



I-270 Over the Mississippi River

Bridge Replacement Project

Proposed replacement of the Chain of Rocks Bridge carrying I-270 over the Mississippi River connecting Madison County, Illinois and St. Louis, Missouri.



www.idot.illinois.gov/projects/i-270-over-the-mississippi-river





Project Team



Illinois Department of Transportation



PARSONS



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I-270 Chain of Rocks Bridge



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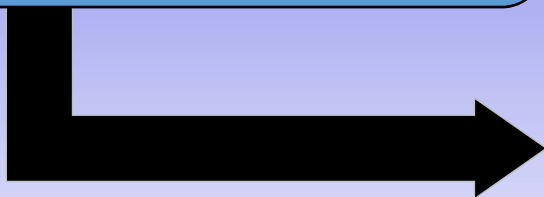


SCHEDULE & FUNDING

Funded

PHASE I
Preliminary Engineering
& Environmental Studies

*Currently Included in IDOT's
FY 2018-2023 Multi-Year Program*



PHASE II
Contract Plan Preparation
&
Land Acquisition*

*Currently Not
Funded*



PHASE III
Construction

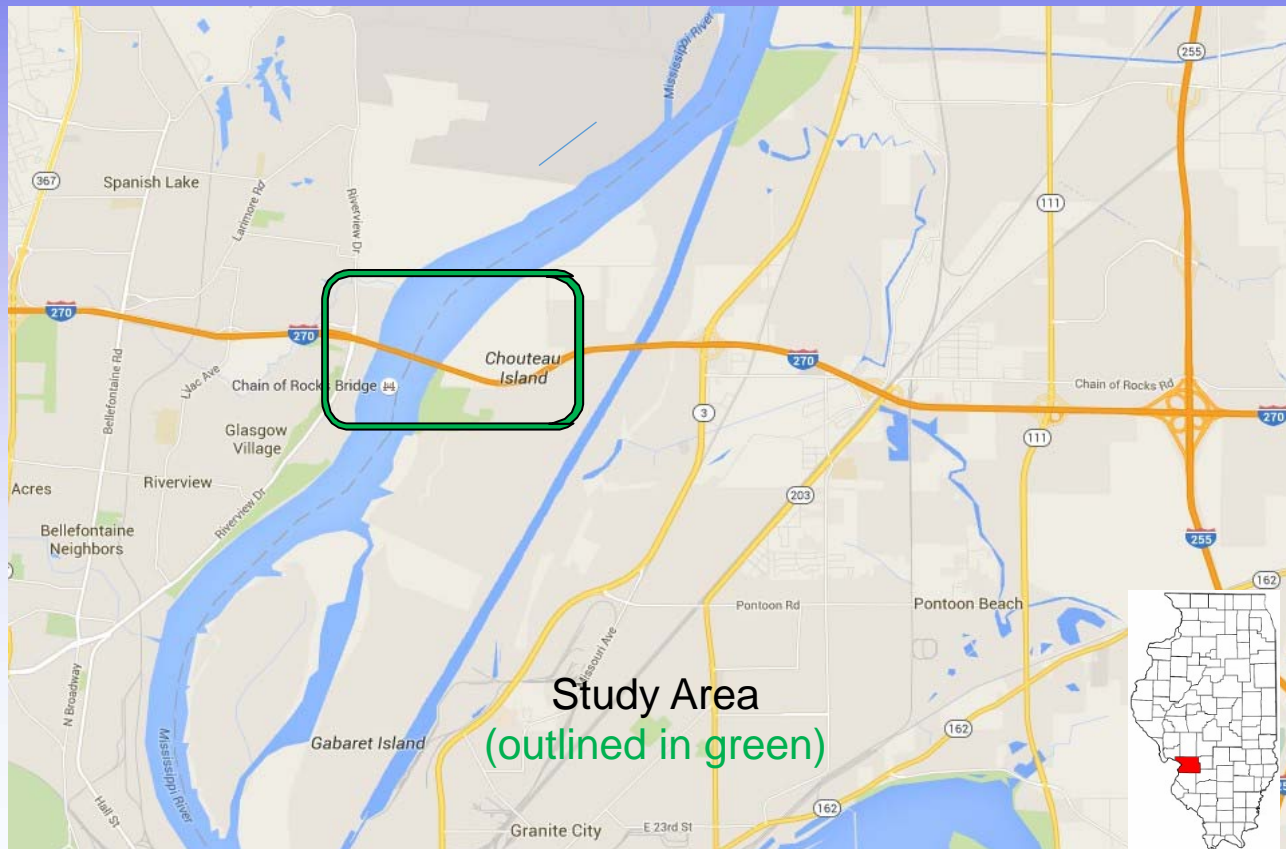
***PHASE II WILL BEGIN IN EARLY 2018**





STUDY OVERVIEW

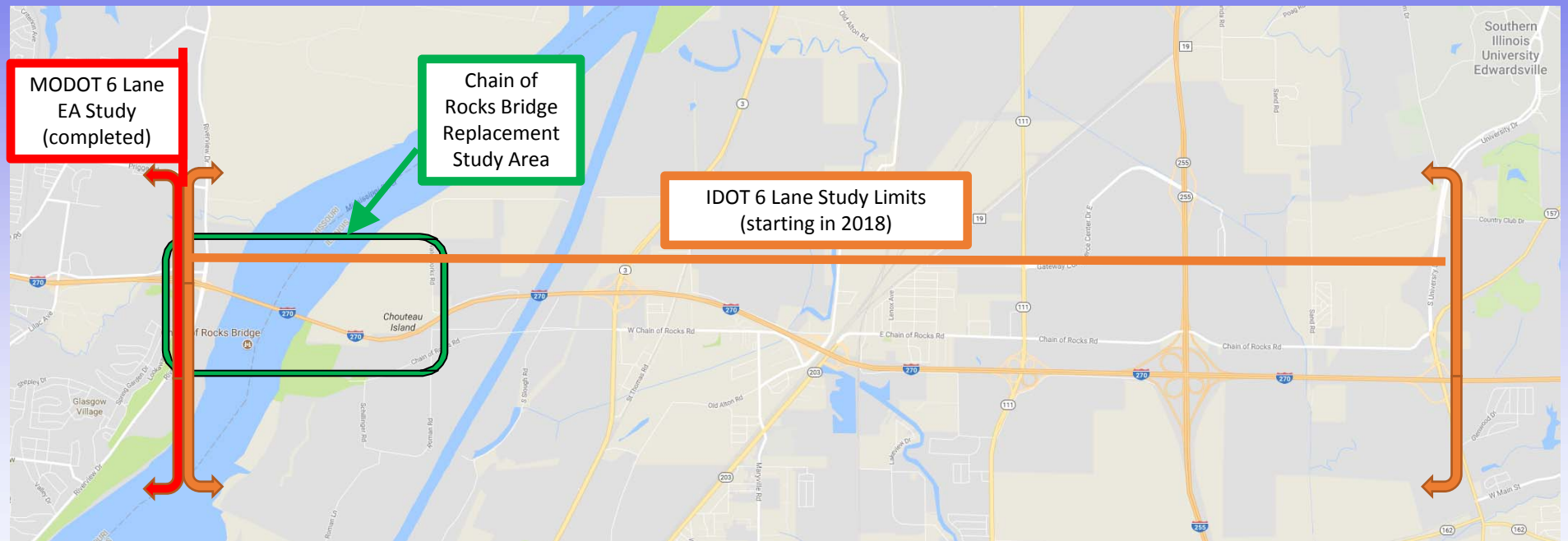
The purpose of the project is to replace the existing Chain of Rocks Bridge carrying I-270 over the Mississippi River.





STUDY OVERVIEW

Other studies within the area





STUDY OVERVIEW

Study Area



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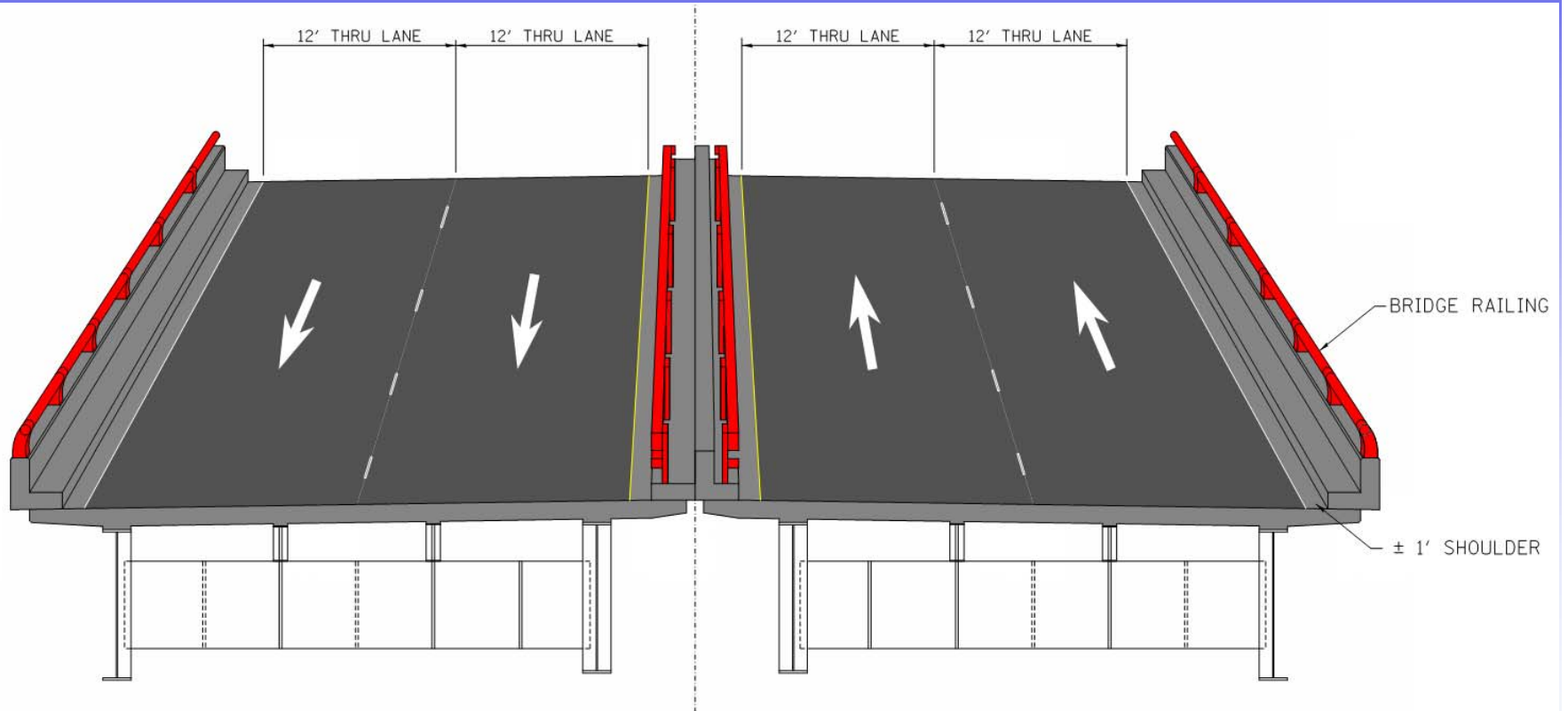
STUDY OVERVIEW

- Constructed in 1966
- Four lanes: two lanes in each direction
- Narrow shoulders





STUDY OVERVIEW



EXISTING TYPICAL BRIDGE SECTION





STUDY OVERVIEW

Replacement for bridge is needed because:

- Age & condition of structure
- Increasing traffic volumes
- Safety issues





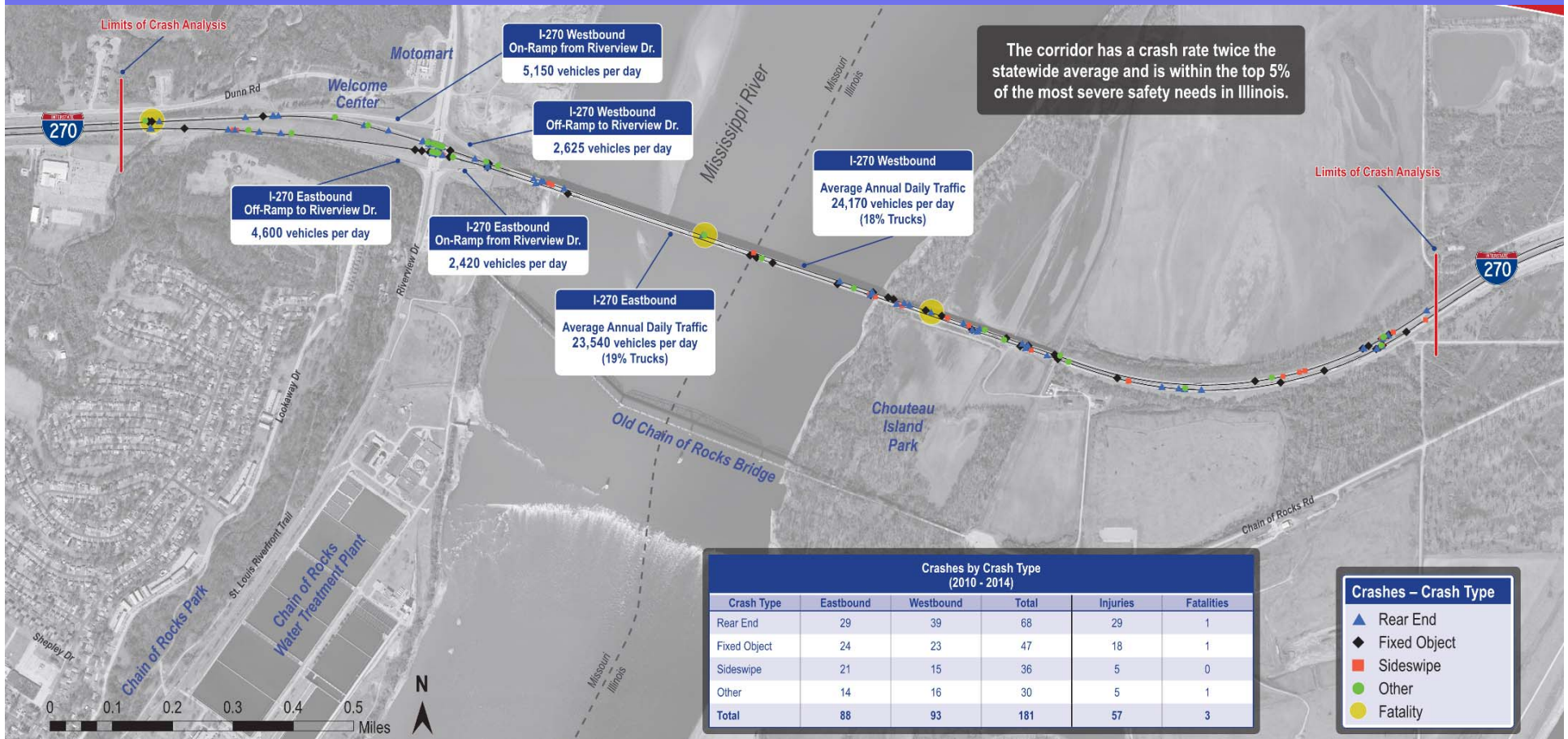
STUDY OVERVIEW

- Significant increase in traffic from an average daily traffic (ADT) of 19,800 vehicles per day in 1975, to over 51,000 vehicles per day today, and it is projected to increase to 56,900 vehicles per day by 2030.
- Throughout the project corridor from 2010-2014 a total of 181 crashes were realized. Of those 57 were crashes with injuries including 3 fatalities. A majority of these crashes are rear-end.





STUDY OVERVIEW





Public Involvement

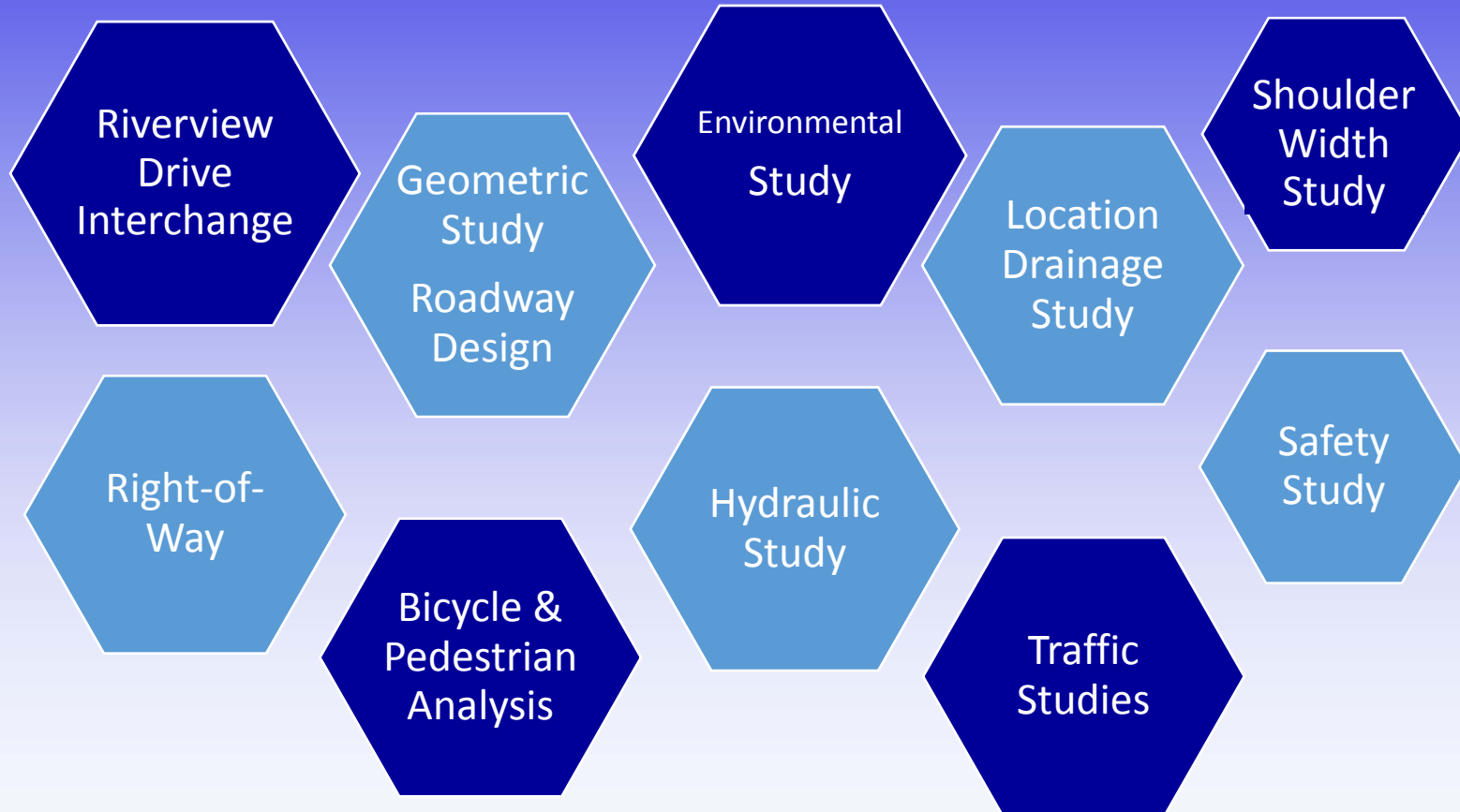
- Stakeholder Meetings
- Community Advisory Group
- Public Meetings (Missouri and Illinois)
- Newsletters
- Website





ALTERNATIVE DEVELOPMENT PROCESS

Included These Studies





ALTERNATIVE DEVELOPMENT PROCESS

Environmental

What environmental resources were assessed?

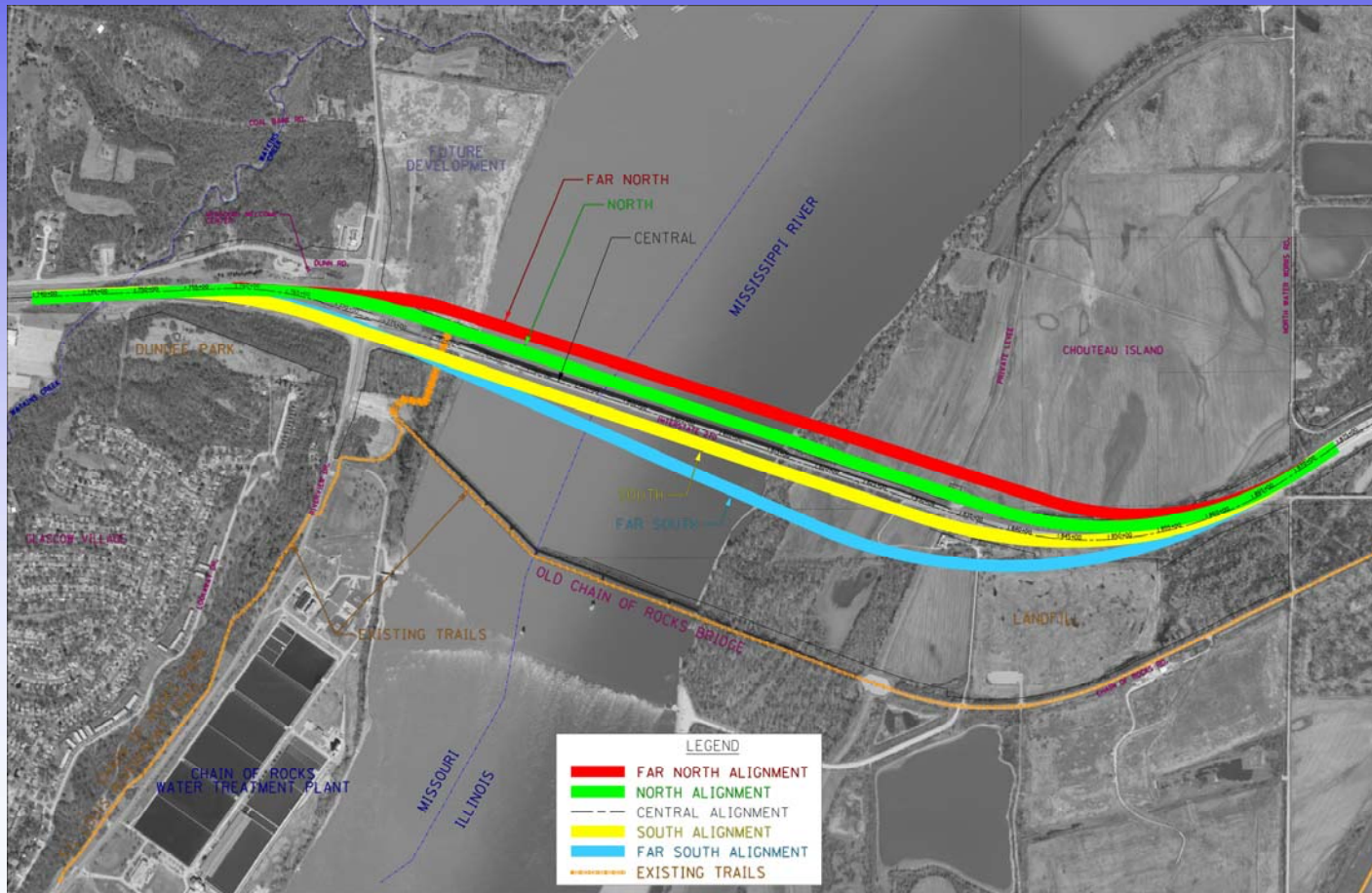
- Agriculture
- Air Quality
- Aquatic Habitat
- Archaeological Resources
- Cultural Resources
- Floodplains
- Noise
- Parks & Recreation
- Special Waste
- Threatened/Endangered Species
- Water Quality
- Wetlands





ALTERNATIVE DEVELOPMENT PROCESS

Initial Alignment Alternatives





ALTERNATIVE DEVELOPMENT PROCESS

Initial Structure Alternatives

- Re-use portions of the existing structure
 - Not cost effective
 - Required seismic retrofits
- One large structure
 - Cost more
 - Not as easily inspected with existing equipment
- Twin structures – Selected
 - Most cost effective
 - Least amount of impacts



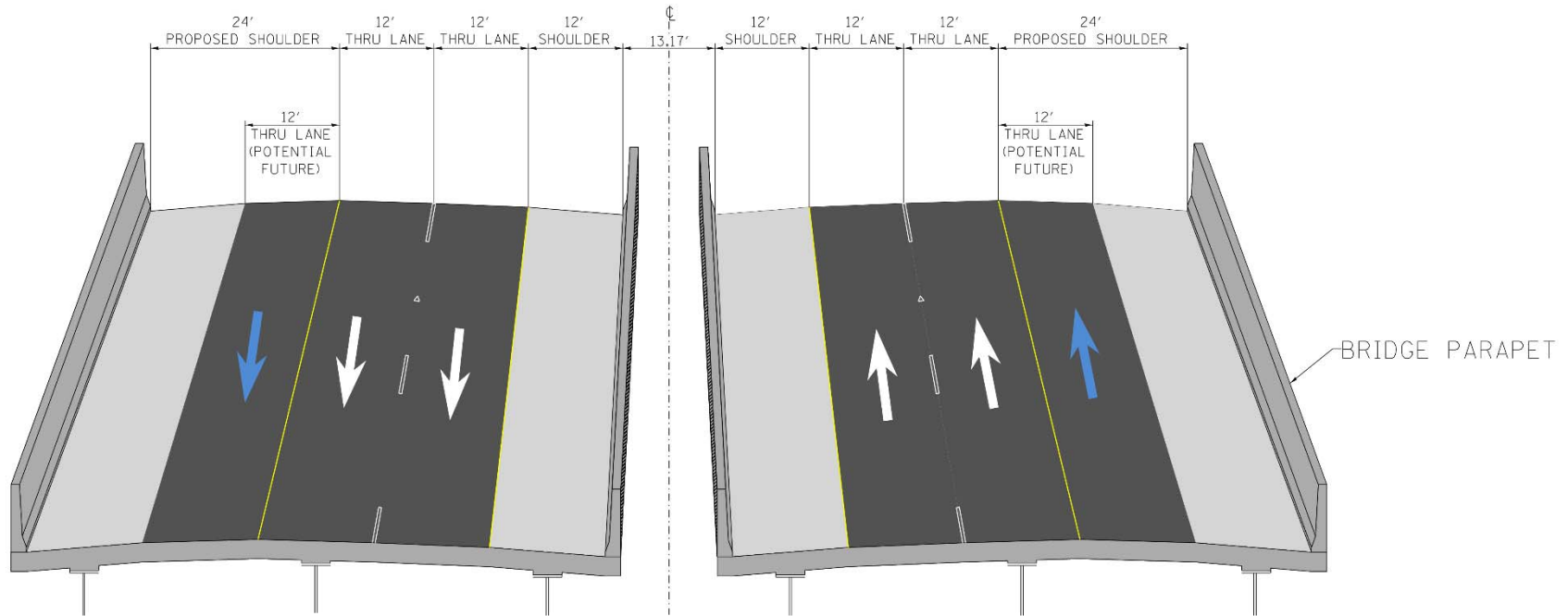
FACTORS CONSIDERED FOR SELECTED ALTERNATIVE

Criteria	South Alignment	Center Alignment	North Alignment
Keeps 4 Lanes of Traffic Open During Construction	✓	X	✓
Wider Shoulders (Reduce Potential for Crashes)	✓	✓	✓
Compatible with new Riverview Drive interchange and/or Dunn Road	✓	X	X
Size allows adequate access for inspection/maintenance	✓	✓	✓
Cost Effective Design	✓	✓	✓
Meets Environmental Permit Requirements	✓	✓	✓
Avoids Missouri Welcome Center and other Businesses where feasible	✓	X	X
Avoids Landfill in Illinois	✓	✓	✓





PREFERRED ALTERNATIVE



EASTBOUND

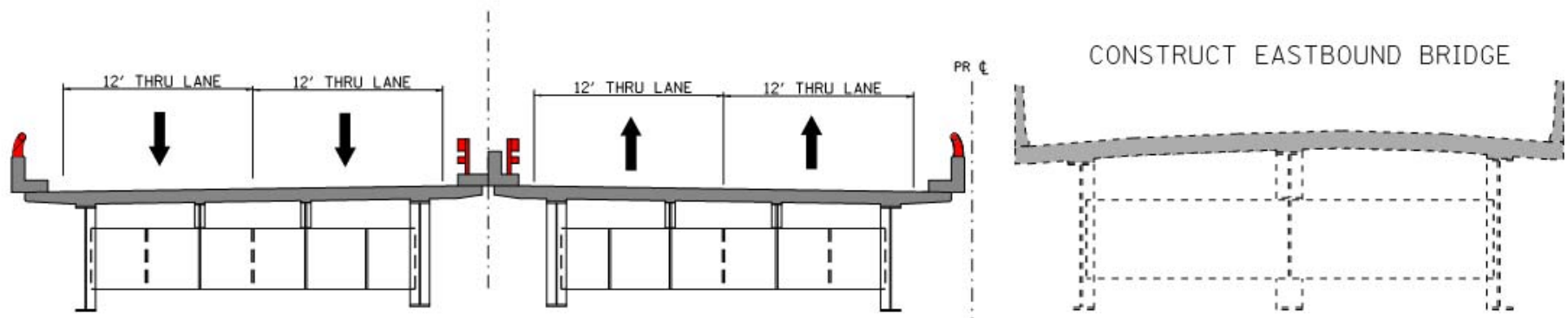
WESTBOUND

PROPOSED TYPICAL BRIDGE SECTION





TRAFFIC MAINTENANCE



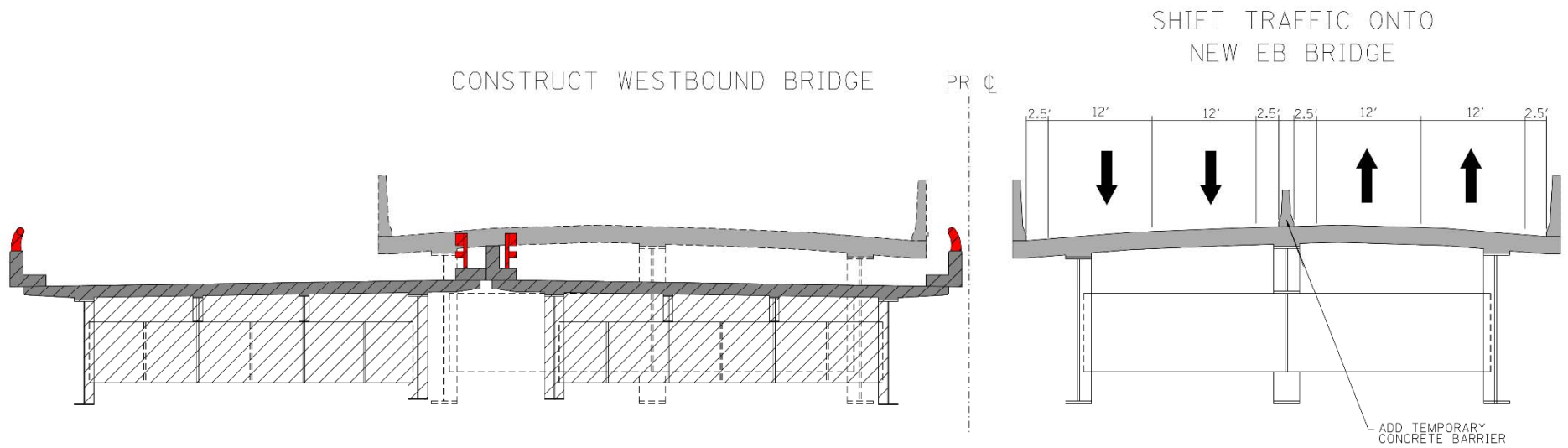
MAINTENANCE OF TRAFFIC STAGE 1

LOOKING EAST





TRAFFIC MAINTENANCE

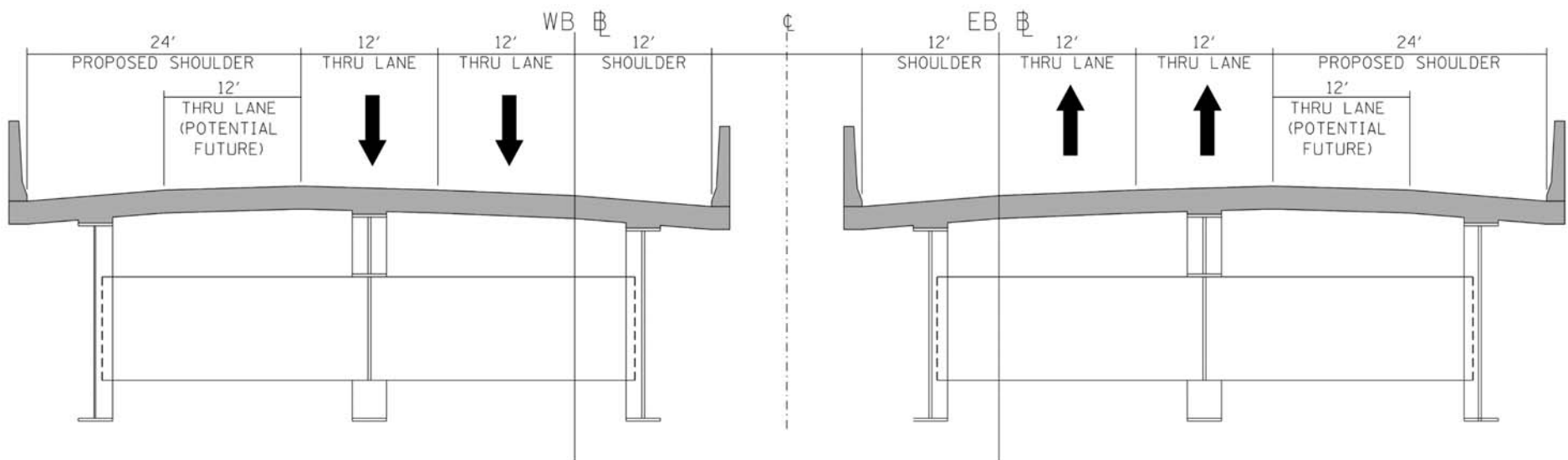


MAINTENANCE OF TRAFFIC STAGE 2





TRAFFIC MAINTENANCE



MAINTENANCE OF TRAFFIC FINAL CONFIGURATION



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ESTIMATED COSTS

- IL Approach \$15 million
- MO Riverview Interchange \$50 million
- Structure \$160 million
- Total \$225 million





QUESTIONS?



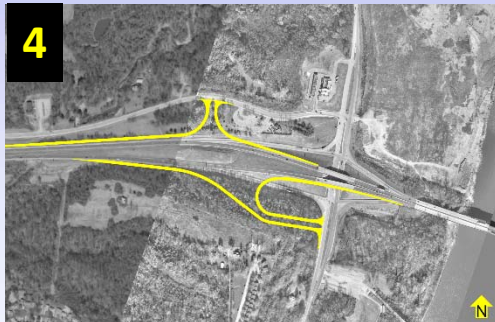
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ALTERNATIVE DEVELOPMENT PROCESS

What Interchange Types Were Studied?





ALTERNATIVE DEVELOPMENT PROCESS

What Interchange Types Were Studied

Criteria	1*	2	3	4	5	6*
Traffic & Operations	✓	X	X	X	X	✓
Least affect to the MO Welcome Center & other businesses	✓	X	X	X	X	✓
Consistent with the approved MoDOT EA results	✓	X	X	X	X	✓
Did not cause the relocation of Dunn Road	✓	X	X	X	X	✓
Reasonable cost	✓	X	X	X	X	✓

*RETAINED FOR FUTURE STUDY





Public Involvement

STAKEHOLDER MEETINGS

- City of Madison
- City of St. Louis
- Great Rivers Greenway
- Heartlands Conservancy
- IL Dept. of Natural Resources
- Lighthouse Development
- Metro East Parks & Recreation District
- Metropolitan Sewer District
- St. Louis Regional Freightway
- St. Louis Water Division
- Waste Management
- MoDOT
- Madison County
- U.S. Army Corps of Engineers
- U.S. Coast Guard

