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.
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
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.
Example Diverging Diamond Interchange: I-270/Dorsett Road
- 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.
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
  - Water Quality
  - Hazardous Materials
  - Cultural Resources
  - Environmental Justice
  - and property takings

• Requires consideration of impact avoidance, minimization, and mitigation.
## ENVIRONMENTAL IMPACT SUMMARY (1)

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>PRELIMINARY STRUCTURE/PROPERTY ACQUISITION ESTIMATES</th>
<th>PARKS AND RECREATION IMPACTS</th>
<th>ENVIRONMENTAL JUSTICE IMPACTS</th>
<th>BIKE/PED IMPACTS</th>
<th>KEY TRAFFIC PATTERN IMPACTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SAINT CHARLES ROCK ROAD</strong></td>
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<tr>
<td>Improved Interchange (Alternative 1)</td>
<td>0 Displacements</td>
<td>No property acquisition from Carrollton Disc Park; operational impacts are not expected.</td>
<td>Diverging diamond interchanges can limit some transit bus and emergency medical services operations.</td>
<td>Depending on design, diverging diamond interchanges can require pedestrians to cross free-flowing traffic.</td>
<td>Synchronized signals reduce delay</td>
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<tr>
<td></td>
<td>Less than 1 acre of R/W</td>
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<td></td>
<td>Reduced number of conflict points</td>
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<td><strong>MC DONNELL BOULEVARD</strong></td>
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<tr>
<td>Improved Interchange (Alternative 1)</td>
<td>0 Displacements</td>
<td>None</td>
<td>Diverging diamond interchanges can limit some transit bus and emergency medical services operations.</td>
<td>Depending on design, diverging diamond interchanges can require pedestrians to cross free-flowing traffic.</td>
<td>Synchronized signals reduce delay</td>
</tr>
<tr>
<td></td>
<td>Less than 1 acre of R/W</td>
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<td><strong>LINDBERGH BOULEVARD</strong></td>
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<tr>
<td>Improved Interchange (Alternative 1)</td>
<td>0 Displacements</td>
<td>No property acquisition from Brookes Park, but trees within right-of-way may be removed.</td>
<td>Improved interchange will benefit local users.</td>
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<td>± 4 acres of R/W</td>
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<td><strong>HANLEY ROAD/GRAHAM ROAD</strong></td>
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<tr>
<td>Improved Interchange with One-Way Dunn/Pershall Roads (Alternative 1)</td>
<td>Two single-family residences at Pershall Road and Brackleigh Lane</td>
<td>No expected impacts to the Myers House.</td>
<td>Metropolitan Saint Louis Transit Agency (Metro Transit) estimates that one-way outer roads will increase their operating expenses.</td>
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<tr>
<td></td>
<td>Less than 2 acres of R/W</td>
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<tr>
<td><strong>NEW FLORISSANT ROAD TO WASHINGTON STREET/ELIZABETH AVENUE</strong></td>
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<tr>
<td>Improved Interchange with One-Way Dunn/Pershall Roads (Alternative 1)</td>
<td>Twenty-one single-family residences: six at Santa Cruz Drive, and fifteen between DuBourg Lane and Jean Drive</td>
<td>None</td>
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<td>Plaza Duchesne: Kwik Mart and five others and Gary's A+ Auto/ Joe's Auto Mart</td>
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<td>Creative Cuts: Pershall/Jean</td>
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<td></td>
<td>± 13 acres of R/W</td>
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</tbody>
</table>

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.
<table>
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<tr>
<th>DESCRIPTION</th>
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<tr>
<td>WEST FLORISSANT AVENUE TO OLD HALLS FERRY ROAD</td>
<td>Improved Interchange from West Florissant Avenue to New Halls Ferry Road with One-Way Dunn/Pershall (Alternative 1a)</td>
<td>± 6 acres of R/W</td>
<td>Little Creek Nature Area: Acquisition limited to narrow linear strip along Dunn Road. Driveway will be improved as necessary.</td>
<td>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.</td>
<td>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.</td>
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<tr>
<td>MO 367</td>
<td>Improved Interchange (Alternative 1)</td>
<td>± 1 acres of R/W</td>
<td>No direct impacts to Bellefontaine Conservation Area.</td>
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</tr>
<tr>
<td>BELLEFONTAINE ROAD</td>
<td>Improved Interchange (Alternative 1)</td>
<td>Pizza Hut restaurant</td>
<td>None</td>
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<tr>
<td>LILAC AVENUE</td>
<td>Improved Interchange (Alternative 1)</td>
<td>± 8 acres of R/W</td>
<td>None</td>
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<tr>
<td>RIVERVIEW DRIVE</td>
<td>Improved Interchange with Two-Way Dunn Road (Alternative 1)</td>
<td>± 0 acres of R/W</td>
<td>No impact to Dundee Park or Watkins Estate.</td>
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</tr>
</tbody>
</table>

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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.

*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.*
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.
• 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).

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.
• 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.