public meeting to introduce project and to investigate nature of I-270's problems.
- March 2014 – Public meeting to present evaluation associated with the Conceptual and Reasonable Alternatives.
- Early 2015 – I-270 North Environmental Assessment (EA) was suspended due to funding shortfall. Restarted in mid-2016.
- Today – Public hearing to present Preferred Alternative and EA to solicit your feedback.



PURPOSE AND NEED

- Address transportation-related problems.
- Alternatives developed as most appropriate solution to identified problems.
- In very broadest sense, Purpose and Need of I-270 North EA is to:
 - Address aging infrastructure along I-270
 - Improve mobility and operations along I-270
 - Achieve consistent accessibility along I-270
 - Improve safety within I-270 corridor



PROJECT ISSUES

The specific transportation problems that affect the I-270 North corridor include:

- Deteriorating pavement and bridges
- Congestion on interstate
- Congested interchanges
- Poor outer road operations
- Safety concerns
- Lack of appropriate bike/pedestrian pathways
- Difficulty in accessing important destinations for highway and transit users
- Inability to accommodate increased freight movements





PROGRESSION OF ALTERNATIVES

- **Conceptual Alternatives**
 - Wide range of initial alternatives that could potentially address transportation needs.
- **Reasonable Alternatives**
 - Configurations that conform to study's design standards, and fulfills the desired operational characteristics and performance measures.
- **Preferred Alternative**
 - Satisfies project's Purpose and Need, and fulfills the project's desired operational characteristics/performance measures. It also minimizes impacts to human and natural environment.



STATION #2: PREFERRED ALTERNATIVE



PERFORMANCE MEASURES

- Performance measures are quantifiable indicators used to assess how well an alternative achieves a set of desired objectives.
- The Preferred Alternative is defined by how well it meets I-270 performance measures.
- Four main I-270 performance areas:
 - Mobility
 - Accessibility
 - Public Safety
 - Infrastructure



PREFERRED ALTERNATIVE

- Preferred Alternative Features
 - Addition of through and auxiliary lanes between interchanges to improve operations.
 - One-way outer road system between Hanley/Graham and Old Halls Ferry.
 - Improved interchanges at all crossroads (except MO 370 and I-170) involving:
 - Diverging Diamond Interchanges
 - Slip Ramps along one-way outer roads
 - Traditional Diamond Interchanges

Currently, MoDOT has \$100 million available for first phase of upgrading I-270.





DIVERGING DIAMOND INTERCHANGE EXAMPLE



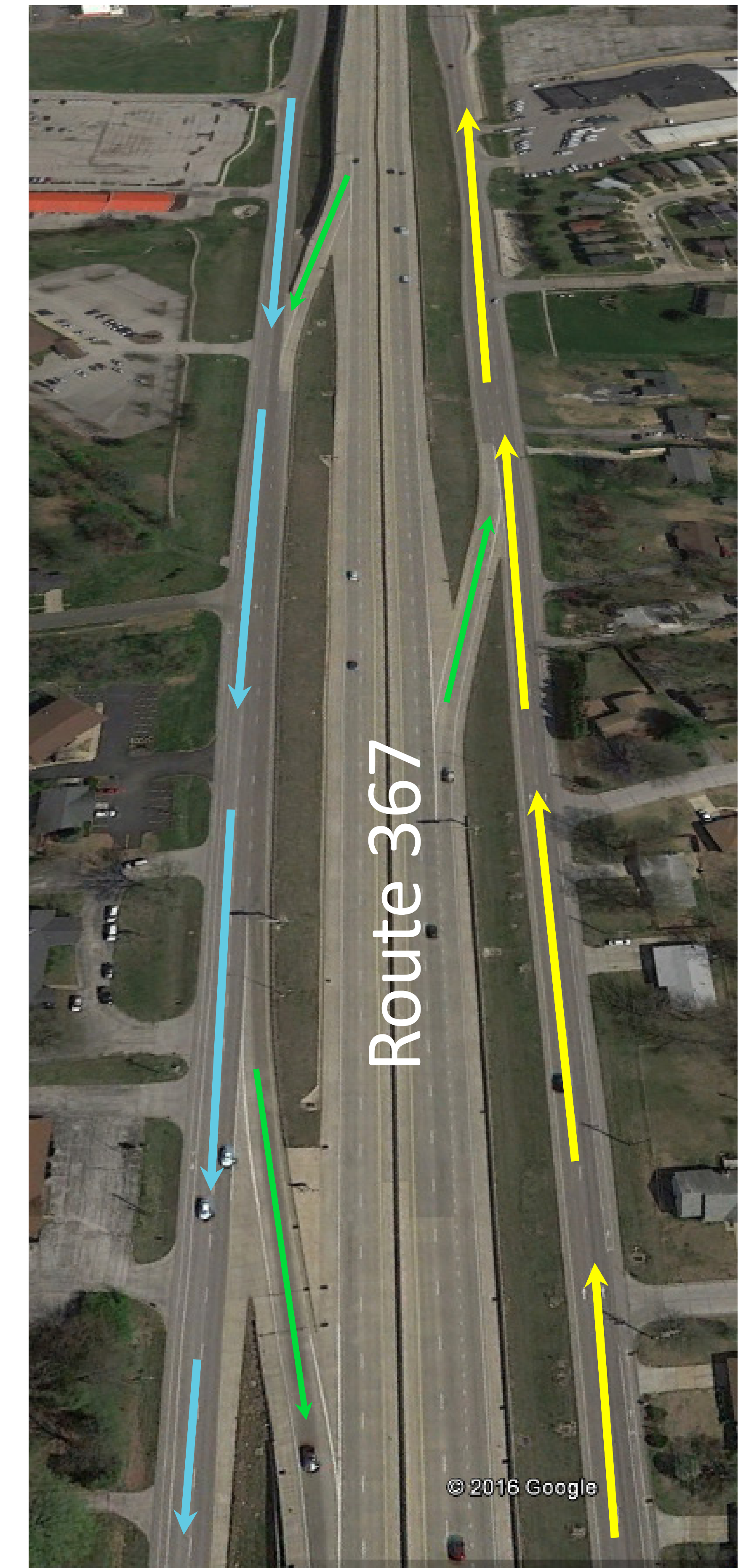
Example Diverging Diamond Interchange: I-270/Dorsett Road





ONE-WAY OUTER ROADS EXAMPLE

- One-way westbound Dunn Road and one-way eastbound Pershall Road.
- Eliminates slip ramps from current two-way Dunn Road, improving safety.
- Reduces travel times.
- Shows the best network-wide performance.
- Slightly increases travel distance for some trips.
- Includes U-Turn ramps at selected locations.



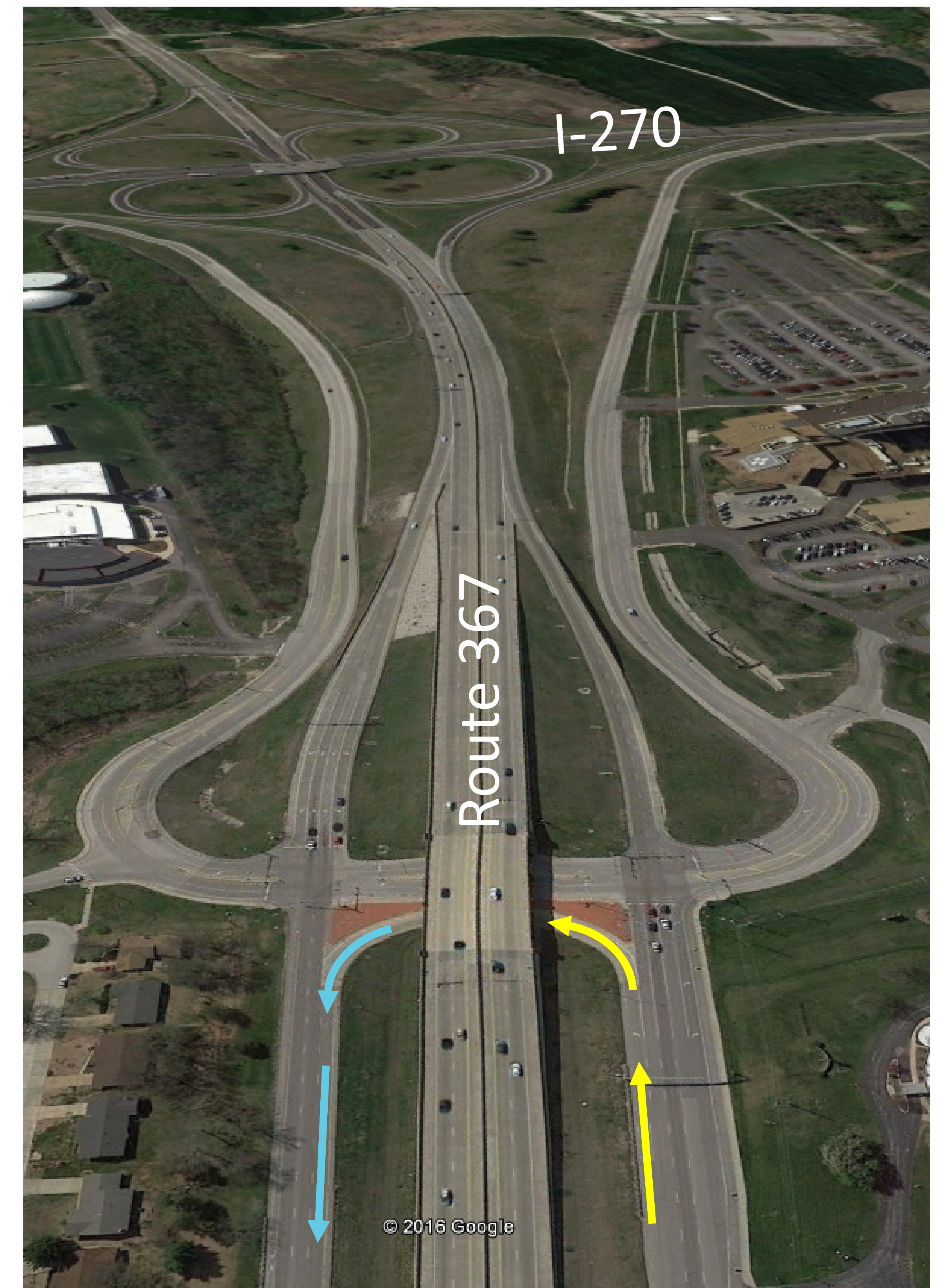
Example one-way outer roads: along Route 367





U-TURN RAMP EXAMPLE

- Proposed in one-way outer road system in select locations.
- Allows cars traveling from one one-way outer road to U-turn onto opposite outer road.
- Allows traffic to bypass traffic signals and avoid crossing I-270N.



Example U-Turn Ramp:
Route 367 North of I-270





STATION #3: IMPACTS AND BENEFITS



NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

- Prohibits significant avoidable impacts to the human and natural environments.
- Addresses resources typically impacted by transportation projects such as:
 - Noise
 - Air Quality
 - Parks
 - Wetlands
 - Right of Way and property takings
 - Water Quality
 - Hazardous Materials
 - Cultural Resources
 - Environmental Justice
- Requires consideration of impact avoidance, minimization, and mitigation.



ENVIRONMENTAL IMPACT SUMMARY (1)

DESCRIPTION	PRELIMINARY STRUCTURE/ PROPERTY ACQUISITION ESTIMATES	PARKS AND RECREATION IMPACTS	ENVIRONMENTAL JUSTICE IMPACTS	BIKE/PED IMPACTS	KEY TRAFFIC PATTERN IMPACTS
SAINT CHARLES ROCK ROAD					
Improved Interchange (Alternative 1)	0 Displacements Less than 1 acre of R/W	No property acquisition from Carrollton Disc Park; operational impacts are not expected.	Diverging diamond interchanges can limit some transit bus and emergency medical services operations.	Depending on design, diverging diamond interchanges can require pedestrians to cross free-flowing traffic.	Synchronized signals reduce delay Reduced number of conflict points
MCDONNELL BOULEVARD					
Improved Interchange (Alternative 1)	0 Displacements Less than 1 acre of R/W	None	Diverging diamond interchanges can limit some transit bus and emergency medical services operations.	Depending on design, diverging diamond interchanges can require pedestrians to cross free-flowing traffic.	Synchronized signals reduce delay Reduced number of conflict points
LINDBERGH BOULEVARD					
Improved Interchange (Alternative 1)	0 Displacements ± 4 acres of R/W	No property acquisition from Brookes Park, but trees within right-of-way may be removed.	Improved interchange will benefit local users.	Direct Dunn Road connection through Lindbergh Boulevard interchange should improve bike/pedestrian operations.	Improved connection between WB 270 and NB Lindbergh Boulevard Improved connection for SB Lindbergh Boulevard and WB I-270 Eliminating loop ramp reduces conflicts Continuous Dunn Road under Lindbergh Boulevard
HANLEY ROAD/GRAHAM ROAD					
Improved Interchange with One-Way Dunn/Pershall Roads (Alternative 1)	Two single-family residences at Pershall Road and Brackleigh Lane Less than 2 acres of R/W	No expected impacts to the Myers House.	Metropolitan Saint Louis Transit Agency (Metro Transit) estimates that one-way outer roads will increase their operating expenses.	One-way outer roads tend to benefit pedestrians (because of fewer conflict points). One-way outer roads tend to result in out-of-direction travel by bicyclists, thus creating more conflicts with automobiles.	Dunn and Pershall Roads operate as one-way outer roads Access to/from I-270 via slip ramps
NEW FLORISSANT ROAD TO WASHINGTON STREET/ELIZABETH AVENUE					
Improved Interchange with One-Way Dunn/Pershall Roads (Alternative 1)	Twenty-one single-family residences: six at Santa Cruz Drive, and fifteen between DuBourg Lane and Jean Drive Plaza Duchesne: Kwik Mart and five others and Gary's A+ Auto/ Joe's Auto Mart Creative Cuts: Pershall/Jean ± 13 acres of R/W	None	One-way operation at New Florissant Road and Washington Street is primarily within the existing corridor. Important exceptions include the creation of a connection between Dunn Road and Waterford, behind the Grandview Plaza Shopping Center and the possible mid-block crossover at Grandview Drive.	One-way outer roads tend to benefit pedestrians (because of fewer conflict points). One-way outer roads tend to result in out-of-direction travel by bicyclists creating more conflicts with automobiles.	Dunn and Pershall Roads operate as one-way outer roads Access to/from I-270 via slip ramps

Please refer to Section 5 of the EA Document for a complete list of all Environmental Commitments MoDOT will adhere to during the design and implementation of the Preferred Alternative.





ENVIRONMENTAL IMPACT SUMMARY (2)

DESCRIPTION	PRELIMINARY STRUCTURE/ PROPERTY ACQUISITION ESTIMATES	PARKS AND RECREATION IMPACTS	ENVIRONMENTAL JUSTICE IMPACTS	BIKE/PED IMPACTS	KEY TRAFFIC PATTERN IMPACTS
WEST FLORISSANT AVENUE TO OLD HALLS FERRY ROAD					
Improved Interchange from West Florissant Avenue to New Halls Ferry Road with One-Way Dunn/Pershall (Alternative 1a)	0 Displacements ± 6 acres of R/W	Little Creek Nature Area: Acquisition limited to narrow linear strip along Dunn Road. Driveway will be improved as necessary.	Metro Transit estimates that one-way outer roads will increase their operating expenses. Additional turnarounds provided from WB Dunn Road to EB Pershall Road between Washington Street /Elizabeth Avenue and West Florissant Avenue and from EB Pershall Road to WB Dunn Road at New Halls Ferry Road.	One-way outer roads tend to benefit pedestrians (because of fewer conflict points). One-way outer roads tend to result in out-of-direction travel by bicyclists, thus creating more conflicts with automobiles.	Dunn and Pershall Roads operate as one-way outer roads Access to/from I-270 via slip ramps No direct ramps from WB I-270 to Old Halls Ferry Road
MO 367					
Improved Interchange (Alternative 1)	0 Displacements ± 1 acres of R/W	No direct impacts to Bellefontaine Conservation Area.	---	---	Provides free flow movement from EB I-270 to MO 367 Ramps on SB MO 367 to transition from freeway to arterial Removes two loop ramps, thus improving safety and operations
BELLEFONTAINE ROAD					
Improved Interchange (Alternative 1)	Pizza Hut restaurant ± 8 acres of R/W	None	---	---	Removes slip ramps Relocates Dunn Road
LILAC AVENUE					
Improved Interchange (Alternative 1)	0 Displacements 0 acres of R/W	None	---	---	Moves WB I-270 ramps closer to the freeway to avoid relocating Dunn Road
RIVERVIEW DRIVE					
Improved Interchange with Two-Way Dunn Road (Alternative 1)	0 Displacements 0 acres of R/W	No impact to Dundee Park or Watkins Estate.	---	---	Will require extension of ramps to the east when the bridge is replaced

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CONSTRUCTION IMPACTS

- **Air Quality** - Construction would cause temporary air quality impacts. Contractors would be required to comply with Missouri's statutory regulations.
- **Water Quality** - Water quality impacts during construction activities could include increased sediments to stormwater. Runoff is addressed by MoDOT's Sediment and Erosion Control Program.
- **Waste Disposal** – The procedures for the disposal of wastes resulting from construction would be in accordance with the MDNR Solid Waste Management Program. Any potential hazards in the right-of-way would be identified and handled in accordance with all applicable regulations.
- **Utility Disruptions** – Utility-related disruptions (phone, cable, water, and wastewater/stormwater) are anticipated.

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CONSTRUCTION IMPACTS

- **Travel Impacts** – There will be a commitment for a MoDOT approved maintenance of the traffic plan and coordination of construction schedules, road closures, and detours with police forces and emergency services to reduce impacts.
- **Noise** – Noise from heavy construction equipment and haul trucks would result in unavoidable short-term impacts. Residents adjacent to the roadway would be most impacted by construction noise. Contractors may be required to equip and maintain muffling equipment for trucks and other machinery to minimize noise emissions. Operations with high temporary noise levels, such as pile driving, may require abatement restrictions placed upon it such as work hour controls and maintenance of muffler systems.

Related to post-construction noise, noise barriers (sound walls) are discussed on the next exhibit.

Please refer to Section 5 of the EA Document for a complete list of all Environmental Commitments MoDOT will adhere to during the design and implementation of the Preferred Alternative.





WHAT IS A TRAFFIC NOISE IMPACT?

- Noise abatement is considered when a traffic noise impact is predicted.
- For residential properties, a traffic noise impact is considered to occur if the noise level is predicted to be 66 dBA or higher for outside areas.
- Of the 28 Noise Study Areas identified, 17 are predicted to experience a Traffic Noise Impact.

Please refer to Section 5 of the EA Document for a complete list of all Environmental Commitments MoDOT will adhere to during the design and implementation of the Preferred Alternative.





NOISE BARRIERS MUST BE FEASIBLE AND REASONABLE

- Feasibility is the ability to provide noise abatement.
 - At least a 5 dBA reduction in noise for a minimum of 67 percent of first-row impacted receivers (e.g. homes, apartments).
 - Must also be feasible from an engineering/design standpoint.
- Reasonability is the ability to provide abatement at a moderate cost.
 - The barrier cannot exceed 1,300 square feet of wall area per benefitted receptor (e.g. homes, apartments).
 - Must provide a noise reduction of at least 7 dBA for 67 percent of benefitted first row receptors (e.g. homes, apartments).

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FEASIBLE AND REASONABLE NOISE BARRIER LOCATIONS

- Carrollton Village Condominiums
- Ville Maria Subdivision
- Brookes Park
- NW Quadrant of the Lindbergh Boulevard Interchange
 - Kindercare, Library, and St. Martin DePorres
- Marysville
 - With an outer road barrier at St. Cornelius Lane
- Hathaway Manor (South)

Note – Noise barrier locations are based on the current Preferred Alternative configuration and are subject to change based on future final design revisions. A new noise analysis will be conducted if the configuration changes.





CULTURAL RESOURCE IMPACTS

- Assessments were conducted to determine if architectural or archaeological sites were eligible for the National Register of Historic Places (NRHP).
- Project modifications were made to avoid impacts to NRHP resources.
- Coordination with the State Historic Preservation Office
 - The Preferred Alternative will have No Adverse Effect on historic properties.

Please refer to Section 5 of the EA Document for a complete list of all Environmental Commitments MoDOT will adhere to during the design and implementation of the Preferred Alternative.





STATION #4: COMMENTS



YOUR FEEDBACK

- There are multiple ways to provide your feedback tonight:
 - Complete comment form in writing
 - Complete comment form online at iPad station
 - Give your comments to a court reporter
 - Speak for two minutes at open microphone area
 - Register at sign-in table
 - Send written comments after today's meeting by January 6, 2017



NEXT STEPS

- **Public Hearing** – December 15, 2016
- **Comment Period Ends** – January 6, 2017
- **FHWA Environmental Decision** – Expected in February 2017
 - This completes I-270 North EA

Currently, MoDOT has \$100 million available for first phase of upgrading I-270.

