



Illinois Department of Transportation

# U.S. 52/IL 64 Over the Mississippi River Environmental Assessment





**Illinois Department  
of Transportation**

**U.S. 52/IL 64 over the Mississippi River  
Sabula, IA and Savanna, IL**

**ENVIRONMENTAL ASSESSMENT**

Submitted Pursuant to 42 USC 4332 (2)(c)  
by the

U. S. Department of Transportation  
Federal Highway Administration

and

Illinois Department of Transportation  
Iowa Department of Transportation

Cooperating Agency:  
U.S. Coast Guard

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The U.S. 52/IL 64 over the Mississippi River project involves the removal and replacement of the existing U.S. 52/IL 64 Bridge over the Mississippi River between Savanna, Illinois and Sabula, Iowa. The existing U.S. 52 Bridge across the Mississippi River is a historic bridge with structural and capacity deficiencies. The project involves the construction of a new bridge directly south of the existing bridge. The project also includes reconstruction of the U.S. 52 and IL 84 intersection, approximately 1,100 feet of IL 84 north of the new bridge, 1,100 feet of IL 84 south of the new bridge to Randolph Street, and 1,500 feet of the causeway on the Iowa side. This project will result in the removal of the historic U.S. 52 Bridge, a permanent use of the Upper Mississippi River National Wildlife and Fish Refuge, displacement of five buildings, and will permanently affect approximately 0.43 acres of wetlands. The project will require approximately 5.20 acres of right-of-way acquisition. In addition, approximately 4.31 acres of temporary easements will be required for construction and 0.63 acre of permanent easement for bridge maintenance.



## **SECTION I: INTRODUCTION & PURPOSE AND NEED**

### **1. Introduction**

Illinois Department of Transportation (IDOT) District 2 proposes to replace the existing U.S. 52/IL 64 Bridge over the Mississippi River between Savanna, Illinois and Sabula, Iowa. The project consists of replacing the existing U.S. 52/IL 64 Bridge over the Mississippi River and reconstruction of IL 84 from Randolph Street in Savanna, IL on the south to approximately 1,100 feet north of the structure. The proposed project will construct a new bridge approximately 100 feet south of the existing bridge, and the existing bridge structure will be removed. The project study limits extend 1,500 feet west of the bridge along the U.S. 52 causeway on the Iowa side to the "T" intersection with IL 84 on the Illinois side. Along IL 84, the project study limits extend from Randolph Street on the south to approximately 1,100 feet north of the bridge structure. The project location is shown in Appendix A, Exhibit 1-1.

The U.S. 52/IL 64 Bridge is listed on the National Register of Historic Places (NRHP). The bridge was constructed as a toll bridge by the Savanna-Sabula Bridge Company in 1932. The State of Illinois took over jurisdiction of the bridge in 1987, and is the lead agency on any repairs or replacement. Since its construction, it has been subjected to numerous maintenance repairs and a major rehabilitation in 1985 prior to Illinois taking jurisdiction of the bridge.

This Environmental Assessment (EA) contains information describing the existing bridge features, its current condition, environmental issues within the project area, the project's purpose and need, and alternatives considered to avoid adverse effects on the existing bridge and the area.

### **2. Purpose and Need**

This project is needed because the existing U.S. 52/IL 64 Bridge is structurally deficient and geometrically/functionally obsolete which creates safety deficiencies. Not addressing these deficiencies will result in the continued degradation of the existing bridge, possibly jeopardizing the safety of the traveling public. The purpose of the project, therefore, is to provide a cost-effective, operationally safe, and structurally sound bridge for the traveling public that will maintain connectivity of U.S. 52 across the Mississippi River, provide a safe and reliable river crossing, and meet local and regional economic needs.

**Structural Deficiencies.** The existing structure was constructed in 1932 and is 82 years old. A bridge inspection completed in August 2010 documented over 100 deficiencies in the structure.

The entire 947-foot long Iowa approach viaduct and 700 feet of the open-steel grate deck on the main river crossing truss spans are severely deteriorated and are beyond further rehabilitation possibilities. Replacement of these elements is the only viable long-term solution if the existing bridge is to be kept in service.

The design of the existing truss spans is inherently fracture-critical, which means the failure of one or more of its members in tension would probably cause a portion of, or the entire bridge, to collapse. A Structures Summary Report from the Illinois Structure Information System provides structure ratings on a scale of 0 to 9 (9 – relatively new; 0 – closed to traffic). Based on the latest inspection, completed

in August 2013, the superstructure is rated as a “4 - Poor Condition - Advanced Deterioration,” thus categorizing the bridge as structurally deficient.

**Geometric Deficiencies.** The existing bridge has a roadway deck that is only 20 feet wide. The existing bridge cannot accommodate wide farm equipment, disabled vehicles or bicycles. A minimum deck width of 32 feet is required according to the current standards for vehicular traffic, and 40 feet to accommodate additional bicycle traffic. The existing bridge does not meet the current standards and hence is classified as geometrically and functionally obsolete.

Additionally, the existing turning radii at the US 52/IL 84 “T” intersection are too small to properly accommodate truck turn movements.

**Safety Deficiencies.** The structural deficiencies noted above create a safety deficiency because as the structure continues to deteriorate, the potential for collapse increases.

Additionally, the geometric deficiencies increase the likelihood of crashes. The narrow roadway width across the bridge creates a safety deficiency because wider vehicles encroach into the opposing lane, increasing the likelihood of head-on crashes and sideswipes. Deficient roadway geometrics at the US 52/IL 84 “T” intersection also increase the likelihood of crashes. The existing turning radii at IL 84 are too small to properly accommodate truck turn movements. Trucks encroach over the centerline causing an unsafe situation.

Historical crash information was obtained for the most recent seven-year period (2006-2012) in Illinois. Along the U.S. 52/IL 64 Bridge section, six crashes occurred over this period with one fatality. The fatality was a sideswipe same direction crash that occurred while one vehicle was attempting to pass another vehicle on the bridge. Of the six crashes, three were fixed object, two were turning, and one was sideswipe same direction. Along IL 84, 17 crashes occurred during this period with one fatality. The fatality occurred when a northbound vehicle hit a southbound vehicle on the passenger side after it had swerved into the northbound lane. (This crash was classified as fixed object.) The predominant crash types along IL 84 were animal (6 crashes) and fixed object (4 crashes). The remaining crash types included other object, parked motor vehicle, rear end, sideswipe same direction, and turning. In Iowa, over this same seven-year period, there were five crashes.

**Local and Regional Economic Needs.** This bridge is an essential transportation link connecting the communities of Savanna, Illinois and Sabula, Iowa. Savanna provides vital educational and emergency services and jobs for Sabula, Iowa located west of the Mississippi River.

The nearest alternate Mississippi River crossing is located approximately 20 miles south in Fulton, Illinois and Clinton, Iowa. If this bridge were to be load posted or closed, the detour route would require up to 40 miles of adverse travel and 45 minutes of adverse travel time. The existing bridge cannot be relied upon to maintain this crucial transportation link.

**SECTION II: AFFECTED ENVIRONMENT TABLE**

Environmental Resources/Conditions	Resource/Condition Present?		
	Yes	No	Present But Not Affected
<b><u>I. Social/Economic</u></b>			
1. Community Cohesion		X	
2. Environmental Justice and Title VI		X	
3. Public Facilities and Services		X	
4. Changes in Travel Patterns and Access			X
5. Relocations (Business and Residential)	X		
6. Economic Impacts			X
7. Land Use	X		
8. Growth and Economic Development			X
9. Pedestrian and Bicycle Facilities	X		
<b><u>II. Agricultural</u></b>			
1. Farms and Farmland Conversion		X	
2. Prime and Important Soils		X	
3. Severed/Landlocked Parcels		X	
4. Adverse Travel		X	
<b><u>III. Cultural Resources (Historic Properties)</u></b>			
1. Archeological Sites		X	
2. Historic Bridges	X		
3. Historic Districts		X	
4. Historic Buildings		X	

Environmental Resources/Conditions	Resource/Condition Present?		
	Yes	No	Present But Not Affected
<b>IV. Air Quality</b>			
1. Microscale Analysis			
a. Does project add through lanes or auxiliary turning lanes?	X		
b. Has COSIM 4.0 been used?		X	
2. Air Quality Conformity			
a. Is project in a non-attainment or maintenance area?		X	
3. Is project located in a PM 2.5 or PM 10 non-attainment or maintenance area		X	
4. Construction-Related Particulate Matter	X		
5. Mobile Source Air Toxics	X		
<b>V. Noise</b>			
1. Is this a Type I project?	X		
a. Noise impacts		X	
b. Does abatement meet feasibility and reasonableness criteria?		X	
2. Is this a Type III project?		X	
<b>VI. Natural Resources</b>			
1. Upland Plant Communities			
a. Does the project impact wooded areas (Trees)?	X		
b. Does the project impact Prairie?		X	
c. Does the project occur within an Illinois Department of Agriculture quarantine area for an invasive species?		X	
2. Wildlife Resources			
a. Does the project area contain Wildlife Habitat?	X		
b. Does the project area contain breeding habitat for neotropical migrant species of birds?		X	
c. Does the project area contain nesting Bald Eagles?		X	
3. Threatened and Endangered Species			
a. Does habitat exist for Federally listed species in the project area?	X		
b. Did the EcoCAT response from IDNR indicate the presence of State-Listed Species in the project area?	X		
c. Did coordination response from Iowa DNR indicate the presence of State-listed Species in the project area?		X	

Environmental Resources/Conditions	Resource/Condition Present?		
	Yes	No	Present But Not Affected
<b><u>VII. Water Quality/Resources/Aquatic Habitats</u></b>			
1. Does the project involve a waterbody?	X		
2. Does the project affect the physical features of a stream?	X		
3. Does the project affect the fish and/or mussels within the stream?			X
4. Does the project affect either the narrative or numeric water quality standards?		X	
5 Does the project occur within an area listed as a navigable stream, nationwide river inventory, ADID stream, or have a rating under the Biological Stream rating system?	X		
6. Is the stream listed by IEPA as impaired and is it subject to TMDLs?		X	
7. Do the project impacts require mitigation?		X	
<b><u>VIII. Groundwater Resources</u></b>			
1. Is groundwater the primary source of potable water in the area?	X		
2. Does the project occur within an area of karst topography?	X		
3. Does the project occur within a watershed that has been designated by the IEPA as vital for a particularly sensitive ecological system?		X	
4. Does the project impact a Wellhead Protection Area?	X		
5. Does the project occur within an area where potable water supply wells are present?	X		
6. Does the project contribute to degradation of the areas Groundwater Quality?		X	
7. Does the project occur within an area designated as a special resources groundwater?		X	

Environmental Resources/Conditions	Resource/Condition Present?		
	Yes	No	Present But Not Affected
<b><u>IX. Floodplains</u></b>			
1. Does the project occur within a 100-year floodplain?	X		
2. Does the project occur within the Regulated Floodway?	X		
3. Is a Floodplain Finding required?		X	
<b><u>X. Wetlands</u></b>			
1. Does the project impact Wetlands?	X		
2. Do the wetlands have an FQI of 20 or greater?		X	
3. Are the wetlands listed as an ADID Site?		X	
4. Attach the Wetland Impact Evaluation Form to the document	X		
5. Wetlands Finding	X		
<b><u>XI. Special Waste</u></b>			
1. Did project pass Level I screening?		X	
2. Did project pass Level II screening?		X	
3. Was a Preliminary Environmental Site Assessment (PESA) required?	X		
a. Is All Appropriate Inquiry (AAI) required?		X	
b. Were REC(s) identified in the PESA?	X		
4. Was a Preliminary Site Investigation (PSI) required?	X		
<b><u>XII. Special Lands</u></b>			
1. Section 4(f)			
a. DeMinimis, Programmatic, or Individual	X		
2. Section 6(f)		X	
3. Open Space Lands Acquisition and Development (OSLAD) Act Lands		X	
4. INAI Sites		X	
5. Nature Preserves		X	
6. Land & Water Reserves		X	
<b><u>XIII. Indirect and Cumulative Impacts</u></b>			
1. Indirect Impacts		X	
2. Cumulative Impacts		X	

Additional Information	Yes	No
<b>XIV. <u>Environmental Commitments</u></b>		
<b><u>Permits/Certifications Required</u></b>		
1. Does the project require Section 404 Permit(s)?	X	
a. Is an individual, nationwide, or regional permit anticipated?	X	
2. Will an individual Water Quality Certification from IEPA be required?	X	
3. Will a Coast Guard Bridge Permit be required?	X	
<b>XV. <u>Public Involvement</u></b>	X	
<b>XVI. <u>Agency Coordination</u></b>	X	

### **SECTION III: ALTERNATIVES**

1) No-Build Alternative – The No-Build Alternative would include continued regular maintenance with no major repairs. This alternative was dismissed because it would not address the following project needs:

- Structural deficiencies – This alternative would not include modifications to the existing bridge that would address its structural deficiencies identified.
- Geometric deficiencies – This alternative would not address the geometric deficiencies identified (i.e., narrow width of the bridge and small turning radii at the US 52/IL 84 intersection).
- Safety deficiencies – This alternative would not address the identified safety deficiencies since no structural or geometric improvements would be made.
- Local and regional needs – This alternative would not include structural improvements to the existing bridge. Ultimately, that could lead to closure of the bridge. If this bridge were closed, people traveling between Savanna and Sabula would be required to take an alternate route that would require up to 40 miles of adverse travel and 45 minutes of adverse travel time.

2) Build Alternatives

- Bridge Rehabilitation Alternative – This alternative would include modifying the existing bridge to improve structural deficiencies. This alternative was dismissed because it would not address the following project needs:
  - Structural deficiencies – It was determined that rehabilitating the existing 82-year old structure would not be practical and would have a shorter life span compared to reconstructing the bridge or building a new bridge.
  - Geometric deficiencies – There is no feasible method to incorporate the existing truss spans so that they could support a wider structure. Therefore, the narrow width of the bridge and associated lanes and the lack of shoulders would not be addressed by this alternative.
  - Safety deficiencies – This alternative would not address the identified safety deficiencies since no geometric improvements would be made.
  - Local and regional needs – This alternative would require the closure of the bridge during construction resulting in a detour between Savanna and Sabula that would require up to 40 miles of adverse travel and 45 minutes of adverse travel time.
- Bridge Reconstruction Alternative – This alternative would include reconstructing the existing bridge. The reconstructed bridge would address the structural deficiencies identified. The reconstructed bridge would also be widened to address the narrow width geometric deficiency identified. However, this alternative was dismissed because it would not address the following project needs:
  - Geometric deficiencies – The reconstruction alternative would not improve the geometric deficiency of the small turning radii at the US 52/IL 84 intersection.
  - Safety deficiencies – This alternative would not address the identified safety deficiency associated with the small turning radii at the US 52/IL 84 intersection.
  - Local and regional needs – It is estimated that reconstructing the existing bridge would require US 52/IL 64 to be closed for approximately 30 months. A 30-month closure of the US 52/IL 64 Bridge would cause a huge economic burden for the communities of Savanna and Sabula. People traveling between Savanna and Sabula would be required to take an alternate route that would require up to 40 miles of adverse travel and 45

minutes of adverse travel time. The option of a temporary ferry service to alleviate the burden of using a long detour route during construction was considered, but the costs would be well above the cost related to the adverse travel costs for the detour alone.

- Bridge Replacement Alternatives – This alternative would include replacing the existing bridge with a new bridge. Development and evaluation of this alternative included considering several different alignments across the Mississippi River. Replacing the bridge along the existing alignment was considered but dismissed because doing so would require detouring existing traffic for an extended period of time during construction (approximately 30 months) to the next river crossing located about 20 miles to the south in Fulton, Illinois and Clinton, Iowa. The length and duration of such a detour is not reasonable. Keeping the existing bridge open to traffic during construction is a high priority and, therefore, identifying an offset alignment for the new crossing that would facilitate this need was determined to be critical.

Six offset alternative alignments were developed and evaluated, two offset to the north of the existing bridge and four offset to the south of the existing bridge. Three of these alignments were parallel to the existing, and three were slightly skewed. The offset distances ranged from 100 feet to 200 feet from the existing bridge. These alignments are shown in Appendix A, Exhibit 3-1 and are briefly summarized below.

- Alternative Alignment 1 – Parallel to existing bridge and offset to the north.
- Alternative Alignment 2 – Skewed from the existing bridge and offset to the north.
- Alternative Alignment 3 – Skewed from the existing bridge and offset to the south.
- Alternative Alignment 4 – Parallel to the existing bridge and offset to the south.
- Alternative Alignment 5 – Skewed from the existing bridge and offset to the south.
- Alternative Alignment 6 – Parallel to the existing bridge and offset to the south.

All six of the alternative alignments are considered to meet the project's purpose and need:

- Structural deficiencies – Provision of a new bridge would address the structural deficiencies identified.
- Geometric deficiencies – The new bridge would be wider than the existing bridge and meet current design standards. All of the alignment alternatives include relocating the US 52/IL 84 intersection. The small turning radii deficiency identified at the existing intersection would be addressed at the relocated intersection location.
- Safety deficiencies – Addressing the structural and geometric deficiencies will eliminate the identified safety deficiencies.
- Local and regional needs – The offset alignment alternatives would not require the closure of the existing bridge during construction and, therefore, would not require a detour, which would eliminate any associated adverse travel and costs.

The six Offset Alignments Alternatives were further evaluated based on five factors:

- Separation from the BNSF Railroad and east abutment.
- Intersection sight distance.
- Right-of-way requirements.
- Wildlife refuge/wetlands/floodplain impacts (i.e., estimated size of the new footprint within these resources).
- Construction staging.

This evaluation is summarized in Table 3-1.

**Table 3-1 Alternative Alignment Evaluation**

Alternative Alignment	Issue				
	Separation from Railroad at East Abutment	Intersection Sight Distance	Right-of-Way Area (Acres)	Wildlife Refuge/ Wetland/ Floodplain Impacts (Acres)	Construction Staging
1	Least separation	Sight distance limited looking south	0.63	5.33	Less complicated maintenance of traffic
2	Least separation	Sight distance limited looking south	0.62	3.29	Less complicated maintenance of traffic
3	Most separation	Sight distance limited looking north	1.16	3.06	Complex maintenance of traffic
4	Most separation	Sight distance limited looking north	1.19	4.53	Complex maintenance of traffic
5 (Preferred Alternative)	Good separation	Best sight distance to north and south	0.74	2.41	Less complicated maintenance of traffic
6	Good separation	Best sight distance to north and south	0.74	3.91	Less complicated maintenance of traffic

Legend

 = Desirable       = Satisfactory       = Undesirable

Based on this evaluation, Alternative Alignment 5 best meets the project requirements for the following reasons:

- There is greater separation between the railroad right-of-way and the IL 84 roadway with a new alignment south of the existing bridge, providing more flexibility for constructing the bridge abutment and approach pavement.
- An offset to the south that is closest to the existing intersection provides the best fit to the existing profile along IL 84 which has the high point of a crest vertical curve at the southerly edge of the existing intersection, thereby providing the best sight distances.
- Being closer to the existing intersection reduces the amount of right-of-way impacts to the south of the new intersection due to pavement widening for intersection turn lanes.
- Holding the new alignment closest to the existing causeway reduces the amount of new causeway construction, which favors the slightly skewed, Alternative Alignment 5. Limiting impacts to the natural environment and floodplain is best achieved with the slightly skewed alignment. The slight skew to the existing crossing will have a negligible effect upon the river hydraulics.
- Traffic will be maintained on the existing bridge while the new bridge is constructed. At the tie-in to the existing causeway, traffic will be maintained on one lane with bi-directional flow controlled with temporary traffic signals for a relatively short period of time. At the new intersection with IL 84, eastbound and westbound traffic will be split between the existing and new bridges to complete the construction of the intersection.

Alternative Alignment 5, with the minimal offset south of and slightly skewed to the existing bridge, will result in the least impacts and costs and can be constructed while maintaining traffic in a reasonable manner. Therefore, it has been identified as the Preferred Alternative.

### **Preferred Alternative**

The Preferred Alternative will include the construction of a new two-lane bridge south of and slightly skewed to the existing bridge, followed by the demolition of the existing bridge (Appendix A, Exhibit 3-2). The new bridge will tie into the existing causeway on the west end and intersect with IL 84 on the east end approximately 100 feet south of the existing bridge. The Preferred Alternative will also include the reconstruction of approximately 1,500 feet of the causeway, 1,100 feet of IL 84 north of the new bridge, and 1,100 feet of IL 84 south of the new bridge to Randolph Street. The intersection at the east end of the new bridge with IL 84 is planned as a three legged intersection, with one lane in each direction, a northbound left turn lane on IL 84, and a stop sign eastbound on the bridge. The proposed new bridge will be a tied-arch style bridge with a typical section having two 12-foot lanes with 8-foot shoulders (Appendix A, Exhibit 3-3). The proposed plan and profile and typical sections for the new bridge and its approaches are shown in Appendix A, Exhibit 3-4. The new bridge typical section will accommodate oversized vehicles without the vehicle encroaching on the opposing lane/traffic. In addition, the 8-foot shoulders will allow for bicycle/pedestrian traffic and a disabled vehicle recovery area. Sidewalks are also proposed on both sides of IL 84 south of the new bridge between Calhoun Street and Randolph Street. The project will involve shifting the existing navigation channel along the Mississippi River 150 feet to the west, but the total width of the channel will remain the same at 508 feet and the existing vertical clearance will be maintained (Appendix A, Exhibit 3-5). The shifting of the channel will not require any dredging.

## **SECTION IV: IMPACTS, DOCUMENTATION AND MITIGATION**

An environmental features map has been prepared to identify the environmental resources in the project area and to illustrate potential project impacts (Appendix A, Exhibit 4-1).

### **Part I. Socio-economic**

#### **1. Community Cohesion**

The U.S. 52/IL 64 Bridge Improvement Project is in the City of Savanna, IL and the Upper Mississippi River National Wildlife and Fish Refuge on the Iowa side. The portion located in Savanna is primarily occupied by residential uses with a few commercial properties. There are several established neighborhoods, L.G. Burrows Subdivision to the north and Davidson and Bellows Subdivision located south of the bridge, within the project limits in Savanna.

As shown in Table 4.1-1, Savanna and Sabula have experienced a population decline over the last decade due to loss of industry and jobs with people leaving to seek employment in urban areas (Carroll County Comprehensive Plan: 2008-2028). This trend is evident at the Census Tract (CT) and Block Group (BG) level except for CT 9603-BG 2 that covers the waterfront area and the majority of downtown Savanna, which has seen a 28.1 percent increase in population. Appendix A, Exhibit 4-2 features the CTs and BGs for the project area.

**Table 4.1-1 Population Data**

<b>Demographic Boundary</b>	<b>2000</b>	<b>2010</b>	<b>% Growth</b>
<b>Illinois</b>			
CT 9603-BG 1	1,348	1,132	-16.0
CT 9603-BG 2	560	779	28.1
CT 9603	3,659	3,176	-13.2
City of Savanna	3,542	3,062	-13.6
Carroll County	16,674	15,387	-7.7
<b>Iowa</b>			
CT 9503-BG 1	938	855	- 8.8
CT 9503	3,582	3,533	-1.4
City of Sabula	670	576	-14.0
Jackson County	20,296	19,848	-2.2

Source: U.S. Census Bureau 2010 and 2000 Census Summary File 1, 100% Data.

The US 52/IL 64 Bridge provides a critical link to the mobility and economy of the communities on both sides of the river. Overall community cohesion is not likely to be adversely affected by the project because it will not bisect and/or eliminate access within any communities and the existing bridge will remain open to traffic while the new bridge is under construction. For the neighborhood immediately south of the U.S. 52/IL 64 Bridge, the new alignment will shift the bridge south resulting in three displacements. However, access to the bridge will still be provided via U.S. 52/IL 64/IL 84. Also, the relocated U.S. 52/IL 64/IL 84 intersection on the east end of bridge will be configured to include a northbound left turn lane, thus improving the intersection's traffic flow and safety. The area north of the

bridge will have only one displacement. No major changes to community cohesion in this area are anticipated.

**2. Title VI and Environmental Justice**

The population of the project area falls within Block Group CT 9603-BG 2. As indicated in Table 4.1-2, the racial composition of CT 9603-BG 2 is predominantly white, accounting for 89.2 percent of the population. The largest minority populations are Hispanic or Latino (7.2 percent) and black or African American (1.0 percent). All other racial groups not listed (i.e., American Indian and Alaska Native, Asian Alone, Native Hawaiian and other Pacific Islander) in Table 4.1-2 account for the remaining 2.6 percent.

**Table 4.1-2 2010 Racial Composition (% of population)**

<b>Geography</b>	<b>White Alone</b>	<b>Black or African American Alone</b>	<b>Hispanic or Latino</b>
CT 9603-BG 1	91.0	1.0	6.6
CT 9603-BG 2	89.2	1.0	7.2
CT 9603	89.6	1.9	6.7
Savanna	89.7	1.9	6.5
Carroll County	94.9	0.8	2.8
Illinois	63.7	14.3	15.8
Sabula	98.8	0.2	0.7
Jackson County	96.9	0.3	1.1
Iowa	88.7	2.9	5.0

Source: U.S. Census Bureau, 2010 Census Summary File 1, 100% Data.

Larger populations of elderly have been observed in the project area within Block Group CT 9603-BG 2. The elderly population (over 64) in Block Group CT 9603-BG 2 is comparable to Carroll County at about 21 percent. Table 4.1-3 shows a summary of the age compositions residing within the project area.

The land acquisition process will require relocations of 4 residential properties, but there are no permanent residents displaced by this project. Information is not available regarding the ethnic, religious, or handicapped status of individual residents within the project area. There are no known groups of ethnic, religious, elderly or handicapped people present within the project area. No groups or individuals have been, or will be, excluded from participation in public involvement activities, denied the benefit of the project, or subjected to discrimination in any way on the basis of race, color, age, sex, national origin or religion.

The poverty rates for households within the Block Group CT 9603-BG 2 are unknown. The 2010 U.S. Census data is not yet available at the BG level within CT 9603. The percentage of persons below the poverty level for Savanna and CT 9603 is 20.8 percent and 19.9 percent, respectively (Table 4.1-4). In comparison, Carroll and Jackson County’s percentages of persons below the poverty level are 11.7 and 9.9, respectively.

**Table 4.1-3 2010 Age Composition (% of population)**

Geography	Under 18	18-64	Over 64	Median Age (years)
<b>Illinois</b>				
CT 9603-BG 1	19.1	59.8	21.1	45.7
CT 9603-BG 2	21.7	57.0	21.3	41.5
CT 9603	21.7	57.3	21.0	43.3
Savanna	21.9	57.1	21.0	42.8
Carroll County	20.5	58.3	21.2	46.5
<b>Iowa</b>				
Sabula	22.4	57.3	20.3	45.0
Jackson County	23.2	58.2	18.6	44.0

Source: U.S. Census Bureau, 2010 Census Summary File 1, 100% Data.

**Table 4.1-4 2010 Population below Poverty Rate**

Geography	Population	Median Household Income	Persons Below Threshold	% Below Threshold
<b>Illinois</b>				
CT 9603-BG 1	1,132	Not Available	Not Available	Not Available
CT 9603-BG 2	779	Not Available	Not Available	Not Available
CT 9603	3,176	32,457	632	19.9
Savanna	3,062	31,776	637	20.8
Carroll County	15,387	44,805	1,800	11.7
<b>Iowa</b>				
Sabula	550	30,938	51	9.3
Jackson County	19,848	42,489	1,965	9.9

Source: United States Census.  
2006-2010, American Community Survey.

Note: The 2010 Census Poverty Level for a family of four is \$20,050.  
The Health and Human Services 2010 Poverty Guidelines for a family of four is \$23,050.

The project area was evaluated in accordance with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, to determine if there is a potential for disproportionate and adverse impacts to low-income or minority populations. The 2010 Census indicates that residents within Block Group CT 9603-BG 2 are 89.2 percent white, 1.0 percent black or African American, and 7.2 percent Hispanic or Latino. The median family income and poverty rate for Block Group CT 9603-BG 2 are unavailable; although, the City of Savanna median family income is \$31,776, with 20.8 percent of residents falling below the poverty level. The Health and Human Services Federal Register Poverty Guidelines dated January 20, 2011 (Vol. 76 No. 13 FR 3637 to 3638) indicate that the poverty level for a family of four is \$23,050. Based on the U.S. Census data, it is anticipated that the project will not result in disproportionately adverse impacts to minority or low-income populations.

### **3. Public Facilities and Services**

There are no existing or planned public facilities (schools, churches, healthcare facilities, hospitals, civic centers, libraries, police and fire protection) located within the project area.

### **4. Changes in Travel Pattern and Access**

Overall access and travel patterns should not be negatively impacted by the project. The project allows for the existing bridge to remain open to traffic while the new bridge is under construction. Traffic will be maintained on one lane with bi-directional flow control with temporary traffic signals for an estimated three months for the improvements along IL 84. For approximately one month, eastbound and westbound traffic will be split between the existing and new bridges to allow for the completion of the IL 84 intersection. The new bridge will include shoulders that will provide improved access for bicyclists across the river.

### **5. Relocations (Business and Residential)**

Transportation projects can result in the acquisition of property and displacement of residents and businesses when new right-of-way is required. Any land acquisition needed would be accomplished in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as Amended" commonly known as the "Uniform Act" and the IDOT Land Acquisition Manual. The Uniform Act is applicable to all programs or projects undertaken by Federal agencies or with Federal financial assistance that require the acquisition of real property or that cause displacement of any person or business.

The project will displace three homes, one vacant commercial building, and one electric substation south of the bridge on the west side of IL 84. One home on the east side of IL 84 and north of the bridge will also be displaced. Appendix A, Exhibit 4-1 shows the relocations and proposed construction limits, for the project.

The acquisition of these properties will be accomplished in accordance with the Uniform Act. The Uniform Act provides for uniform, fair, and equitable treatment of persons whose real property is acquired or who are displaced in connection with federally funded projects. As required by the United States and Illinois Constitutions, just compensation must be provided for property to be acquired. Fair Market Value (FMV) is accepted as the standard for determining just compensation.

Under the Uniform Act, in addition to just compensation, displaced residents are entitled to benefits to minimize hardships of relocation such as acquisition and relocation assistance designed to help residents and businesses with reimbursement claims and the lease or purchase of new locations. Relocation advisory assistance would be provided to owners and renters of displaced properties. Relocation advisory benefits include but not limited to determining the needs and preferences of displaced persons, providing current and ongoing listings of comparable descent safe and sanitary dwellings for residential displacements, providing transportation to search for replacement housing, as well as financial referrals and housing inspection. Displaced residents would also be entitled to counseling and other assistance to minimize hardship in adjusting to the relocation. The Uniform Act would allow for reimbursement for moving expenses and payment for the added cost of renting or purchasing comparable replacement housing.

Comparable business locations and residential housing are generally characterized as housing that would meet the needs of displacees in terms of price, size, location, and market availability. Market data from multi-listing services (zillow.com) were reviewed to determine the availability of similar

replacement properties. The market data shows that a sufficient number of comparable replacement homes at similar values and in the same general areas are available.

The project will require approximately 5.20 acres of right-of-way acquisition. In addition, approximately 4.31 acres of temporary easements will be required for construction and 0.63 acre of permanent easement for bridge maintenance. The proposed right-of-way and temporary/permanent easements needed for the project are shown in Appendix A, Exhibit 4-3. The approximately 1.01 acres of right-of-way associated with the existing bridge that traverses the Upper Mississippi River National Wildlife and Fish Refuge will be converted back to refuge property following the demolition of the bridge.

## **6. Economic Impacts**

The U.S. 52/IL 64 Bridge provides an essential transportation link between Savanna, IL and Sabula, IA. The U.S. 52/IL 64/IL 84 route serves as Main Street through Savanna. Savanna provides vital educational facilities, medical service providers, and employment for Sabula. The project will improve connectivity across the river and meet the local and regional economic needs.

The U.S. 52/IL 64/IL 84 route is an important facility for providing access to businesses within Savanna, IL and providing access to the central business district (CBD) on Main Street. Various light industrial, manufacturing and warehousing distribution facilities are located near the project area including U.S. Army Defense Ammunition Center and School, Maclean Froggs Company, Elkay Manufacturing, Savanna Army Depot, and Swiss Colony. These businesses create a stable tax base for the area. Public notices were published in local newspapers to notify these and other local businesses, along with the general public, about the project and to invite them to attend the first Public Open House Meeting.

The project will result in the displacement of one vacant commercial building and an electric substation. Although the project will result in the displacement of four homes, one vacant commercial building, and an electric substation, it is anticipated that the loss of local tax revenue and any impacts to the local economy will be minimal.

## **7. Land Use**

The current existing land use in the project area on the Iowa side is all recreational (open public land), part of the Upper Mississippi River National Wildlife and Fish Refuge. On the Illinois side, the properties closest to the project area are primarily residential and are scattered throughout the length of IL 84 from Randolph Street on the south to approximately 1,100 feet north of the bridge. Properties located in Savanna are zoned for general business uses. The few properties located outside of Savanna's corporate limits, north of the bridge along IL 84, are zoned for residential. Appendix A, Exhibit 4-4 shows the zoning map for the City of Savanna. The project is consistent with local and regional land use plans.

## **8. Growth and Economic Development**

The existing U.S. 52/IL 64 Bridge cannot be relied upon to maintain this crucial transportation link. The project will improve connectivity across the river through the construction of a new bridge with wider lanes and shoulders, thereby meeting the local and regional economic needs.

## 9. Pedestrian and Bicycle Facilities

- Project will cause disruption or permanent changes in pedestrian or bicycle access
- Project will not cause disruption or permanent changes in pedestrian or bicycle access

Sidewalks exist along IL 84 between Randolph Street and Calhoun Street, but the network is discontinuous with uneven surfaces. As part of this project, the sidewalks will be replaced along both sides of IL 84. This will cause a temporary disruption in service for pedestrians using the sidewalks through this area.

There are no existing on-road bicycle lanes or off-road bicycle paths within the project area. The proposed roadway cross-section includes shoulders on both sides of the bridge which will accommodate bicycle traffic crossing the Mississippi River. By being able to use the new bridge shoulders, bicycle accommodations and safety will be improved. There are currently no plans to provide dedicated bicycle lanes/paths along IL 84 that would connect to the east end of the bridge or along the U.S 52/IL 64 western approach to the bridge. Bicyclists may utilize the travel lanes and shoulders for access to and from the bridge.

### Part II. Agricultural

There are no agricultural resources (i.e., farms and/or prime farmland) within the project area so this section is not applicable.

### Part III. Cultural Resources

- No Historic Properties Affected - See letter from SHPO
- Historic Properties Affected - See below

#### 1. Archeological Properties

- Project will not affect Archeological Properties
- Project will affect Archeological Properties

The SHPO provided concurrence on September 15, 2011 (Appendix F).

#### 2. Historic Bridges

- Project will not affect a bridge listed in the Illinois Historic Bridge Survey
- Project will affect a bridge listed in the Illinois Historic Bridge Survey

### Documentation

The Section 106/Section 4(f) Documentation of Adverse Effects report, which also includes the Memorandum of Agreement (MOA), for the historic US 52/IL 64 Bridge over the Mississippi River is located in Appendix B.

As noted in the report, the U.S. 52/IL 64 Bridge over the Mississippi River (Structure No. 008-6000) is listed on the National Register of Historic Places. Through the development of the project's purpose and need and the evaluation of project alternatives that could potentially avoid or minimize impacts to the historic bridge, it was determined that the project would require the demolition of the bridge. IDOT and FHWA, in consultation with the State Historic Preservation Officer (SHPO), have determined that the proposed action will have an adverse effect on the bridge pursuant to 36 CFR 800.5. It was also determined that the Nationwide Programmatic Section 4(f) Evaluation is applicable to this project. As part of the process to develop and evaluate mitigation measures for the project's adverse effect on the bridge, IDOT and FHWA, in consultation with the SHPOs, prepared a MOA that stipulates the following:

"Prior to beginning of construction activities, the IDOT Bureau of Design & Environment shall submit documentation concerning the U.S. 52/IL 64 Bridge over the Mississippi River to the Illinois SHPO to the standards of the Historic American Engineering Record at Level 3. The IDOT Bureau of Design & Environment shall coordinate the recordation with the Illinois SHPO. The Illinois SHPO must accept the documentation in writing prior to the demolition of the existing bridge."

In addition, pursuant to 23 U.S.C 144(n)(4), IDOT placed a public notice in the Herald-Leader Newspaper in Dubuque, Iowa, on January 31, 2013 soliciting for interested entities to take ownership of the bridge. IDOT gave until March 1, 2013 (30 Days) for interested entities to send a letter of interest along with funding means, location of bridge placement, means of moving the structure, and time table for the move. During the 30-day period, IDOT did not receive any letters of interest for the bridge, and none have been received as of the date of the report.

### **3. Historic District**

- Project will not affect a Historic District
- Project will affect a Historic District

### **4. Historic Buildings**

- Project will not affect any Historic Buildings
- Project will affect Historic Buildings

## **Part IV. Air Quality**

### **1. CO Microscale Analysis**

Project Type:

- Project does not add Through Lanes or Auxillary Turning Lanes
- Project does not involve any sensitive receptors and is not suitable for using COSIM 4.0
- Project is subject to COSIM Pre-screen
- Project is subject COSIM screening analysis

NEPA compliance language

A Pre-Screen carbon monoxide analysis was not completed for the proposed project since there are no sensitive receptors in close proximity to the U.S. 52/IL 84 intersection.

**2. Air Quality Conformity**

Project Type:

- Project is outside of Nonattainment or Maintenance Area
- Exempt Project in Nonattainment or Maintenance Area
- Project is within a portion of a Nonattainment or Maintenance Area where CMAP is the MPO
- Project is within a Nonattainment or Maintenance area served by an MPO other than CMAP
- Project is within a Nonattainment or Maintenance area not served by an MPO
- Regionally Significant Non-Federal project within a Nonattainment or Maintenance Area.

NEPA compliance language

No portion of this project is within a designated nonattainment or maintenance area for any of the air pollutants for which the USEPA has established standards. Accordingly, a conformity determination under 40 CFR Part 93 (“Determining Conformity of Federal Actions to State or Federal Implementation Plans”) is not required.

**3. PM2.5 and PM10.0 Nonattainment and Maintenance Areas**

Project-Type

- Exempt Project
- Nonexempt project that is not an Air Quality Concern
- Nonexempt project that is an Air Quality Concern

NEPA Compliance Language/PM Analysis Summary

No portion of this project is within a designated PM<sub>2.5</sub> or PM<sub>10</sub> nonattainment or maintenance area. Therefore, a qualitative hot spot analysis is not required.

**4. Construction Related Particulate-Matter**

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area (Equipment-related particulate emissions can be minimized if the equipment is well maintained.). The potential air quality impacts will be short-term, occurring only while demolition and construction work is in progress and local conditions are appropriate.

The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of

materials. The potential for emissions is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

The Department's Standard Specifications for Road and Bridge Construction include provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the Department will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that may warrant consideration include measures such as minimizing track-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, this project will not cause any significant, short-term particulate matter air quality impacts.

### 5. Mobile Source Air Toxics (MSAT)

#### Project-Type:

- Project is exempt
- Project has no meaningful potential MSAT effects
- Project has low meaning potential MSAT effects and is one of the following types below:
  - A minor widening project
  - A new interchange connecting an existing roadway with a new roadway
  - A new interchange connecting new roadways
  - Minor improvements or expansions to intermodal centers or other projects that affect truck traffic
- Project has high potential MSAT effects

#### NEPA Compliance Language:

The purpose of this project is to replace the existing, structurally deficient U.S. 52/IL 64 bridge by constructing a new bridge. This project has been determined to generate minimal air quality impacts for Clean Air Act Amendments criteria pollutants and has not been linked with any special Mobile Source Air Toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the No-Build Alternative.

Moreover, USEPA regulations for vehicle engines and fuels will cause overall MSATs emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with USEPA's MOVES model forecasts a combined reduction of over 80 percent in the total annual emission rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 100 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

**Part V. Noise**

- Type I Project
- Type III Project

**Impacts:**

A noise study was completed for this project. Predicted noise levels for the Preferred Alternative ranged from 47 to 60 dB(A). No noise impacts were identified; therefore, abatement was not evaluated. (See Table 4.5-1 below.)

**Table 4.5-1 Noise Analysis Results**

Receptor	Type	Number of Dwelling Unites Represented	NAC* dB(A)	Existing dB(A)	2035			Impacted
					Build dB(A)	No-Build dB(A)	Build Increase Over Existing dB(A)	
R1	Residential	1	67	50	51	51	1	No
R2	Residential	1	67	55	57	56	2	No
R3	Residential	1	67	51	52	51	1	No
R4	Residential	1	67	53	54	54	1	No
R5	Residential	1	67	59	60	60	1	No
R6	Residential	1	67	56	56	57	0	No
R7	Residential	1	67	58	58	58	0	No
R8	Residential	2	67	54	55	54	1	No
R9	Residential	2	67	54	55	54	1	No
R10	Residential	1	67	59	59	59	0	No
R11	Residential	1	67	54	54	54	0	No
R12	Residential	1	67	59	60	60	1	No
R13	Residential	3	67	52	52	52	0	No
R14	Residential	1	67	49	49	49	0	No
R15	Residential	3	67	48	49	49	1	No
R16	Residential	1	67	46	47	47	1	No
R17	Residential	2	67	50	50	50	0	No

\* Noise Abatement Criterion

All of the undeveloped land adjacent to the project is public land and will not be developed. Therefore, coordination with local government officials regarding future noise levels is not required.

**Construction Noise**

Trucks and machinery used for construction produce noise that may affect some land uses and activities during the construction period. Residents along the alignment will, at some time, experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction noise on these receptors, mitigation measures have been incorporated into the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction as Article 107.35.

## **Part VI. Natural Resources**

### **1. Upland Plant Communities**

#### **Impacts**

The project will impact approximately 0.5 acre of upland forest along IL 84 at the east end of the new U.S. 52/IL 64 bridge.

#### **Proposed Mitigation**

The 0.5 acre of upland forest impacted by the project will be replaced on a 1:1 ratio in accordance with IDOT policy "D&E-18 Preservation and Replacement of Trees". The location of the replacement site and the tree species to be used will be determined later in the project development process.

### **2. Wildlife Resources**

#### **Impacts**

During the construction of the U.S. 52/IL 64 bridge and roadway, there will be minor short-term direct adverse impacts to wildlife associated with the temporary disturbance of habitat for construction access and general construction-related noise and activity (e.g., the operation and movement of construction equipment). There will be minor long-term direct adverse impacts to wildlife resources associated with the project due to the necessary clearing of wildlife habitat and the placement of new bridge piers in the Mississippi River.

The terrestrial habitats found within the proposed project right-of-way serve as marginal shelter, nesting, and foraging areas for various species of wildlife. A minor loss of habitat due to the proposed project will displace animals from the project area forcing them to utilize other adjacent habitats. However, due to the minor amount of habitat being lost for this project, the impacts to wildlife and habitats are expected to be negligible.

Much of the habitat along existing U.S. 52/IL 64/IL 84 has been altered or is adjacent to residential areas or other areas prone to frequent human disturbances. Therefore, most species existing in the project area can tolerate moderate levels of human disturbance that will be anticipated with the project. Species requiring large home ranges or large intact blocks of high quality habitats have likely already been lost from the area due to habitat fragmentations and other past changes in the landscape.

As discussed in Part X. Wetlands, the project will result in 0.43 acre of permanent wetland impacts and 2.52 acres of temporary wetland impacts within the Refuge. The loss of this wetland habitat will result in the displacement of wildlife species that utilize this habitat. However, the wetland areas that will be temporarily impacted will be restored. As a result, these areas will be repopulated with wildlife species over time. As for the permanent impacts, it is currently planned that the area under the existing bridge will be used for on-site mitigation (i.e., approximately 0.20 acre) which will further reduce the net loss of wetland habitat in the area to approximately 0.23 acre. In addition, off-site wetland mitigation will be created in Iowa to compensate for the net wetland loss of 0.23 acre. As a result, it is anticipated that the project will result in minor impacts to wetland habitat and associated wildlife species.

After project construction, areas that remain undeveloped within highway ROW, will, over time, provide some degree of useful habitat for local wildlife, especially for species tolerant of some human activity and traffic noise. For instance species like red-tailed hawks, northern cardinals, and other songbirds; deer; and small mammals are often found utilizing habitats within or near the edges of highway ROWs

for food, cover, and nesting habitat. These undeveloped areas sometimes provide travel corridors between habitats where surrounding areas are more developed. The greatest chance for animal-vehicle collisions will be along U.S. 52/IL 64 west of the bridge which currently bisects the Upper Mississippi River National Wildlife and Fish Refuge and, to a lesser extent, along IL 84 east of the bridge, which represents an obstacle for wildlife that travel between the Mississippi River and the upland habitat to the east. The rate of mortality is not expected to differ measurably from baseline conditions since the new bridge and approaches is replacing an existing bridge and roadway and is not establishing a new barrier or source of mortality in the study area.

On May 24, 2012, the Illinois Natural History Survey (INHS) conducted a bat survey of the western portion of the existing US 52/IL 64 bridge (See Part XVI Agency Coordination). The survey was conducted because bats were observed roosting under the bridge during a bridge inspection. The survey resulted in the identification of approximately 100 little brown bats. No other species of bats were observed. With regard to the little brown bats roosting under the existing US 52/IL64 bridge, the USFWS recommended that plans to demolish the existing bridge "...include measures to avoid direct impacts to these bats. This could be accomplished through consideration of dates for this activity. If the bridge is deconstructed when bats are not there then impacts would be avoided." The USFWS agreed that the dates used to restrict tree clearing for the Indiana bat (i.e., between April 1 and September 30) could also be used for restricting the demolition of the existing bridge in order to avoid direct impacts to the little brown bat (See Part XVI Agency Coordination). Therefore, bridge demolition and tree clearing will only be allowed to occur between October 1 and March 31 of any given year.

At the request of IDOT, INHS conducted a nesting bald eagle survey around the project area. Of all of the nests monitored, the nest 2,000 feet north of the bridge is the closest active nest to the bridge in the study area. Yet, it cannot be seen from the bridge or along any point from US 52/IL 64 as a result of multiple layers of trees. In fact, all eagle's nests active in 2013 in the vicinity are more than 660 feet from the proposed work, and none are visible from the bridge/roadways and can be monitored only if visited by boat or plane. Given that the project is more than 660 feet away from any eagle's nest, a bald eagle permit will not be required.

### Proposed Mitigation

Impacts to wildlife resources are expected to be minor so no specific mitigation measures are proposed except for the little brown bat. As previously mentioned in the Impacts section, in order to avoid direct impacts to the little brown bat, demolition of the existing bridge and the removal of trees for the construction of the new bridge should not occur between April 1 and September 30.

## **3. Threatened and Endangered Species**

### **A. Federally-listed Species/Habitat**

Tables 4.6-1 and 4.6-2 present the federally listed species for Carroll County, Illinois and Jackson County, Iowa (Source: <http://www.fws.gov/endangered>).

**Table 4.6-1 Federally-listed Species in Carroll County, Illinois**

Species	Status	Habitat
Indiana bat	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
Higgins eye pearl mussel	Endangered	Mississippi River
Northern long-eared bat	Proposed Endangered	Winter – caves and mines (hibernacula) Summer – Trees, live or dead, with bark, cavities, and/or crevices
Eastern prairie fringed orchid	Threatened	Mesic to wet prairie

**Table 4.6-2 Federally-listed Species in Jackson County, Iowa**

Species	Status	Habitat
Prairie bush-clover	Threatened	Dry to mesic prairies with gravelly soils
Western prairie fringed orchid	Threatened	Wet prairies and sedge meadows
Eastern prairie fringed orchid	Threatened	Mesic to wet prairies
Northern wild monkshood	Threatened	Shaded cliffs; algific talus slopes; or on cool, streamside sites
Higgins eye pearl mussel	Endangered	Mississippi River
Northern long-eared bat	Proposed Endangered	Winter – caves and mines (hibernacula) Summer – Trees, live or dead, with bark cavities and/or crevices
Iowa Pleistocene snail	Endangered	North facing algific talus slopes of the driftless area

The Illinois Natural History Survey conducted mussel surveys in the project area in August 2012 which found no federally-listed mussel species. A follow-up mussel survey was conducted in the summer of 2013. None of the species collected alive or fresh dead were Federally or State listed, nor were they candidates for listing in Illinois. According to the USFWS (email correspondence July 25, 2012 with IDOT), the USFWS acknowledges that no Indiana bats were observed during a bat survey of the west end of the bridge by the Illinois Natural History Survey on May 24, 2012 and that all bats observed were little brown bats (Appendix F). There is potential habitat for the northern long-eared bat, but none were collected during the May 24, 2012 survey.

Impacts

- No Effect
- May Effect
  - Informal Consultation
  - Formal Consultation

Except for the Higgins eye pearl mussel and the northern long-eared bat, habitat for the species listed in Tables 4.6-1 and 4.6-2 does not occur within the project area. Though the Higgins eye pearl mussel

occurs within the Mississippi River, it is not known from this location, and the mussel surveys conducted in August 2012 and August 2013 failed to find this species.

In response to two letters from IDOT to the USFWS dated June 27, 2012 and February 27, 2013, the USFWS submitted a memo to IDOT dated April 8, 2013 concurring that the project will have no effect on the following federally-listed species and that there is no need for further action with regard to these species (Appendix F).

- Prairie bush clover
- Western prairie fringed orchid
- Eastern prairie fringed orchid
- Northern monkshood
- Iowa pleistocene snail
- Indiana bat

IDNR also concurred with IDOT’s June 27, 2012 letter that the project will have no effect on these species.

IDOT sent another letter to USFWS, with a copy of the letter going to IDNR, on January 22, 2014 requesting their concurrence that the project will have no effect on any federally-listed mussel species, including the Higgins eye pearlymussel, but that the project may affect, but not likely to adversely affect the proposed as endangered northern long-eared bat. In a letter dated February 3, 2014, the USFWS concurred with IDOT’s findings and stated that no further action is required for this project under Section 7 of the Endangered Species Act. IDNR also concurred with IDOT’s findings (Appendix F).

Proposed Mitigation

The tree clearing restrictions from April 1 to September 30 that will be used to avoid impacts to the little brown bat will also avoid potential impacts to the northern long-eared bat.

**B. State-Listed Species**

Table 4.6-3 contains a list of Illinois state-listed species documented within one mile of the project area. However, none of the species listed in Table 4.6-3 are located within the project area.

**Table 4.6-3 Illinois State-listed Species within one mile of the Project Area**

<b>Common Name</b>	<b>Status</b>
Kitten tails	Threatened
American bugbane	Endangered
Meadow horsetail	Threatened
Stickweed	Endangered
Red-berried elder	Endangered
Cliff goldenrod	Threatened
Ill-scented trillium	Endangered
Canada violet	Endangered
Iowa amphipod	Endangered
Timber rattlesnake	Threatened
Cerulean warbler	Threatened

Source: Prairie Research Institute, Illinois Natural History Survey

In an email from the Iowa DOT to IDOT dated March 5, 2014, the Iowa DOT stated that they reviewed the mussel survey report and determined that the project will have no effect on any Iowa state threatened and endangered mussel species (Appendix F). Iowa DOT also stated in this email that when they have a project that will have no effect on any state threatened or endangered species, they do not coordinate with the Iowa Department of Natural Resources.

#### IDNR Consultation results

Closed

Date (02-06-2013) (See IDNR letter dated February 6, 2013 in Appendix F)

Open

#### Incidental Take Authorization

Yes

Species - [list here]

No

#### Impacts

None of the species listed in Table 4.6-3 will be impacted by the project. Iowa DOT has found that this project will have no effect on any state threatened or endangered species.

### **Part VII. Water Quality/Resources/Aquatic Habitats**

#### **1. Water Resources/Aquatic Habitats Present**

The only watercourse within the project area is the Mississippi River, which flows north to south. The Mississippi River is a navigable water and is therefore subject to Section 9 and Section 10 of the Rivers and Harbors Act of 1899.

Water quality information was obtained from the IEPA Illinois Integrated Water Quality Report and Section I 303(d) List (impaired), 2014. The portion of the Mississippi River within the project area is listed on the 303(d) List (impaired) due to elevated levels of mercury and polychlorinated biphenyls (PCBs), which limit the fish consumption use of the resource. However, this reach of the river is in Full Support of its designated uses for Aquatic Life, Primary Contact (swimming), Secondary Contact (boating), and Aesthetic Quality. No Total Maximum Daily Load (TMDL) has been prepared for this watershed to date.

#### Impacts

Because this project primarily involves the replacement of an existing bridge on an adjacent alignment, the impacts to water quality are expected to be minor. Some minor expansion of the causeway footprint will be required resulting in the placement of permanent fill within the backwaters of the Refuge. Within the backwaters, the new bridge will require significantly fewer piers (i.e., three) compared to the existing bridge (i.e., nine). Within the Mississippi River, the new bridge will require five piers, which is one less pier than the existing bridge, which has six piers. It is anticipated that the

portion of the existing bridge over the Mississippi River will be removed by dismantling the bridge deck and then using explosives to drop the truss spans into the river, which will be performed during the non-navigation season (i.e., approximately from December to February). The portion of the existing bridge over the backwaters will be dismantled, and no explosives will be used. To avoid impacts to roosting brown bats, the demolition of the bridge will not occur from April 1 to September 30. The limits of required structure removal will be prescribed by the U.S. Coast Guard. They will make the determination regarding how far below the water surface the piers will be removed. It is anticipated that the U.S. Coast Guard will require all superstructure elements be removed. No dredging will be required for the relocation of the navigation channel approximately 150 feet west of the existing channel. In order to provide access for construction vehicles and equipment, temporary earth embankment causeways or prefabricated modular bridges (i.e., Bailey Bridge) will be constructed in the backwaters adjacent to and south of the new bridge and adjacent to and north of the existing bridge. During construction of the new piers and the installation and removal of the temporary causeways or bridges that will be used for construction access, a minor and temporary increase in sedimentation and the potential release of contaminants may occur as a result of the disturbance of the riverbed. However, these temporary impacts are not expected to result in any long-term impacts to water quality or aquatic habitat.

With regard to the daily operation of the new bridge and roadway approaches, the project is not expected to result in any additional impacts to water quality when compared to the existing conditions (i.e., No-Build Alternative) because it will not increase travel lanes and traffic capacity; therefore, it will not result in a significant increase in traffic volumes and the potential impacts to water quality that are typically associated with such an increase (e.g., spills and the accumulation of pollutants on roadway surfaces). Similarly, the project is not expected to result in a significant increase in the use of deicing chemical/salts when compared to the No-Build Alternative. As for impervious surfaces, the project will approximately double the area of existing impervious surface due to wider lanes and shoulders. However, when compared to the size of the Mississippi River watershed and the volume of water that the river conveys, the impacts to water quality associated with any increase in stormwater runoff will be negligible.

#### Proposed Mitigation

As previously mentioned, the existing piers will be removed to below the riverbed thereby creating riverbed habitat that will offset the loss of riverbed habitat from the construction of the piers associated with the new bridge. This project will not require stream replacement or restoration (See Part X regarding wetland mitigation).

Best management practices (BMPs), cofferdams around the piers, and temporary viaducts over the backwaters of the Refuge on the west end of the bridge will be utilized during construction to protect water quality and minimize the short and long-term impacts of the project. Efforts will be made to divert runoff from the construction site from directly entering the Mississippi River during and after construction where possible. River banks and roadside ditches disturbed by construction will be revegetated immediately following construction. Raw banks will be mulched or protected with blankets until the vegetation is established. Design, construction, and operational features will be included in the final plans to minimize highway runoff into the Mississippi River.

The project will be in compliance with the water quality certifications and NPDES permits issued by Iowa DNR and Illinois EPA as well as the conditions of the U.S. Army Corps of Engineers Section 404 permit and the U.S. Coast Guard Section 9 permit and associated Nationwide Permit 15 (U.S. Coast Guard Approved Bridges).

## **Part VIII. Groundwater Resources**

Groundwater occurs in two distinct zones in the Savanna area: the alluvial aquifer system and the Cambrian-Ordovician aquifer system. The unconsolidated alluvial deposits along the Mississippi River contain substantial sand and gravel deposits which can be developed to produce yields of several hundreds of gallons per minute. These deposits are in close connection to the water in the Mississippi River, which can recharge the alluvial aquifer in times of rising river stage and when wells are being utilized. The alluvial aquifer discharges to the river during times of falling river stage. At present, there are no public water supply wells or known private water wells that utilize the alluvial aquifer in the immediate vicinity of the bridge project. However, other wells not in the Illinois State Geological Survey (ISGS) database may be present near the project area.

The Cambrian-Ordovician aquifer system is composed of a sequence of units including from top to bottom: the Galena-Platteville Dolomite, the Glenwood-St. Peter Sandstone, the Prairie du Chien Group, the Eminence Dolomite, the Potosi Dolomite, the Franconia Dolomite, and the Ironton-Galesville Sandstone (Woller and Sanderson, 1979). Individual wells will tap individual portions of the Cambrian-Ordovician aquifer system. Yields vary widely depending on the specific intervals that the well encounter, the connectivity of the well to fractures in the aquifer system, the diameter of the borehole, and other factors. The City of Savanna utilizes wells that are open to the Cambrian-Ordovician aquifer system (John Lindemann, personal communication). The wells range in depth from 1,300 to 1,808 feet and utilize deep bedrock aquifers which are overlain by permeable alluvial (river) deposits. Permeability is the ability of a soil or sediment to transmit fluids. The aquifer utilized by the City is considered confined by the Illinois EPA, therefore is not considered geologically sensitive. The nearest public water supply well is located less than 100 feet from the project near Calhoun Street. The project crosses a wellhead protection recharge area for a public well for the City of Savanna. The wellhead protection area is crossed by U.S. 52/IL 64/IL 84 from the southern project limits to an area approximately 500 feet north of the U.S. 52/IL 64 bridge. The wells for which the wellhead protection areas exist are deep. The area surrounding the wells is not the primary recharge area for the wells. Recharge that occurs in the vicinity of the project will likely discharge within a short distance to springs, creeks, or rivers rather than flow downward to the Cambrian-Ordovician aquifer.

The uppermost bedrock in the project area includes shales of the Maquoketa Group and limestone and dolomite of the Racine Formation and the Galena Dolomite, both of which contain vugs and fractures. The limestones and dolomites have the potential to include solution-enlarged openings. Although no karst features were observed on aerial photographs or topographic maps, the region is described as karst by ISGS and an in-depth assessment of possible karst type features on the project has not been conducted.

There are no Sole Source Aquifers, as designated under Section 1424(e) of the Safe Drinking Water Act, within the project area. The IEPA unified watershed assessment program includes the project area within watershed ILM02 (IEPA, 1998). The watershed is indicated as a Category II watershed, indicating that the watershed meets goals, including those needing action to sustain water quality. The watershed is indicated as a priority by the IEPA, the Illinois Department of Agriculture, and the IDNR.

The project is not located within an area designated as a Special Resource Groundwater.

### **Impacts**

The project is likely to have minimal impact to groundwater. Construction activities are unlikely to impact the deep bedrock aquifers that are utilized in the project area for public supply. The Mississippi River is a regional groundwater sink to which most shallow groundwater flows. The groundwater

discharge to the Mississippi River would likely intercept any contaminants that might be generated as a part of the construction of the project.

Because the project involves the reconstruction of the existing US 52/IL 64/IL 84 roadway, which already traverses the City of Savanna's wellhead protection area and any potentially existing and currently unknown karst features, it is anticipated that this project will not create any new potential "routes" for groundwater pollution or any new potential "sources" of groundwater pollution, as defined in the Illinois Environmental Protection Act (415 ILCS 5/3, et seq.). In other words, the project is not changing the location of the existing roadway so it will not create any new routes for groundwater pollution. In addition, it will not increase the number of travel lanes, traffic volume, or change the mix of vehicle types using the roadway so it will not create any new sources of groundwater pollution. Accordingly, the project is not subject to compliance with the minimum setback requirements for community water supply wells or other potable water supply wells as set forth in 415 ILCS 5/14, et seq.

### Proposed Mitigation

No specific mitigation will be required for groundwater. BMPs will be utilized to protect water quality in the project area, including groundwater. During the design phase, a survey will be conducted for karst features and potential groundwater routes. If karst features are identified in the project area, stormwater retention basins and/or diversion ditches will be developed to minimize or prevent roadway runoff from entering any potential groundwater routes or karst features.

As mentioned in Part VII (Water Quality/Resources/Aquatic Habitat), construction activities will comply with all spill prevention control and countermeasures requirements per the requirements of the USEPA's regulations under the Clean Water Act (i.e., 40 CFR Part 112, Oil Pollution Prevention; Spill Prevention, Control, and Countermeasure Plan Requirements), Iowa Homeland Security and Emergency Management (HSEMD), and the Illinois Emergency Management Agency (IEMA).

Operations will comply with the spill prevention and countermeasures as required by local well head protection ordinances. These response and prevention activities include the training of personnel in spill response activities, stationing of spill control kits, the proper storage and handling of petroleum products, and notification requirements in the event of a spill.

## **Part IX. Floodplains**

### Identify

U.S. 52/IL 64 crosses the floodway and 100-year floodplain of the Mississippi River. As part of this project, fill will be placed in the 100-year floodplain for the bridge and approach roadway construction. The fill will cause less than 0.01-foot increase in flood height and minimal increase in floodplain limits. These minimal increases will not result in any major change in flood risks or damage.

### Floodplain Finding if significant encroachment

No

Yes

## Part X. Wetlands

### Identify

The two wetlands affected by the project (i.e., Wetland #10 and #11) are located in the Refuge near the west end of the U.S. 52/IL 64 bridge and causeway on the Iowa side of the Mississippi River (Appendix A, Exhibit 4-1). The plant communities in these wetlands were primarily classified as bottomland hardwood/floodplain forest (i.e., Wetland #10), wet meadow, or marsh (i.e., Wetland #11). The floodplain forest communities were dominated by common overstory species, such as silver maple, box elder, cottonwood, American elm, and black willow, and a mixture of woody and herbaceous understory vegetation. The Floristic Quality Index (FQI), which generally indicates the overall quality of the plant community, was 11.7 for Wetland #10 and 6.4 for Wetland #11. These FQI values are considered low which is generally indicative of a plant community that supports species typically associated with disturbed conditions and/or a low number of native plant species. Wetland #10 is considered fairly representative of the forested floodplain communities along the Mississippi River. There were no other unique or noteworthy habitats identified during the wetland survey.

The project will result in approximately 0.37 acre and 0.06 acre of permanent wetland impacts to Wetland #10 and Wetland #11, respectively, resulting in a total of 0.43 acre of permanent wetland impacts (Appendix A, Exhibit 4-1). The project will also result in approximately 2.22 acres and 0.30 acre of temporary wetland impacts to Wetland #10 and Wetland #11, respectively, resulting in a total of 2.52 acres of temporary wetland impacts. (See Table 4.10-1.) Because the location and size of the new bridge piers have not been determined yet, the permanent wetland impacts were calculated based on the wetlands that are located directly under the proposed new bridge. As a result, the actual amount of wetlands that will be filled based on the placement of the bridge piers will be less than what is presented in this EA. However, for Wetland #10, the remaining wetland that is not impacted by the piers will still experience a permanent impact due to the removal of tree species under the bridge; thereby, converting this portion of the wetland from forested to scrub/shrub habitat. The temporary wetland impacts are associated with construction access for building the new bridge and demolishing the existing bridge. A Wetland Impact Evaluation (WIE) Form was prepared for this project and is located in Appendix C.

**Table 4.10-1 Wetland Impacts**

<b>Wetland Site Number</b>	<b>Wetland Type</b>	<b>FQI</b>	<b>Acres Impacted (Permanent)</b>	<b>Acres Impacted (Temporary)</b>
10	Bottomland Hardwood/Floodplain Forest	11.7	0.37	2.22
11	Wet Meadow/Marsh	6.4	0.06	0.30
Total			0.43	2.52

### Proposed Mitigation

- On-site
- Off-site
- Wetland Bank

## Description

The project will result in only 0.43 acre of permanent wetland impacts. Moreover, once the location and size of the bridge piers have been finalized, it is anticipated that the actual permanent impacts/fill associated with the placement of the piers will be substantially less. All of the wetland impacts are located in Iowa. The Iowa DOT is proposing off-site wetland mitigation at ratios of 1.5:1 for emergent wetlands and 2:1 for forested wetlands (Appendix F). However, if the forested wetlands are dominated by mature trees (i.e., >24" dbh), the U.S. Army Corps of Engineers would require a 3:1 mitigation ratio. In addition, on-site wetland mitigation could also be developed along the area under the existing bridge that bisects Wetland #10 after the bridge has been removed. This area is approximately 0.20 acre and could provide for some of the required wetland mitigation for the project.

As for the temporary wetland impacts associated with the temporary construction of roads and viaducts to provide access for vehicles and equipment during construction, these areas will be restored back to their original grade and hydrology and revegetated with native wetland species.

## **Part XI. Special Waste**

A Preliminary Environmental Site Assessment (PESA) was conducted by the Illinois State Geological Survey (ISGS) for the project area. The PESA identified a number of sites within the project area that were determined to contain Recognized Environmental Conditions (RECs). Based on the PESA findings, IDOT recommends that a Preliminary Site Investigation (PSI) be performed if any of the identified sites involve new right-of-way or easement, railroad right-of-way other than single rail rural with no maintenance facilities, or building demolition/modification. They also recommend a PSI if excavation or subsurface utility relocation is required on any identified sites or in existing right-of-way adjacent to these sites.

The following sites along the project were determined to contain RECs (no specific parcel numbers were supplied by IDOT for these sites):

- Municipal Building, 1123 N. Main Street., Savanna, IL (2387V1-3) – Transformer, evidence of chemical use, possible ACM and lead paint.
- Vacant Commercial Building (former Thrift Store and Gas Station), 1203 North Main Street, Savanna, IL (2387V1-4) – Possible underground storage tank (UST) drum, potential ACM and lead paint.
- Residence, 1247 North Main Street, Savanna, IL (2387V1-8) – Potential lead paint and asbestos-containing material (ACM); aboveground storage tank (AST).
- Burlington Northern Santa Fe Railroad tracks (2387V1-10) – railroad signal box; spill.
- US 52 (2387V1-13) – Potential fill of unknown composition, evidence of chemical use; spill; transformers.
- Mississippi River (2387V1-14) – The river has been assessed as Category 5 “Non-attainment of water quality standards” and there have been multiple spills reported.

These sites containing RECs are within or adjacent to the proposed right-of-way for the Preferred Alternative and are included in the PESA Response (Appendix D). PSIs will be conducted during the design phase to determine the nature and extent of contaminations and any required mitigation measures. Based on preliminary information, no sites are anticipated to involve major special waste issues. In some cases, the portion of the project that involves a REC can be risk managed and not require additional assessment. If the affected property containing the REC is a full take, then the property is ineligible to be risk managed. If risk managing is not possible, a PSI is required to determine the nature and extent of possible contamination.

## **Part XII. Special Lands**

### **1. Section 4(f)**

- DeMinimis
- Programmatic
- Individual

#### **Description**

The Upper Mississippi River National Wildlife and Fish Refuge is the only Section 4(f) property that would be impacted by the project other than the U.S. 52/IL 64 historic bridge (See Part III Cultural Resources). IDOT and FHWA prepared Section 4(f) De Minimis Documentation justifying that the impacts to the Refuge would be minor and have no adverse effects (Appendix E). This documentation was reviewed by the USFWS and they concurred with the Section 4(f) De Minimis impact finding.

As discussed in the Section 4(f) De Minimis Documentation, the right-of-way for the new bridge and its approach along the causeway will require approximately 1.44 acres of Refuge property, which will result in a permanent use of a Section 4(f) property. In addition, during construction of the new bridge and the demolition of the existing bridge, temporary access will be required for construction equipment and vehicles. In the backwater portion of the Refuge, a temporary earth embankment causeway or prefabricated modular bridges (e.g., Bailey Bridge) will be used for construction access. This temporary access will result in the temporary use of approximately 3.67 acres of Refuge property. Within both the existing bridge/causeway right-of-way and the Refuge property, the Preferred Alternative will permanently impact a total of 0.43 acre of wetlands, 0.37 acre of forested wetlands (Wetland #10) and 0.06 acre of marsh (Wetland #11). It will also result in a total of 2.52 acres of temporary wetland impacts, 2.22 acres of forested wetlands (Wetland #10) and 0.30 acre of marsh (Wetland #11). The remaining areas that will be temporarily impacted consist primarily of backwater.

Although the project will result in the permanent use of 1.44 acres of Refuge property, this impact will be offset by transferring the 1.01 acres of right-of-way associated with the existing bridge to Refuge property, resulting in a net permanent use of only 0.43 acre. In addition, the actual loss of Refuge wildlife habitat associated with the viaduct portion of the new bridge will be limited primarily to the placement of the bridge piers and will, therefore, be significantly less than the actual loss of Refuge property needed for the new bridge right-of-way. Furthermore, this portion of the new bridge will include significantly fewer piers (5) than the existing bridge (16). To the extent practicable, the permanent wetland impacts will be mitigated on site along the location of the existing bridge after it has been removed. As previously mentioned, this area and the remaining right-of-way associated with the existing bridge will be transferred to Refuge property. The remaining permanent wetland impacts will be mitigated through off-site wetland creation. As for the 3.67 acres of temporary use and 2.52 acres of temporary wetland impacts, these areas will be restored to their original grade and hydrology and revegetated with native species. The project will also include a wildlife viewing area on the north side of the causeway where it connects with the bridge. This area will include parking spaces and provide views of the Refuge backwaters and wetlands.

A Public Notice was published on January 31, 2013, in the Savanna Times Journal, Northwestern Illinois Dispatch, Carroll County Mirror Democrat, Quad City Times, Bellevue Herald Leader, and Maquoketa Sentinel-Press. The Public Notice provided opportunities for the public to review and comment on the effects of the project on the activities, features, and attributes that quality the Refuge

for protection under Section 4(f). Comments were requested to be received by March 1, 2013. No comments were received.

The only other Section 4(f) property located near the project is Marquette Park, which is located at the southern end of the project in Savanna, IL between Randolph Street and Division Street along the Mississippi River shoreline (Appendix A, Exhibit 4-1). This one-acre city park includes boat ramps, picnic tables, a walkway, parking, and restrooms. The project will not directly impact this park, and proposed improvements to the IL 84 and Randolph Street intersection will not affect park access.

## **2. Section 6(f)**

### Description

The boat ramp located on the north end of Marquette Park and the Smiley's Division Street boat ramp located on the south end of Marquette Park are the only Section 6(f) resources located near the project area. The project will not impact either of these resources.

## **3. Open Space Lands Acquisition and Development (OSLAD) Act Lands**

### Description

There are no OSLAD Act Lands located in the project area.

## **4. Illinois Natural Area (INAI) Sites**

### Description

There are no INAI Sites located in the project area.

## **5. Nature preserves**

### Description

There are no nature preserves located in the project area.

## **6. Land & Water Reserves**

### Description

There are no land and water reserves located in the project area.

## **Part XIII. Indirect and Cumulative Impacts**

### **Indirect Impacts**

Indirect impacts are defined as the effects of the proposed project that occur at a different time or location from the direct impacts of the project. Typically, indirect impacts are associated with a project's potential to induce development. For roadway projects, this usually involves the creation of new or significantly improved access to areas that are relatively undeveloped. The new/improved access then has the potential to induce commercial, residential, and/or business development. The potential future impacts to natural, cultural, and socioeconomic resources that may be associated with the induced

development are then considered indirect impacts. Because this project will not result any new/improved access to undeveloped areas, no indirect impacts are anticipated.

### **Cumulative Impacts**

Cumulative impacts are defined as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions” (40 CFR § 1508.7).

No other past or present projects have been identified within the vicinity of this project. Other reasonable and foreseeable future projects include the following:

- IL 84 Reconstruction from the northern limit of this project to the Mississippi Palisades State Park. This project will include the overall reconstruction of IL 84, widening shoulders, and the realignment of some of the curves.
- U.S. 52 Truss Bridge Replacement in Sabula, Iowa.
- U.S. Army Corps of Engineers' ongoing maintenance and rehabilitation of Lock and Dam 13, Pool 13, and the navigation channel.
- Implementation of the 2006 Upper Mississippi River National Wildlife and Fish Refuge Comprehensive Conservation Plan for Pool 13.

The cumulative effect of adding this project's impacts with the potential impacts associated with the other reasonable and foreseeable future projects is expected to be negligible.

## **Part XIV. Environmental Commitments and Permits/Certifications Required**

### **1. Environmental Commitments**

- Prior to beginning of construction activities, the IDOT Bureau of Design & Environment shall submit documentation concerning the US 52/IL 64 Bridge over the Mississippi River to the Illinois SHPO to the standards of the Illinois Historic American Engineering Record at Level 3. The IDOT Bureau of Design & Environment shall coordinate the recordation with the Illinois SHPO. The Illinois SHPO must accept the documentation in writing prior to the demolition of the existing bridge.
- The 0.5 acre of upland forest impacted by the project will be replaced on a 1:1 ratio in accordance with IDOT policy “D&E-18 Preservation and Replacement Trees”. The location of the replacement site and the tree species to be used will be determined later in the project development process.
- This project will result in 0.43 acre of permanent wetland impacts and 2.52 acres of temporary wetland impacts within the refuge. The temporarily impacted wetland areas will be revegetated with wetland species. The area under the existing bridge will be used for on-site mitigation for about 0.2 acres of permanent impacts. The remaining 0.23 acre of permanent impacts will be mitigated by the construction of a compensation site near the project in Iowa (see Part X. Wetlands of the EA for mitigation ratios).

- So as to avoid impacting the little brown bats roosting inside the existing bridge, there will be a restriction on bridge demolition and tree clearing. Therefore, bridge demolition and tree clearing will only be allowed to occur after Sept. 30 and before April 1 of any given year.
- INHS has conducted additional surveys for bald eagle nests around the project area. The findings of these surveys will be presented in a report that is due October 1, 2014.
- Additional Bald Eagle surveys were conducted by the INHS to monitor nest locations and distance to the roadway. Currently, no Bald Eagle nests occur within 660 feet of the project area. If a new nest is built within 660 feet of the project area, then a Bald Eagle permit will be sought.
- In order to avoid potentially impacting the northern long-eared bat, tree clearing will be restricted to only occur after Sept. 30 and before April 1 of any given year.
- All temporary earth embankment causeways or bridges shall be removed after construction. These areas shall be returned to their original contours and reseeded with native wetland species (Class 4B and 5B).
- The existing piers will be removed to below the riverbed elevation thereby creating riverbed habitat that will offset the loss of riverbed habitat from the construction of the piers associated with the new bridge.
- Best management practices (BMPs), cofferdams around the piers, and temporary viaducts over the backwaters of the Refuge on the west end of the bridge will be utilized during construction to protect water quality and minimize the short and long-term impacts of the project. Efforts will be made to divert runoff from the construction site from directly entering the Mississippi River during and after construction where possible. River banks and roadside ditches disturbed by construction will be revegetated immediately following construction. Raw banks will be mulched or protected with blankets until the vegetation is established. Design, construction, and operational features will be included in the final plans to minimize highway runoff into the Mississippi River.
- During the design phase, a survey will be conducted for karst features and potential groundwater routes. If needed, stormwater retention basins and/or diversion ditches could be developed that would prevent roadway runoff from entering any potential groundwater routes or karst features.
- The PESA report identified sites within the project area that were determined to contain RECs. The PESA Response Form identified sites that will be impacted by or are adjacent to the proposed construction. A PSI will be performed for the affected sites during the final design phase. In some cases, the portion of the project that involves a REC can be risk managed and not require additional assessment. If the affected property containing the REC is a full take, then the property is ineligible to be risk managed. If risk managing is not possible, a PSI is required to determine the nature and extent of possible contamination. The PESA will be re-validated prior to conducting the PSI. Special waste issues encountered during construction, and not otherwise identified in a special provision, will be managed in accordance with the IDOT "Standard Specifications for Road and Bridge Construction and Supplemental Specifications and Recurring Special Provisions".

## **2. Permits/Certifications Required**

The following permits will be required for this project:

- Section 404 Permit (U.S. Army Corps of Engineers);
- Section 9 Permit (U.S. Coast Guard);
- Section 10 Permit (U.S. Army Corps of Engineers);
- Section 401 Certification (Illinois Environmental Protection Agency);
- Section 402 National Pollutant Discharge Elimination System (NPDES) Construction Permit (Illinois Environmental Protection Agency);
- Floodway Construction Permit (Illinois Department of Natural Resources Office of Water Resources);
- Section 401 Certification (Iowa Department of Natural Resources);
- Section 402 National Pollutant Discharge Elimination System (NPDES) Construction Permit (Iowa Department of Natural Resources); and
- Floodplain Permit (Iowa Department of Natural Resources).

## **Part XV. Public Involvement**

### **1. Public Open House Meeting #1**

The public open house meeting for the project was held on Wednesday, June 27, 2012 at the West Carroll Primary School, 2215 Wacker Road, Savanna, Illinois from 1 to 6 p.m. The meeting was an open house format with a continuous PowerPoint presentation, exhibit boards for review, and large scale aerials and plans of the study area to which meeting attendees were encouraged to provide suggestions for the development of project alternatives, and also identify issues and concerns. The meeting was attended by 94 people, and 14 comment forms were received (See Section V. Comments).

### **2. Public Hearing**

A Public Hearing will be held for the project in 2014.

## **Part XVI. Agency Coordination**

Coordination with the following agencies has occurred during the development of this Environmental Assessment:

- February 15, 2011 – NEPA/Section 404 Merger Meeting (Introduction of the project). Agencies in attendance were U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, Illinois Department of Natural Resources, and Illinois Department of Agriculture.
- September 15, 2011 - SHPO Concurrence to no impacts to any archeological properties
- March 2, 2012 – NEPA/Section 404 Merger Meeting (Concurrence on Purpose and Need; project removed from NEPA/404 Process). Agencies in attendance were U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, Illinois Department of Natural Resources, and Illinois Department of Agriculture.
- June 13, 2012 – U.S. Coast Guard (Concurrence on shifting navigation channel)

- June 27, 2012 - IDOT's letter to USFWS regarding federally listed threatened and endangered species in Illinois and roosting bats.
- July 25, 2012 – USFWS email in response to IDOT's June 27, 2012 letter regarding the survey of roosting bats on the bridge (coordination regarding bridge removal and potential impacts to little brown bat habitat).
- July 31, 2012 – IDNR concurs with IDOT's June 27, 2012 letter to USFWS regarding threatened and endangered species.
- September 25, 2012 – Section 106 Tribal/Consulting Party Coordination (FHWA letter to Tribes)
- February 6, 2013 – IDNR letter regarding their review of EcoCAT information and their determination that adverse effects are unlikely.
- February 27, 2013 – IDOT's letter to USFWS regarding Iowa listed threatened and endangered species.
- March 11, 2013 – Iowa DOT's email regarding wetland mitigation ratios.
- April 8, 2013 – USFWS email in response to IDOT's June 27, 2012 and February 27, 2013 letters regarding federally threatened and endangered species. USFWS concurred with IDOT's determinations that the project will have no effect on federally listed species, excluding mussels and the northern long-eared bat, and, as a result, there is no need for further action on this project with regard to those species discussed in their email.
- May 23, 2013 - IHPA's concurrence of IDOT's letter dated April 29, 2013 regarding IDOT's determination that the project would have an adverse effect on the historic US 52/IL 64 bridge.
- June 21, 2013 – USFWS letter concurring with IDOT's Section 4(f) De Minimis impact finding.
- January 22, 2014 – IDOT's letter to the USFWS, with a copy of the letter going to IDNR, requesting their concurrence on their findings that the project will have no effect on mussels and may affect, but not likely to adversely affect the northern long-eared bat.
- January 24, 2014 – IDNR concurs with IDOT's January 22, 2014 letter regarding their findings that the project will have no effect on mussels and may affect but not likely to adversely affect the northern long-eared bat.
- February 3, 2014 – USFWS letter concurring with IDOT's January 22, 2014 letter regarding their findings that the project will have no effect on mussels and may affect but not likely to adversely affect the northern long-eared bat.

Copies of the correspondence with these agencies is provided in Appendix F.

## **SECTION V. COMMENTS**

At Public Open House Meeting #1, 14 comment forms were received. The 14 comment forms submitted covered a variety of topics, with the most predominant themes including:

- Support for the tied-arch bridge option (in 5 comments).
- Support for the cable-stayed bridge option (in 4 comments).
- Supportive of a new bridge (in 4 comments).
- Remove old homes near bridge site (in 3 comments).
- Keep old bridge open during construction (in 2 comments).
- Impacts to property (in 2 comments).
- Need for Iowa bridge improvements (in 2 comments).
- Include width for bike lanes (in 2 comments).
- Concerns about animal habitats (in 2 comments).
- Preserve the bridge marker/plaque (in 2 comments).

Additional comment topics included the importance of the bridge to the local economy, opposition to an open grate bridge deck, concerns about drainage along IL 84, and that wider lanes may cause speeding and increase accidents. IDOT sent response letters to all individuals who submitted a comment form.

## **SECTION VI. REFERENCES**

IDNR, 2009 Illinois Department of Natural Resources, Fisheries Division. Fisheries Data 1987-2009.

Illinois State Geological Survey (2010). "Geology of Illinois," Chapter 28 – Karst Terrane, Kolata, Dennis R., and Nimz, Cheryl K. eds., University of Illinois-Champaign – Urbana, pps 432 – 442."

INHS, 2011 Wetland Delineation Report, U.S. 52/IL 64 (FAP 17) Carroll County, Illinois and Jackson County, Iowa. Wetland Science Program, Illinois Natural History Survey. November 2011.

INHS (Merritt, Joseph F.) Memo to Thomas Brooks (IDOT) regarding U.S. 52/IL 64 (FAP 17) bat survey. June 1, 2012.

INHS, 2012 Freshwater Mussels of the Mississippi River at the Savanna-Sabula US 52/IL 64 Bridge, Carroll County, Illinois. Prairie Research Institute, Illinois Natural History Survey. November 2012.

ISGS, 2011 Preliminary Environmental Site Assessment, Final Report (ISGS #2387), U.S. 52/IL 64 (FAP 17) Carroll County, Illinois and Jackson County, Iowa. Illinois State Geological Survey. August 23, 2011.

ISGS, 2014 Preliminary Environmental Site Assessment, Final Report (ISGS #2387V1), U.S. 52/IL 64 (FAP 17) Carroll County, Illinois and Jackson County, Iowa. Illinois State Geological Survey. June 26, 2014.

USFWS, 2006 Final Environmental Impact Statement (FEIS) and Comprehensive Conservation Plan for the Upper Mississippi River National Wildlife and Fish Refuge. July 2006.  
<http://www.fws.gov/midwest/planning/uppermiss/feis/FinalEIS.pdf>.

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USFWS, 2012 <http://www.fws.gov/midwest/News/release.cfm?rid=515>.

USFWS, 2012 <http://www.fws.gov/midwest/Endangered/clams/spectaclecase/SpectaclecaseFactSheetMarch2012.html>.

USFWS, 2012 <http://www.fws.gov/midwest/Endangered/clams/sheepnose/SheepnoseFactSheetMarch2012.html>.

## **SECTION VII. APPENDICES**

- A. Exhibits
- B. Section 106/Section 4(f) Documentation of Adverse Effects and Memorandum of Agreement
- C. Wetland Impact Evaluation Form
- D. PESA Response
- E. Section 4(f) De Minimis Documentation
- F. Agency Coordination

# ***U.S. 52/IL 64 over the Mississippi River Environmental Assessment***

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## **Appendix A Exhibits**

- Exhibit 1-1 Project Location
- Exhibit 3-1 Bridge Alignment Alternatives
- Exhibit 3-2 Proposed Bridge Alignment
- Exhibit 3-3 Proposed Tied Arch Bridge
- Exhibit 3-4 Plan and Profile and Typical Sections
- Exhibit 3-5 Bridge and Navigation Channel
- Exhibit 4-1 Environmental Features
- Exhibit 4-2 Demographic Boundary Map
- Exhibit 4-3 Proposed Right-of-Way and Proposed Temporary Easement
- Exhibit 4-4 Savanna Zoning Map

Exhibit 1-1  
 US 52/IL 64 Over The Mississippi River  
**PROJECT LOCATION MAP**

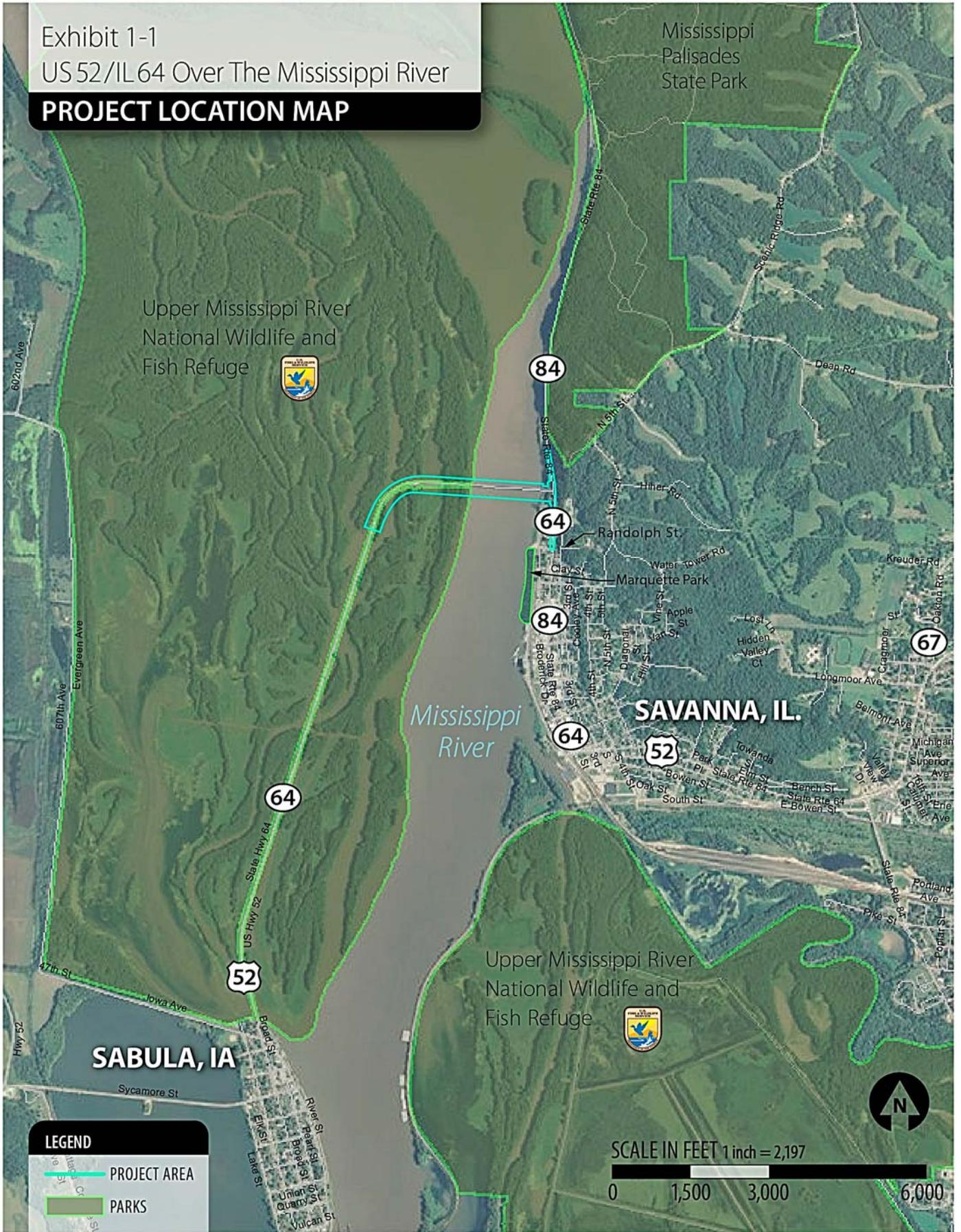


Exhibit 3-1  
US 52/IL 64 Over The Mississippi River

**BRIDGE ALIGNMENT ALTERNATIVES**

Iowa

Illinois

Existing Bridge

Burlington Northern  
Sante Fe Railroad

ALT 1

ALT 2

ALT 5

ALT 6

ALT 3

ALT 4

US 52

US 52/IL 64

52 64

84  
IL 84

52

CALHOUN ST.

64

84

RANDOLPH ST.

US 52/IL 64/IL 84

Mississippi  
River



SCALE IN FEET  
0 250 500

Exhibit 3-2  
US 52 / IL 64 Over The Mississippi River

**PROPOSED BRIDGE ALIGNMENT**

Iowa

Burlington Northern  
Sante Fe Railroad

Illinois

Existing  
Bridge

Proposed  
Bridge

US 52

US 52 / IL 64

52 64

84

IL 84

52

64

84

US 52 / IL 64 / IL 84

CALHOUN ST.

RANDOLPH ST.

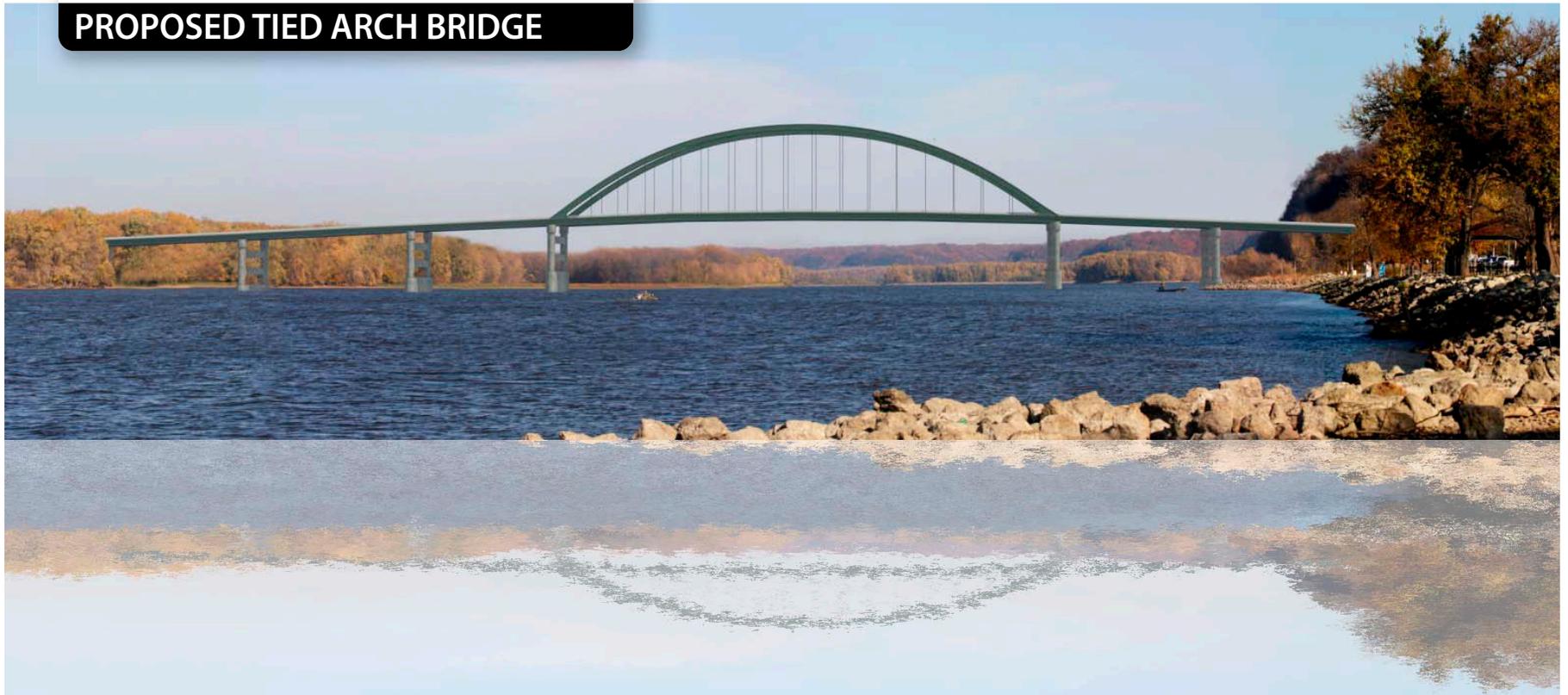
Mississippi  
River



SCALE IN FEET  
0 250 500

Exhibit 3-3  
US 52/IL 64 Bridge Project

**PROPOSED TIED ARCH BRIDGE**





FILE NAME = P:\647512-US-52\CIVIL\Sheet\Brdge Project\Plan & Profile\200111\_KeyPlan.dgn

US 52 IL 64/84  
SAVANNA, ILLINOIS

USER NAME = p005313a	DESIGNED - OCS	REVISED -
PLOT SCALE = 14400.0000' / Ft.	DRAWN - OCS	REVISED -
PLOT DATE = 11/22/2013	CHECKED - JCC	REVISED -
	DATE - 11/22/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

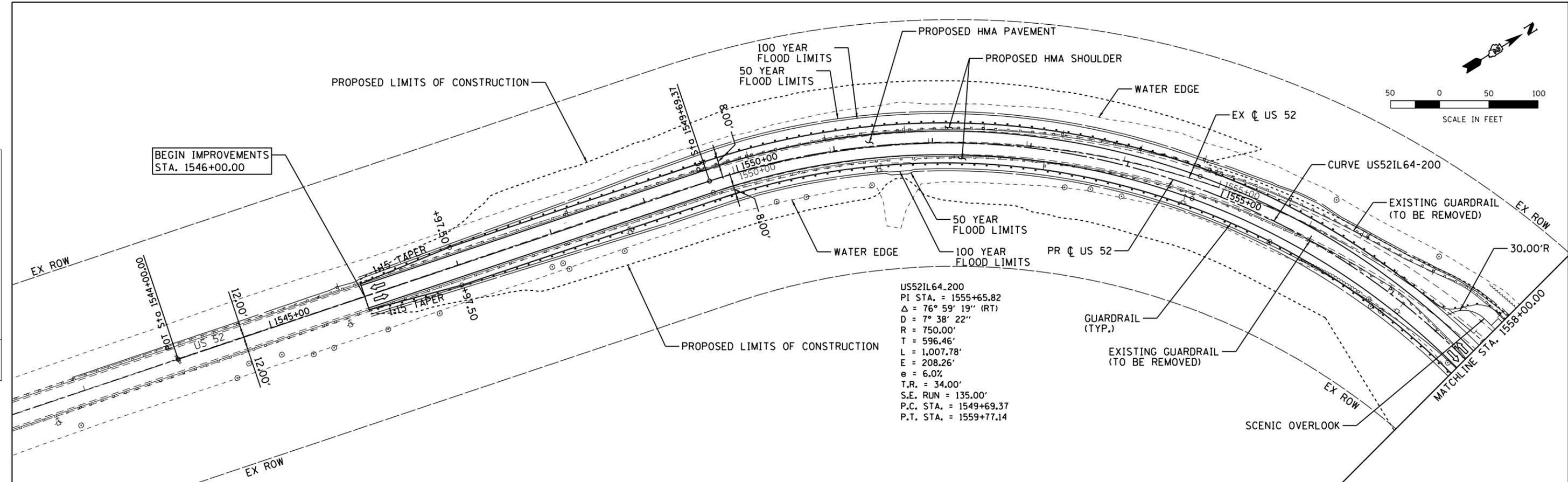
SHEET KEY				
SCALE: 1"=1200'	SHEET NO.	OF SHEETS	STA.	TO STA.

Exhibit 3-4  
(Page 1 of 10)

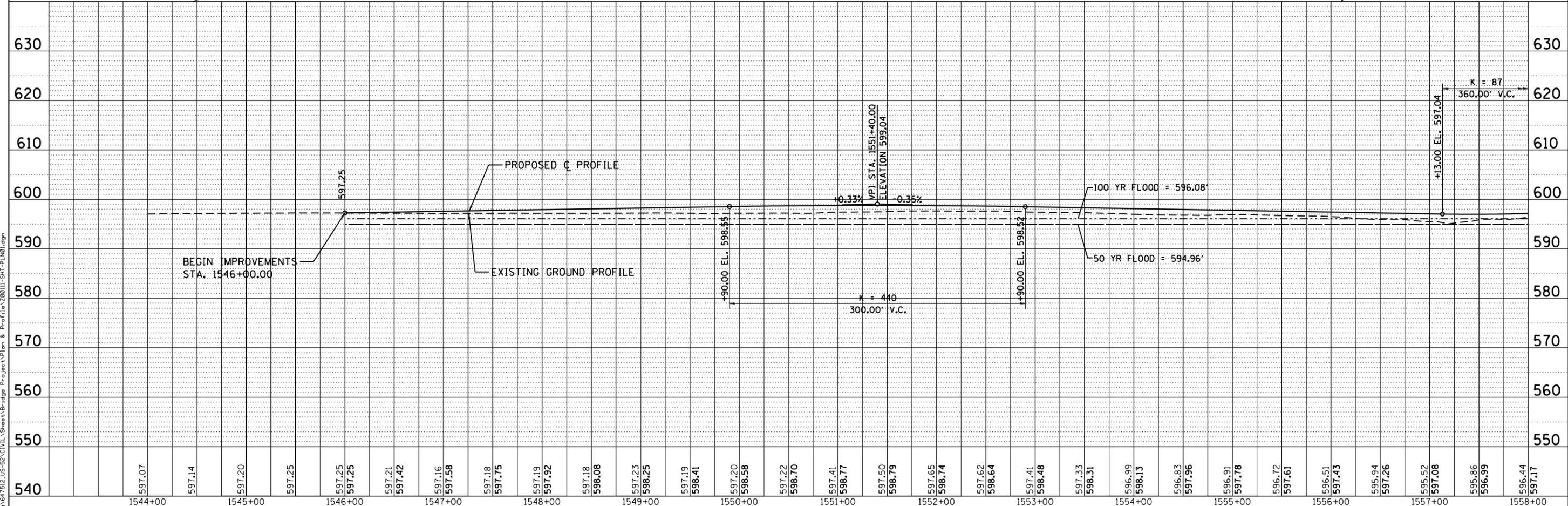
**PRELIMINARY**

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	PLOTTED		
	NOTE BOOK		
	NO.		
	CHECKED		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		
	NO.		
	CHECKED		
	FILE NAME		



US52IL64-200  
 PI STA. = 1555+65.82  
 $\Delta = 76^\circ 59' 19''$  (RT)  
 $D = 7^\circ 38' 22''$   
 $R = 750.00'$   
 $T = 596.46'$   
 $L = 1,007.78'$   
 $E = 208.26'$   
 $e = 6.0\%$   
 $T.R. = 34.00'$   
 $S.E. RUN = 135.00'$   
 $P.C. STA. = 1549+69.37$   
 $P.T. STA. = 1559+77.14$



FILE NAME = P:\647812-US-52\CIVIL\Sheet\B-Edge\_Profile\Plan & Profile\20011-SHT-PL100.dgn

USER NAME = p005313a	DESIGNED - OCS	REVISD -
	DRAWN - OCS	REVISD -
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PLOT DATE = 11/20/2013	DATE - 11/22/2013	REVISD -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

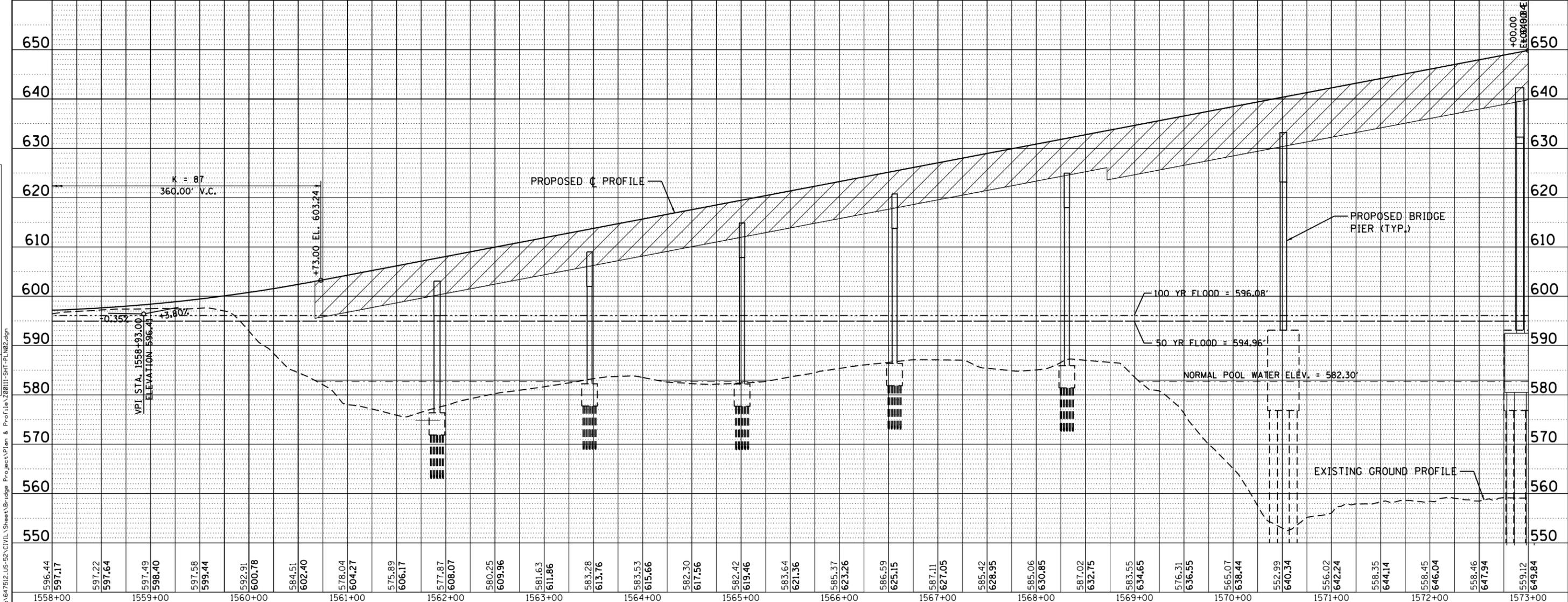
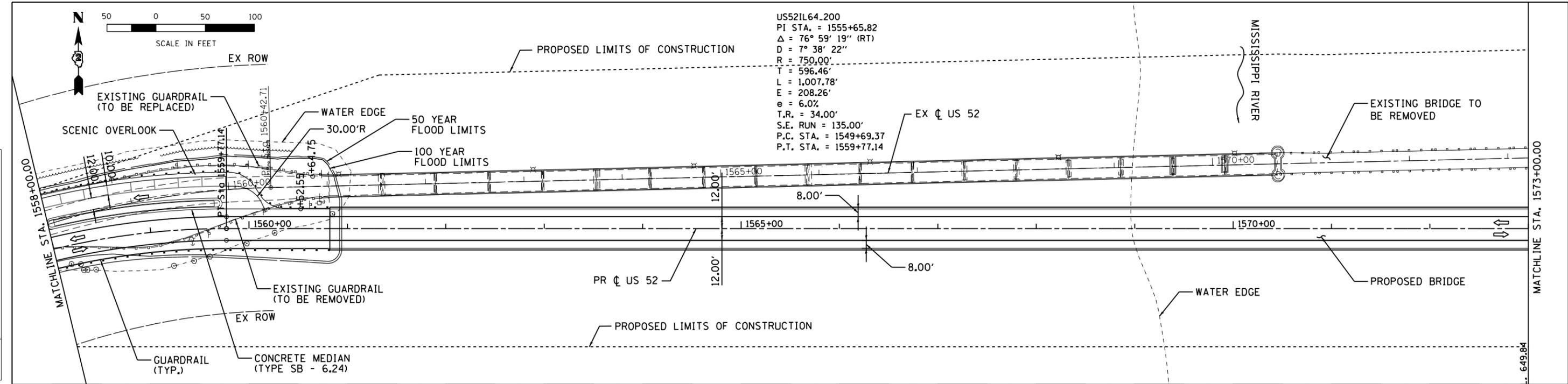
PLAN AND PROFILE  
 SCALE: 1"=100' SHEET NO. 01 OF 16 SHEETS STA. 1546+00.00 TO STA. 1558+00.00

Exhibit 3-4  
 (Page 2 of 10)

PRELIMINARY

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO.		
	NO.		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		
	NO.		
	NO.		



596.44	1558+00
597.17	1558+00
597.22	1559+00
597.64	1559+00
597.49	1559+00
598.40	1559+00
597.58	1559+00
599.44	1559+00
592.91	1560+00
600.78	1560+00
584.51	1560+00
602.40	1560+00
578.04	1561+00
604.27	1561+00
575.89	1561+00
606.17	1561+00
577.87	1562+00
608.07	1562+00
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609.96	1562+00
581.63	1563+00
611.86	1563+00
583.28	1563+00
613.76	1563+00
583.53	1564+00
615.66	1564+00
582.30	1564+00
617.56	1564+00
582.42	1565+00
619.46	1565+00
583.64	1565+00
621.36	1565+00
585.37	1566+00
623.26	1566+00
586.59	1566+00
625.15	1566+00
587.11	1567+00
627.05	1567+00
585.42	1568+00
628.95	1568+00
585.06	1568+00
630.85	1568+00
587.02	1569+00
632.75	1569+00
583.55	1569+00
634.65	1569+00
576.31	1570+00
636.55	1570+00
565.07	1571+00
638.44	1571+00
552.99	1571+00
640.34	1571+00
556.02	1572+00
642.24	1572+00
558.35	1572+00
644.14	1572+00
558.45	1572+00
646.04	1572+00
558.46	1573+00
647.94	1573+00
559.12	1573+00
649.84	1573+00

USER NAME = p005313a	DESIGNED - OCS	REVISD -
PLOT SCALE = 100.0000' / 1"	DRAWN - OCS	REVISD -
PLOT DATE = 11/20/2013	CHECKED - JCC	REVISD -
	DATE - 11/22/2013	REVISD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**  
SCALE: 1"=100' SHEET NO. 02 OF 16 SHEETS STA. 1558+00.00 TO STA. 1573+00.00

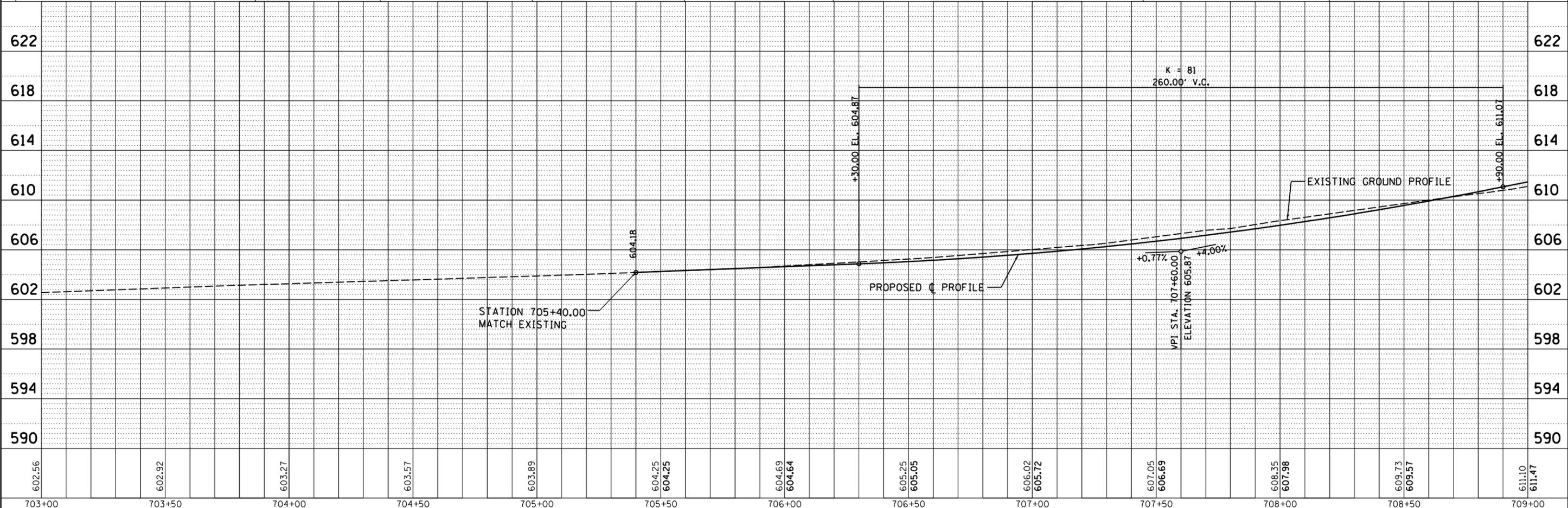
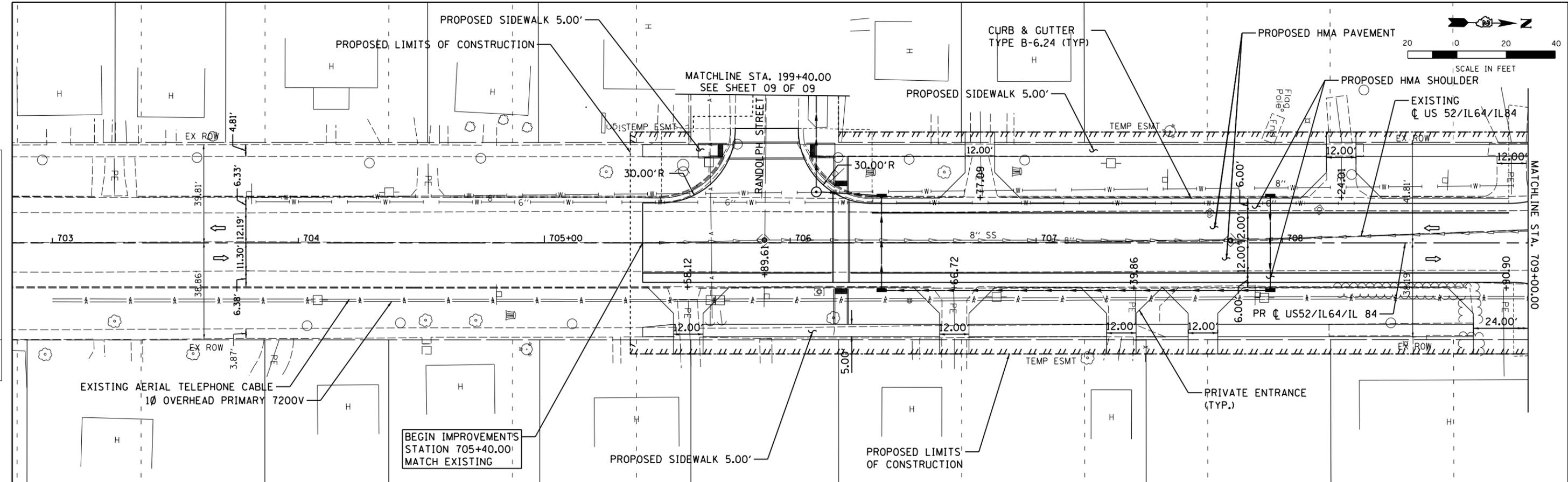
Exhibit 3-4  
(Page 3 of 10)

**PRELIMINARY**



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	NOTED		
	CHECKED		
	DESIGNED		
	DRAWN		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	GRADES		
	CHECKED		
	DESIGNED		
	DRAWN		
	FILE NAME		



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PLOT SCALE = 480.0000' / ft.	DRAWN - OCS	REVISED -
PLOT DATE = 11/20/2013	CHECKED - JCC	REVISED -
	DATE - 11/22/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**  
SCALE: 1"=20' SHEET NO. 04 OF 16 SHEETS STA. 705+48.00 TO STA. 709+00.00

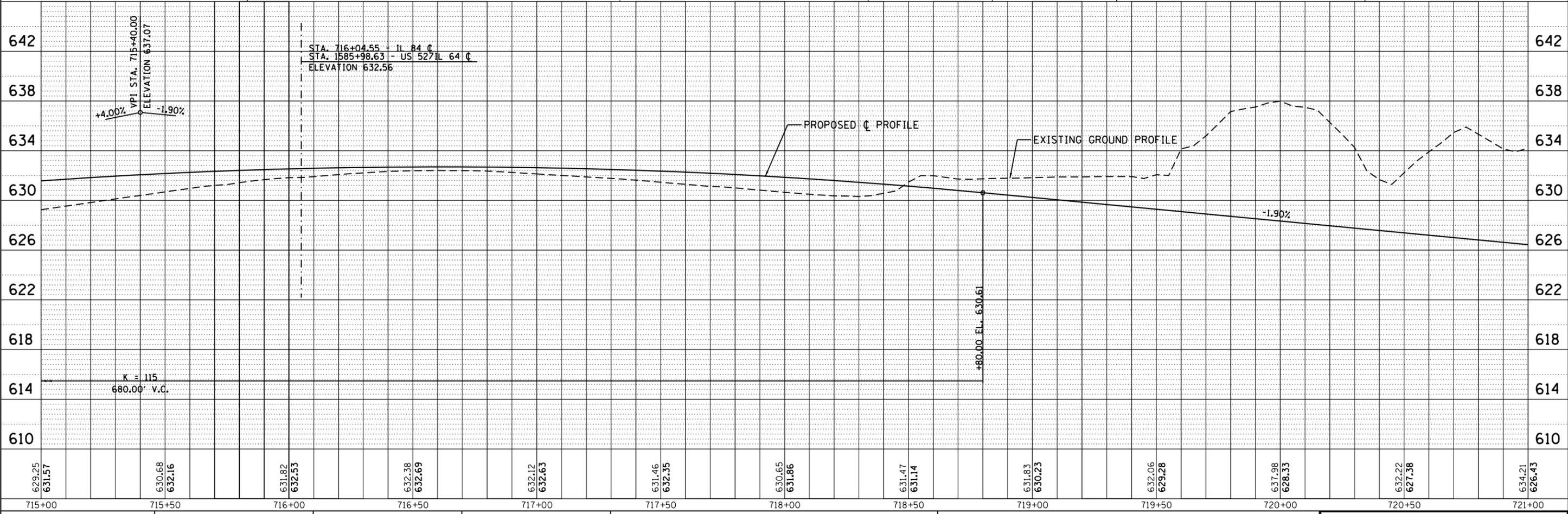
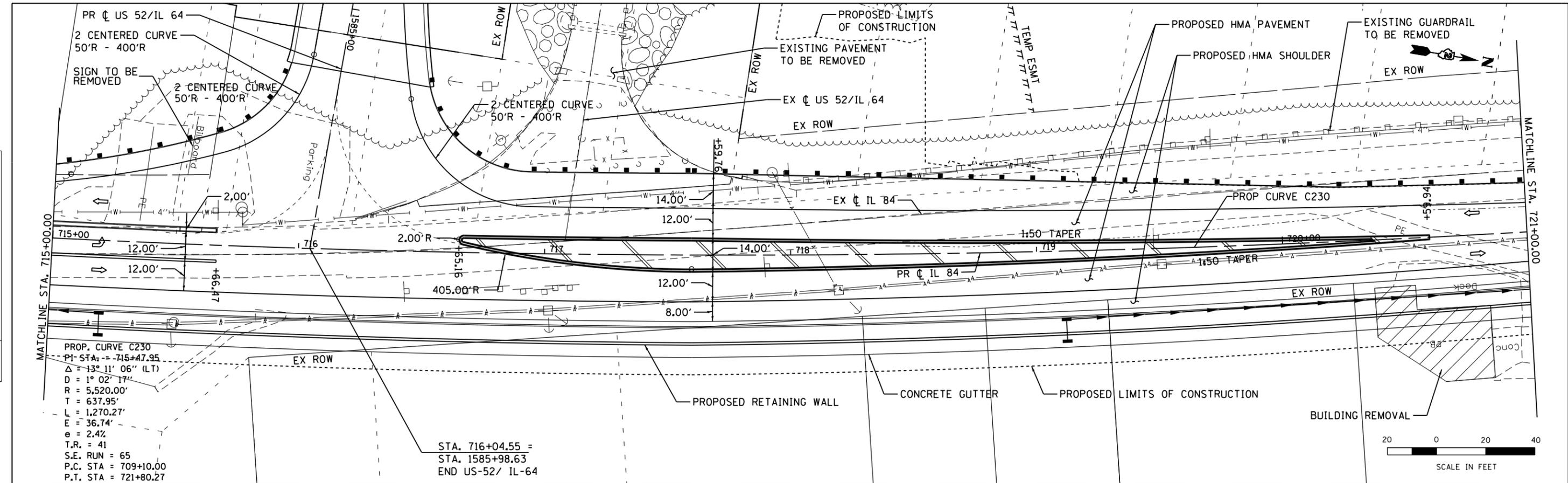
Exhibit 3-4  
(Page 5 of 10)

**PRELIMINARY**



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	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO.	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE	
	NOTATIONS CHECKED	
	NO.	
	FILE NAME	



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PLOT SCALE = 40.0000' / in.	DRAWN - OCS	REVISED -
PLOT DATE = 11/20/2013	CHECKED - JCC	REVISED -
	DATE - 11/22/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE  
SCALE: 1"=20'  
SHEET NO. 06 OF 16 SHEETS  
STA. 715+00.00 TO STA. 721+00.00

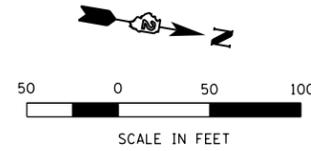
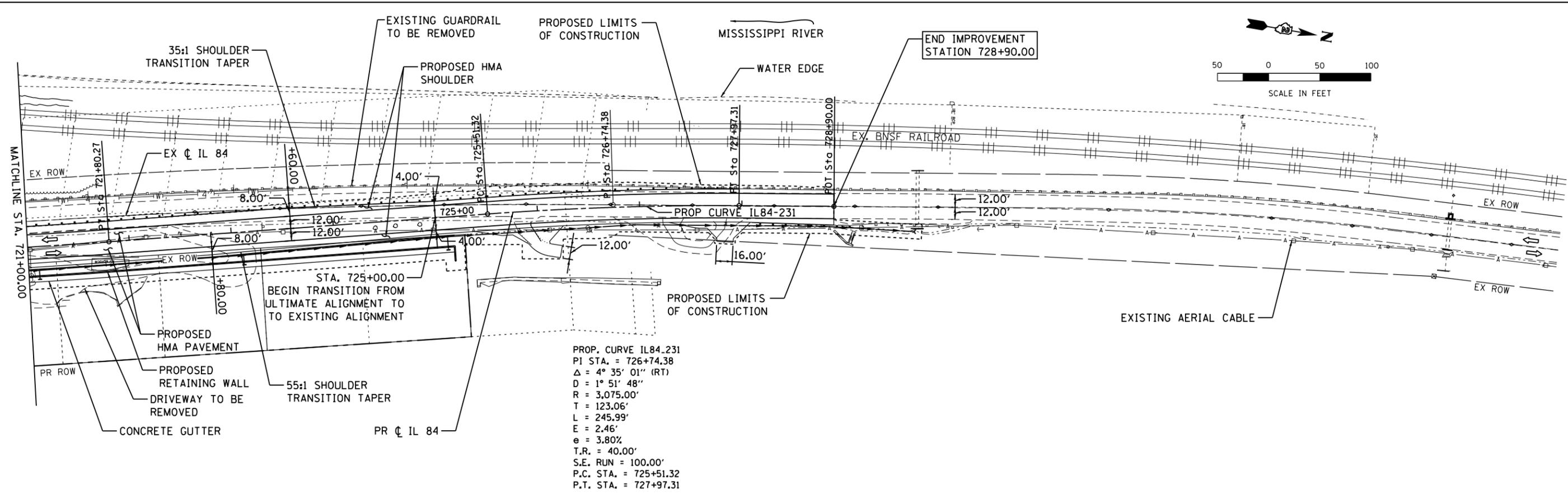
Exhibit 3-4  
(Page 7 of 10)

PRELIMINARY

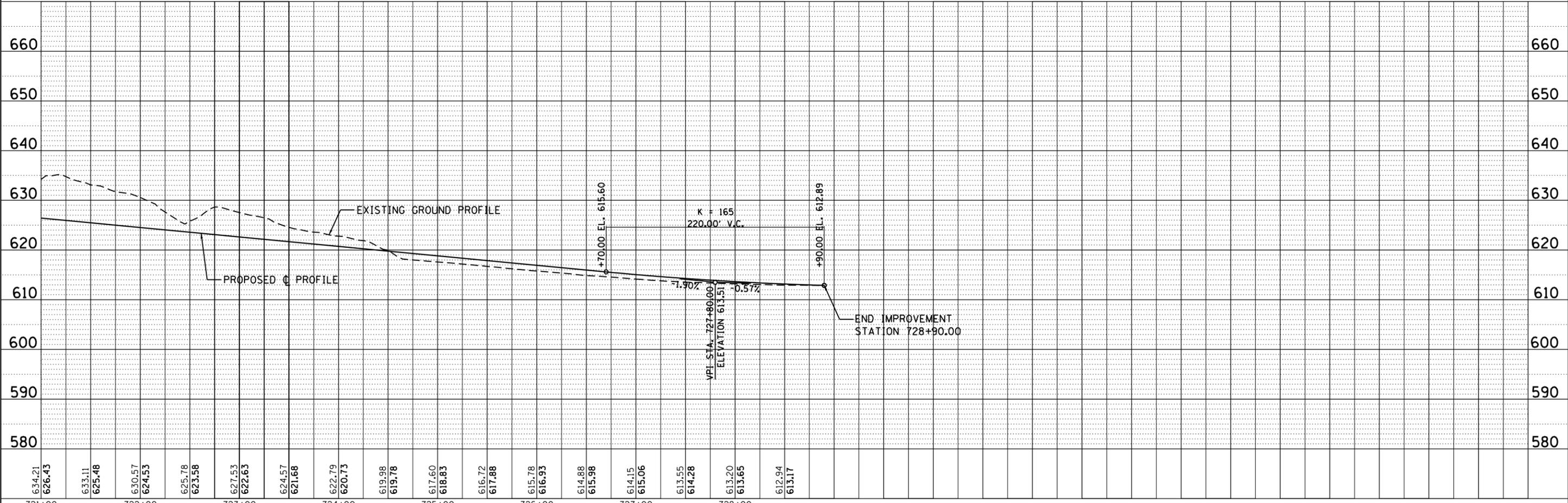
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	CHECKED		
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PROFILE	SURVEYED	BY	DATE
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	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		

FILE NAME = P:\647812\_US-52\CIVIL\Sheet\B-ridge\Project\Plan & Profile\20011-SHT-PL107.dgn



PROP. CURVE IL84.231  
 PI STA. = 726+74.38  
 $\Delta = 4^\circ 35' 01''$  (RT)  
 $D = 1^\circ 51' 48''$   
 $R = 3,075.00'$   
 $T = 123.06'$   
 $L = 245.99'$   
 $E = 2.46'$   
 $e = 3.80\%$   
 $T.R. = 40.00'$   
 $S.E. RUN = 100.00'$   
 $P.C. STA. = 725+51.32$   
 $P.T. STA. = 727+97.31$



USER NAME = p005313a	DESIGNED - OCS	REVISED -
	DRAWN - OCS	REVISED -
PLOT SCALE = 100.0000' / 1"	CHECKED - JCC	REVISED -
PLOT DATE = 11/20/2013	DATE - 11/22/2013	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

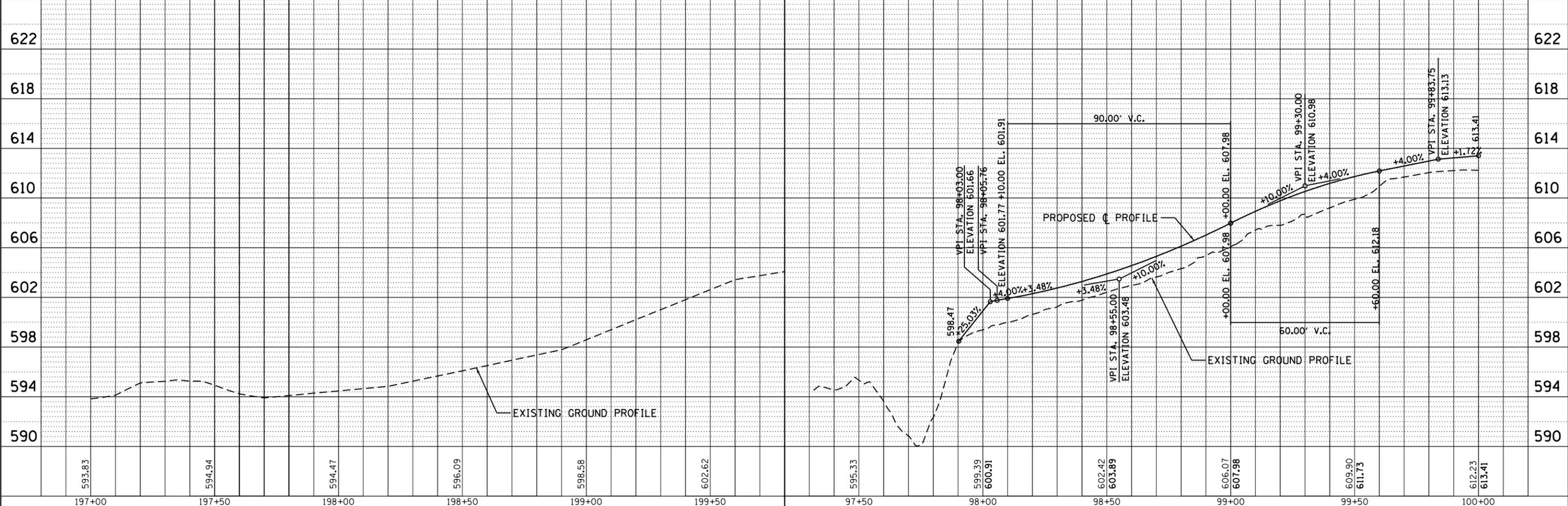
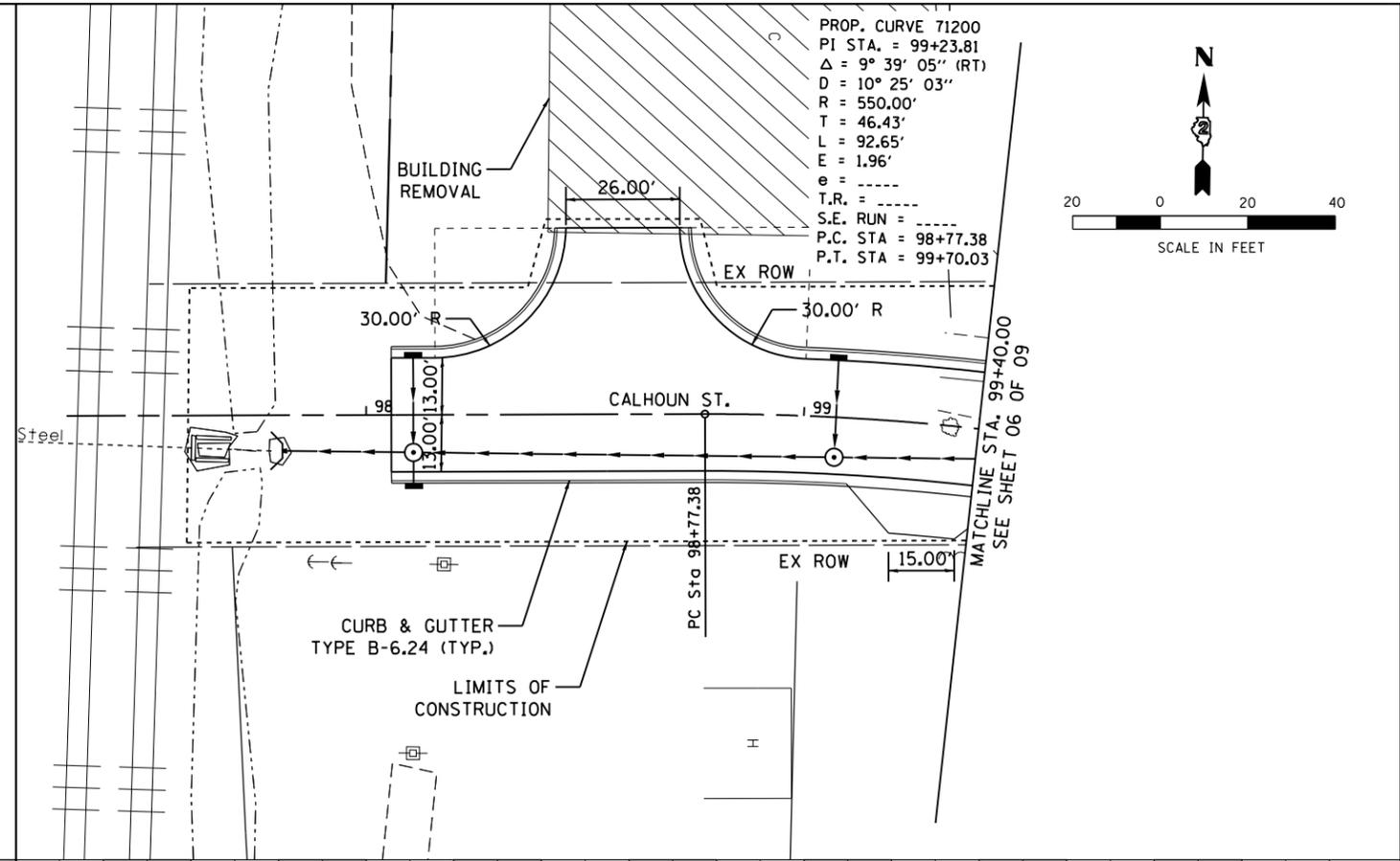
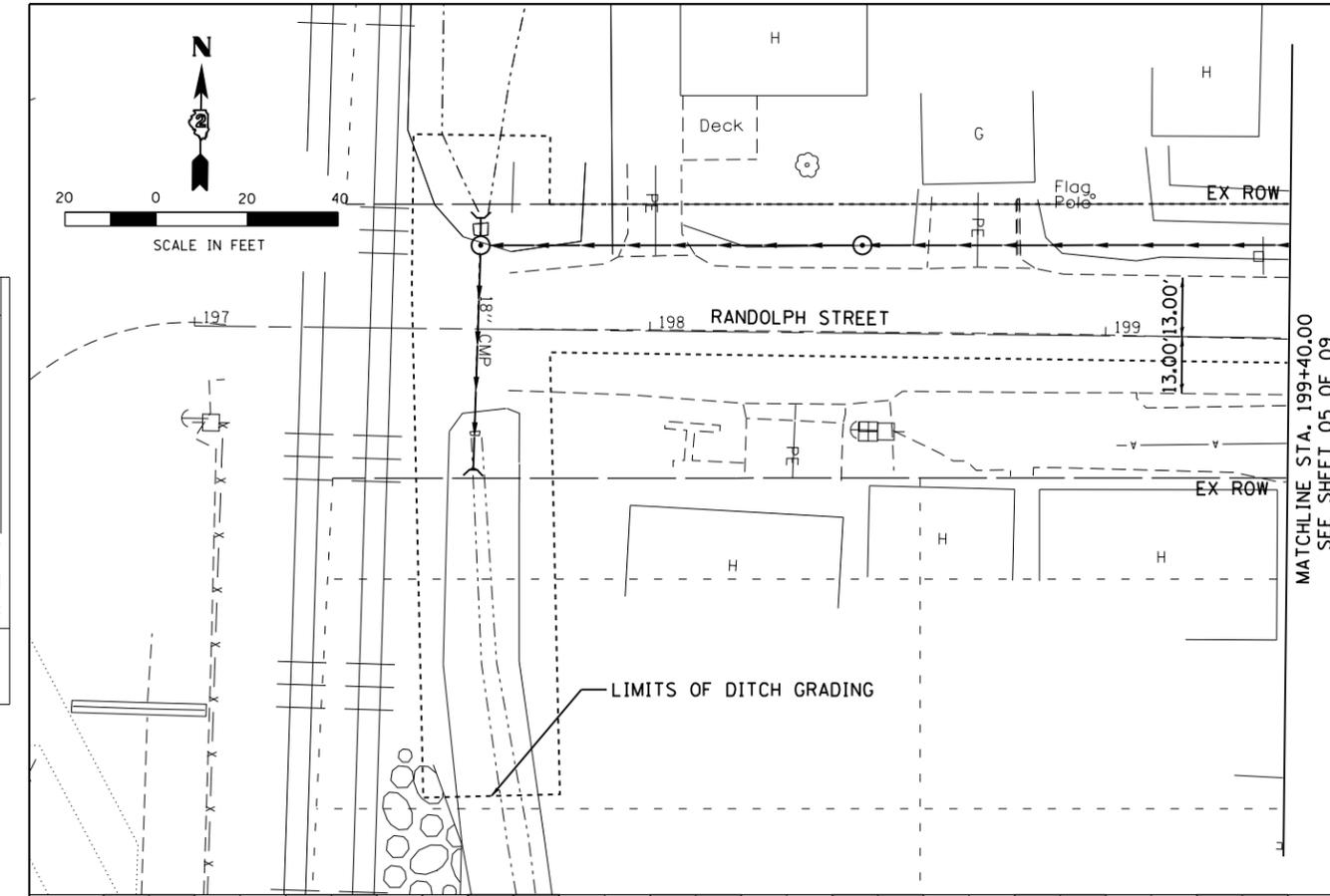
PLAN AND PROFILE  
 SCALE: 1"=100' SHEET NO. 07 OF 16 SHEETS STA. 721+00.00 TO STA. 728+90.00

Exhibit 3-4  
 (Page 8 of 10)

**PRELIMINARY**

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		
	CHECKED		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		
	CHECKED		
	FILE NAME		



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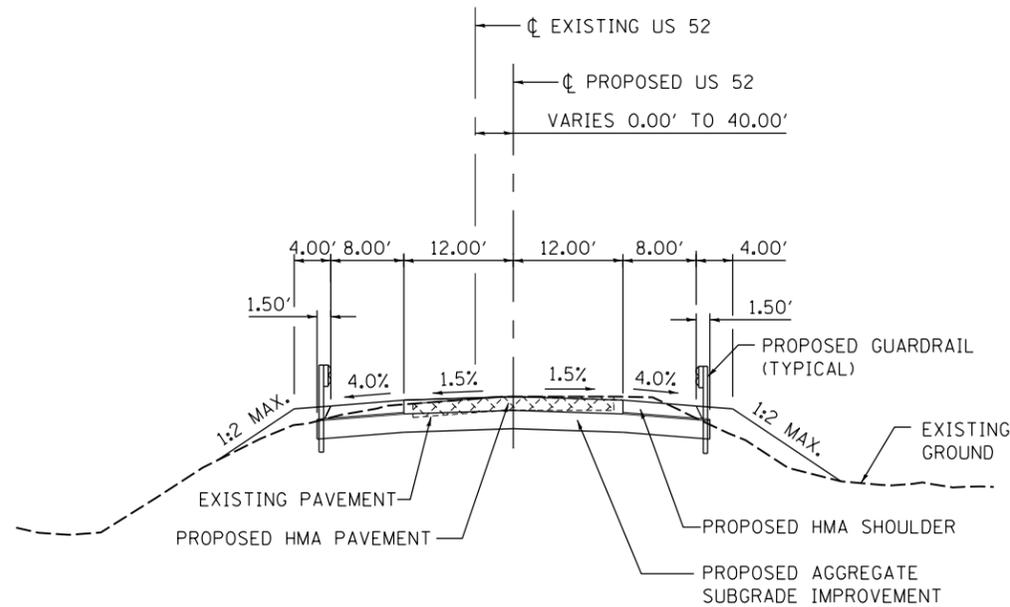
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	DATE - 11/22/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

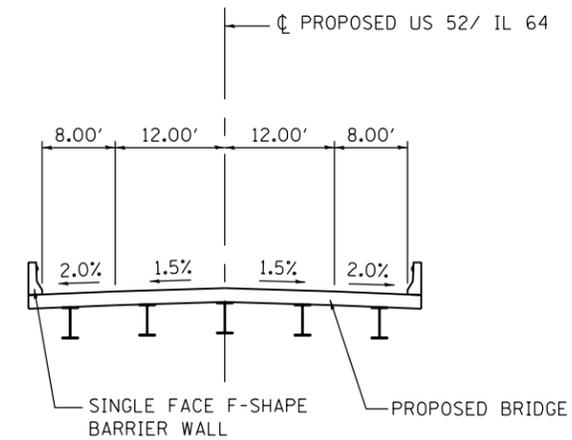
PLAN AND PROFILE  
SCALE: 1"=20' SHEET NO. 09 OF 16 SHEETS STA. TO STA.

Exhibit 3-4  
(Page 9 of 10)

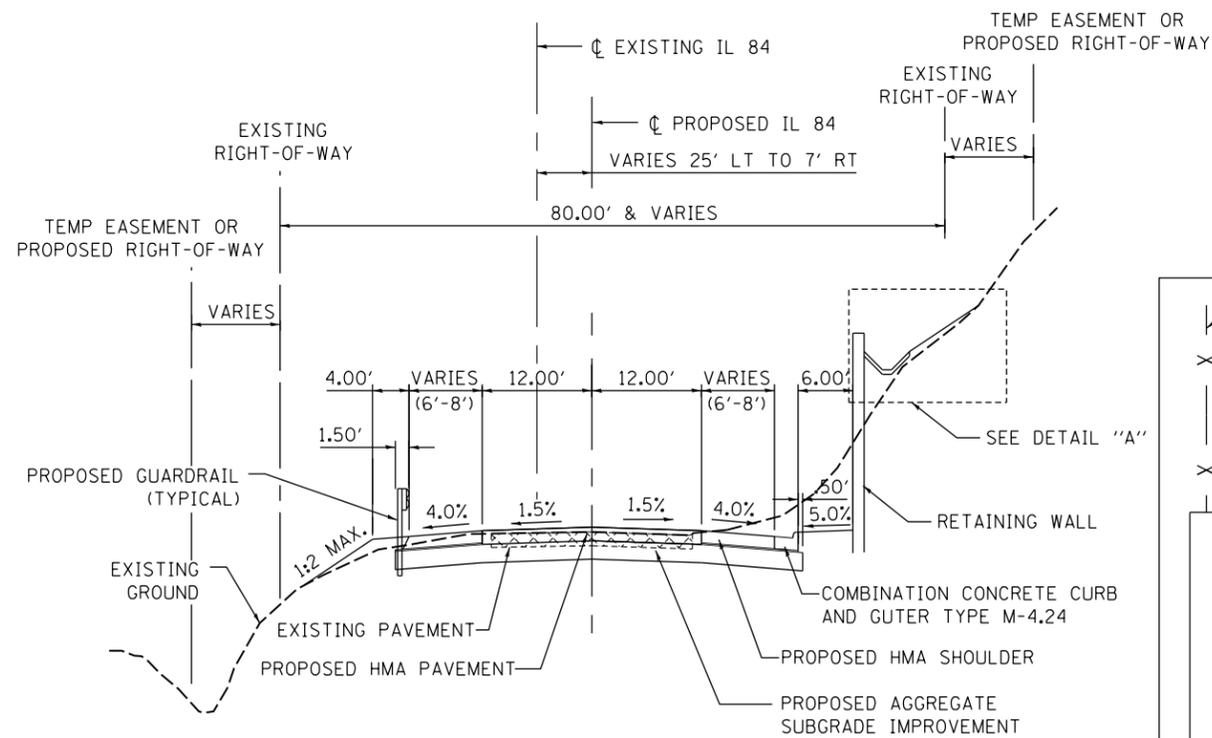
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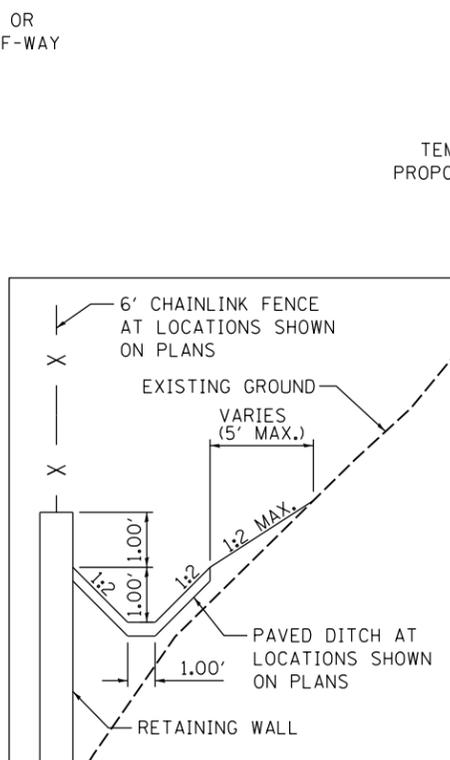
**PROPOSED TYPICAL SECTION  
CAUSEWAY  
US 52 (WEST OF BRIDGE)**



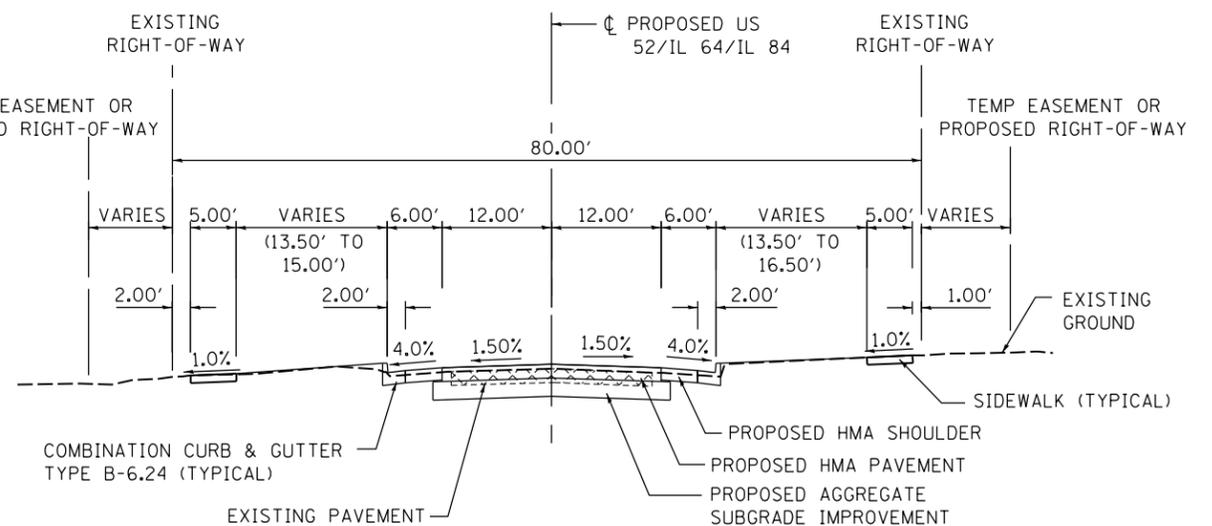
**PROPOSED TYPICAL SECTION  
ON BRIDGE**



**PROPOSED TYPICAL SECTION  
US 52/IL 64/IL 84  
CALHOUN STREET TO NORTH PROJECT LIMIT (EAST OF BRIDGE)**



**DETAIL "A"**



**PROPOSED TYPICAL SECTION  
US 52 / IL 64 / IL 84  
RANDOLPH STREET TO CALHOUN STREET (EAST OF BRIDGE)**

FILE NAME = P:\A47512\US-52\CIVIL\Sheet\Bridges\Project\Plan & Profile\A200111-SHT-TYP-02.dgn

USER NAME = p005313a	DESIGNED - OCS	REVISED -
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PLOT DATE = 11/12/2013	CHECKED - JCC	REVISED -
	DATE - 04/30/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS				
SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.

**Exhibit 3-4  
(Page 10 of 10)**

**PRELIMINARY**

Exhibit 3-5  
US 52/IL 64 Over The Mississippi River

**BRIDGE AND NAVIGATION CHANNEL**

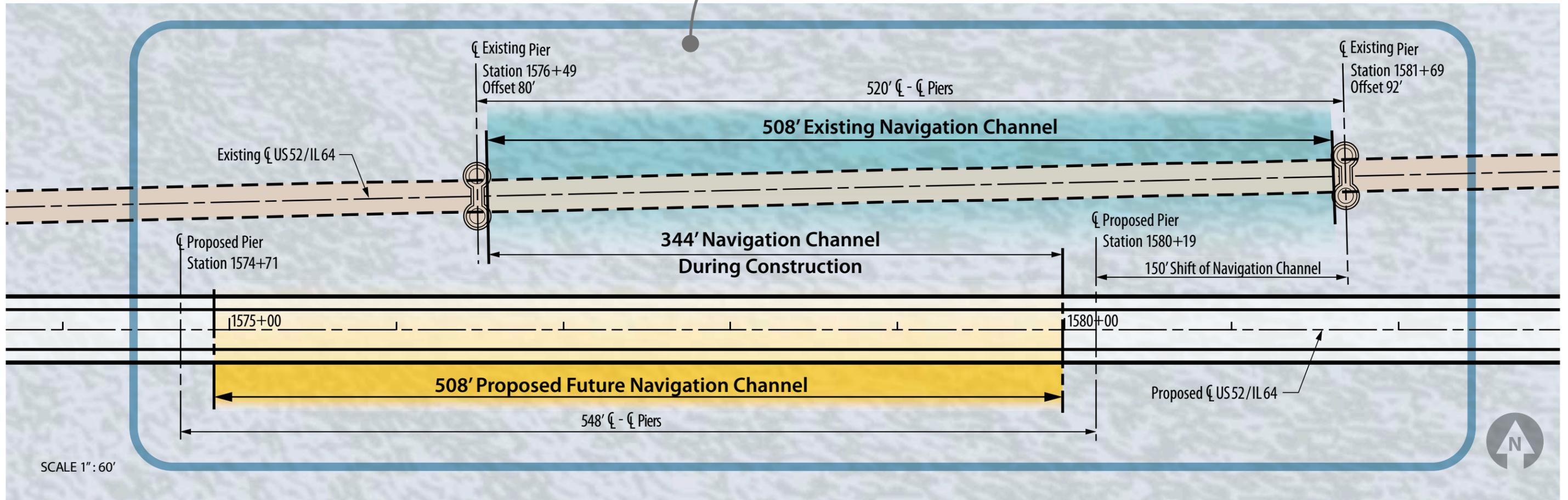
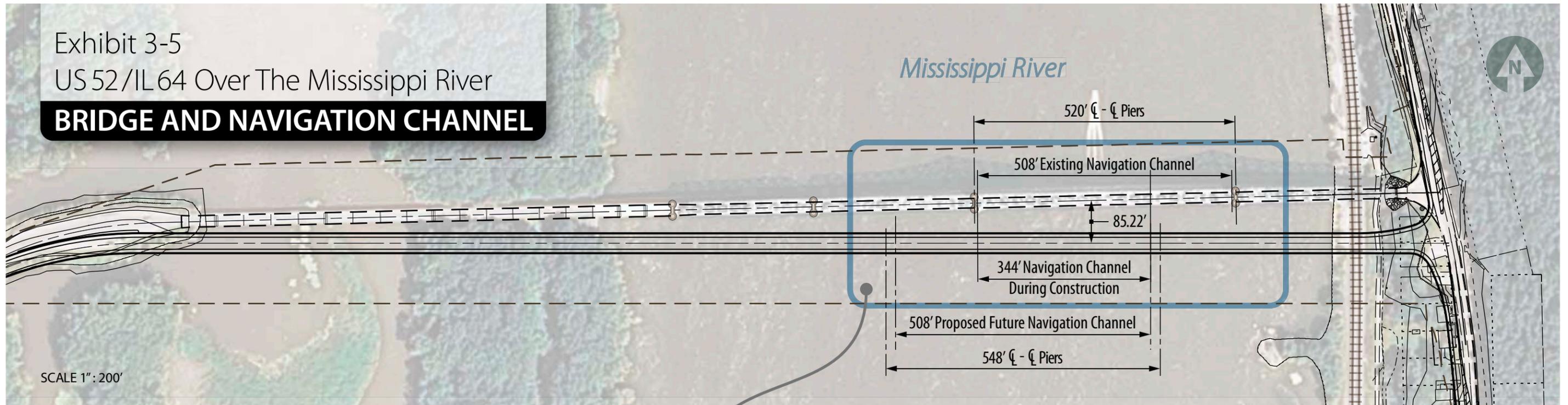
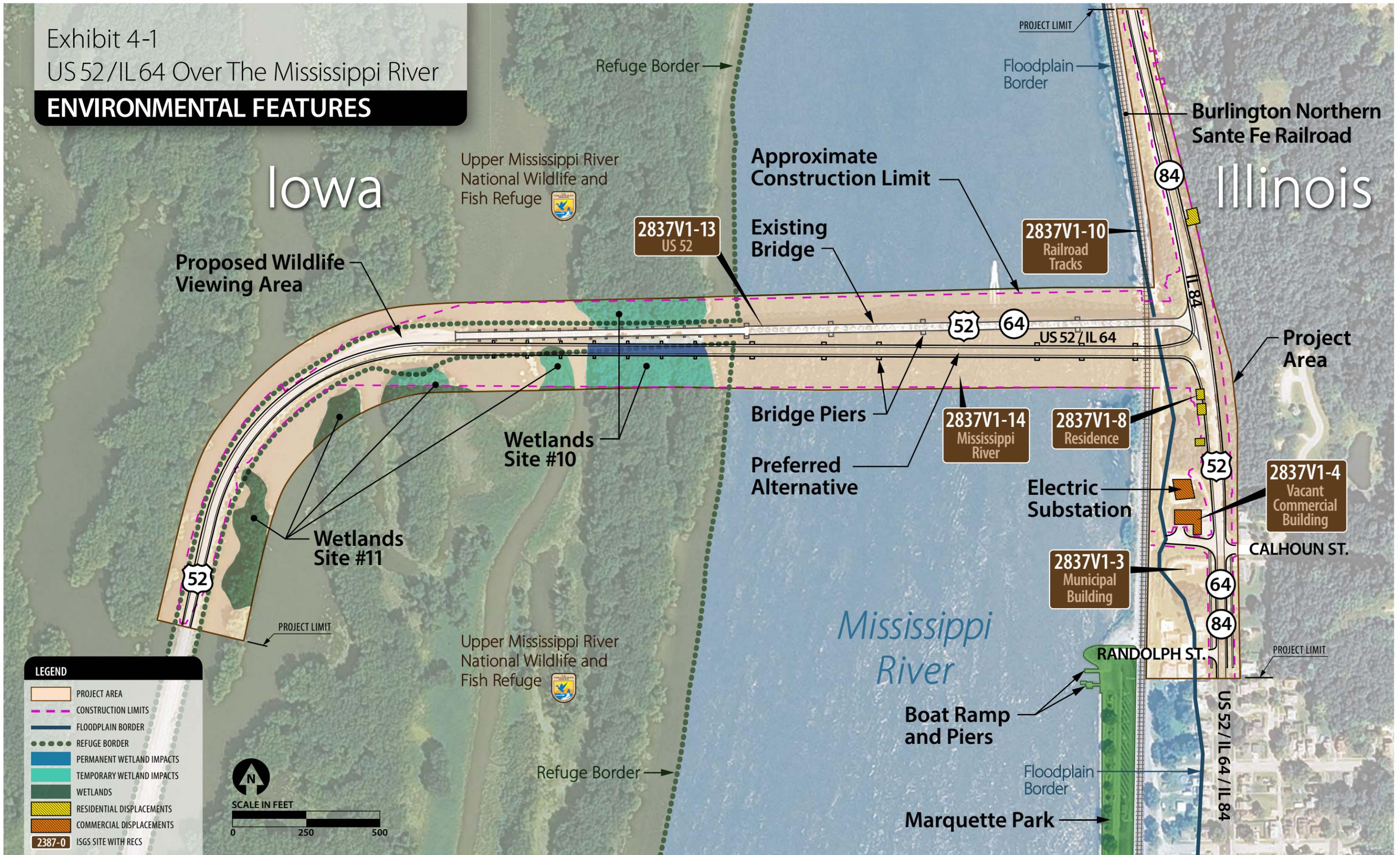


Exhibit 4-1  
 US 52 / IL 64 Over The Mississippi River  
**ENVIRONMENTAL FEATURES**



**LEGEND**

- PROJECT AREA
- CONSTRUCTION LIMITS
- FLOODPLAIN BORDER
- REFUGE BORDER
- PERMANENT WETLAND IMPACTS
- TEMPORARY WETLAND IMPACTS
- WETLANDS
- RESIDENTIAL DISPLACEMENTS
- COMMERCIAL DISPLACEMENTS
- ISGS SITE WITH RECS

2387-0



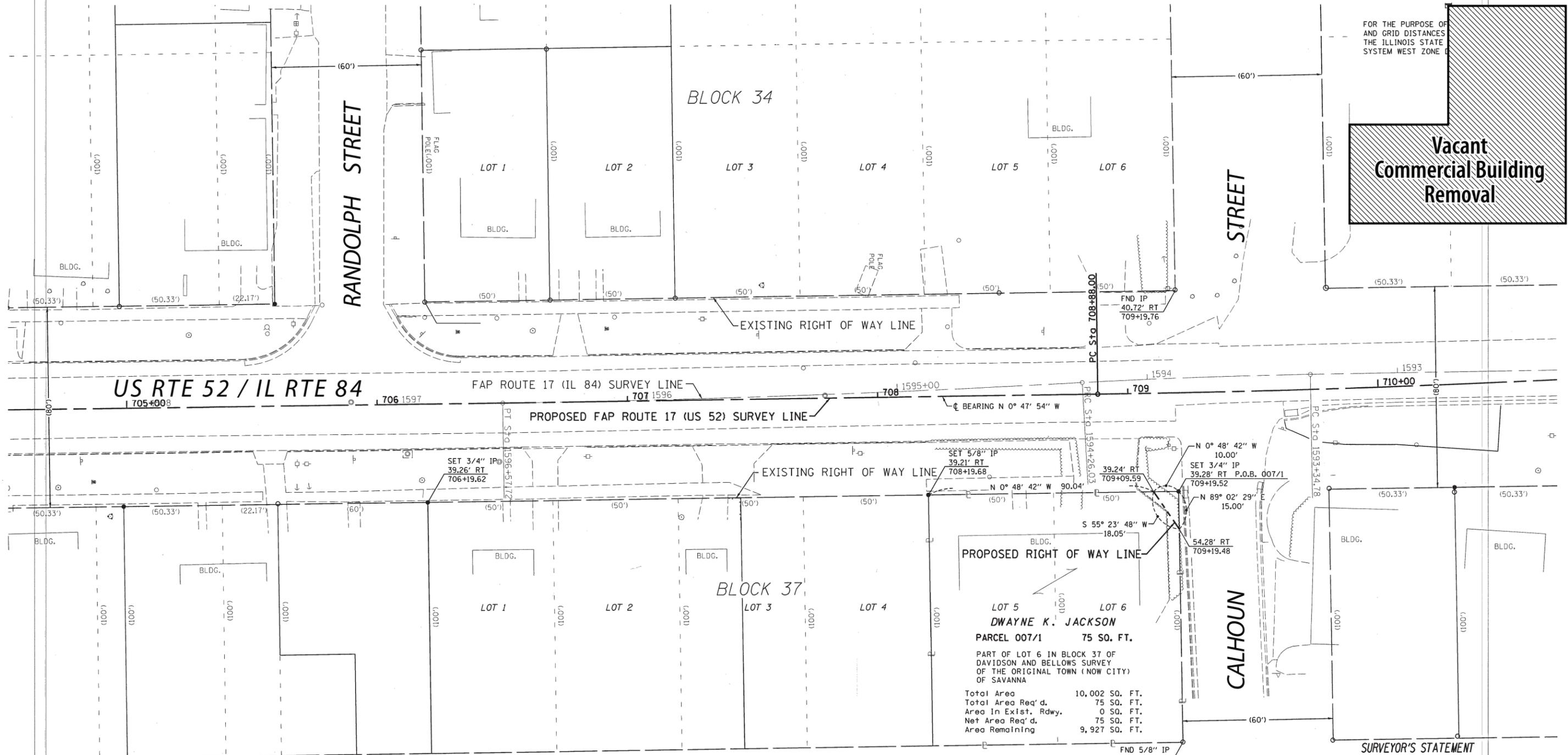


Township 24 North, Range 3 East of the Fourth Principal Meridian  
Davidson and Bellows Survey of the Original Town (now City) of Savanna



FOR THE PURPOSE OF  
AND GRID DISTANCES  
THE ILLINOIS STATE  
SYSTEM WEST ZONE

Vacant  
Commercial Building  
Removal



FAP 17  
(IL 84) CURVE DATA  
PI STA. = 1593+80.41  
Δ = 2° 11' 39" (LT)  
D = 2° 24' 17"  
R = 2,382.69'  
T = 45.63'  
L = 91.24'  
E = 0.44'  
P.C. STA. = 1593+34.78  
P.T. STA. = 1594+26.03

FAP 17  
(IL 84) CURVE DATA  
PI STA. = 1595+41.89  
Δ = 2° 19' 28" (RT)  
D = 1° 00' 12"  
R = 5,711.13'  
T = 115.86'  
L = 231.70'  
E = 1.18'  
P.C. STA. = 1594+26.03  
P.T. STA. = 1596+57.72

PROPOSED FAP 17  
(US 52) CURVE DATA  
PI STA. = 714+87.99  
Δ = 12° 27' 05" (LT)  
D = 1° 02' 30"  
R = 5,500.00'  
T = 599.98'  
L = 1,195.24'  
E = 32.63'  
P.C. STA. = 708+88.00  
P.T. STA. = 720+83.24

LOT 5 LOT 6  
**DWAYNE K. JACKSON**  
PARCEL 007/1 75 SQ. FT.  
PART OF LOT 6 IN BLOCK 37 OF  
DAVIDSON AND BELLOWS SURVEY  
OF THE ORIGINAL TOWN (NOW CITY)  
OF SAVANNA  
Total Area 10,002 SQ. FT.  
Total Area Req'd. 75 SQ. FT.  
Area In Exist. Rdwy. 0 SQ. FT.  
Net Area Req'd. 75 SQ. FT.  
Area Remaining 9,927 SQ. FT.

**SURVEYOR'S STATEMENT**

I, CURT A. BENDER, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.P. 17 (US 52 & IL 84) WAS MADE BY WILLETT HOFMANN & ASSOCIATES, INC. UNDER MY DIRECTION, AT THE REQUEST OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 2, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

CURT A. BENDER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3688 (EXPIRES NOVEMBER 2014)  
WILLETT, HOFMANN & ASSOCIATES, INC. - DESIGN FIRM NO. 184-000918

DRAWER \_\_\_\_\_ FOLDER \_\_\_\_\_

Exhibit 4-3  
Proposed Right-of-Way  
Page (1 of 7)



**WILLETT HOFMANN  
& ASSOCIATES INC**  
ENGINEERING ARCHITECTURE LAND SURVEYING  
809 EAST 2ND STREET, DIXON, IL 61021-0367  
T: 815-284-3381 DESIGN FIRM: #184-000918

REVISED - 5/20/13 C.D.H.  
REVISED -  
REVISED -  
REVISED -

**ILLINOIS DEPARTMENT OF TRANSPORTATION  
PLAT OF HIGHWAYS**

FAP ROUTE 17  
SEC 104B-2  
SCALE: 1" = 20 FT.

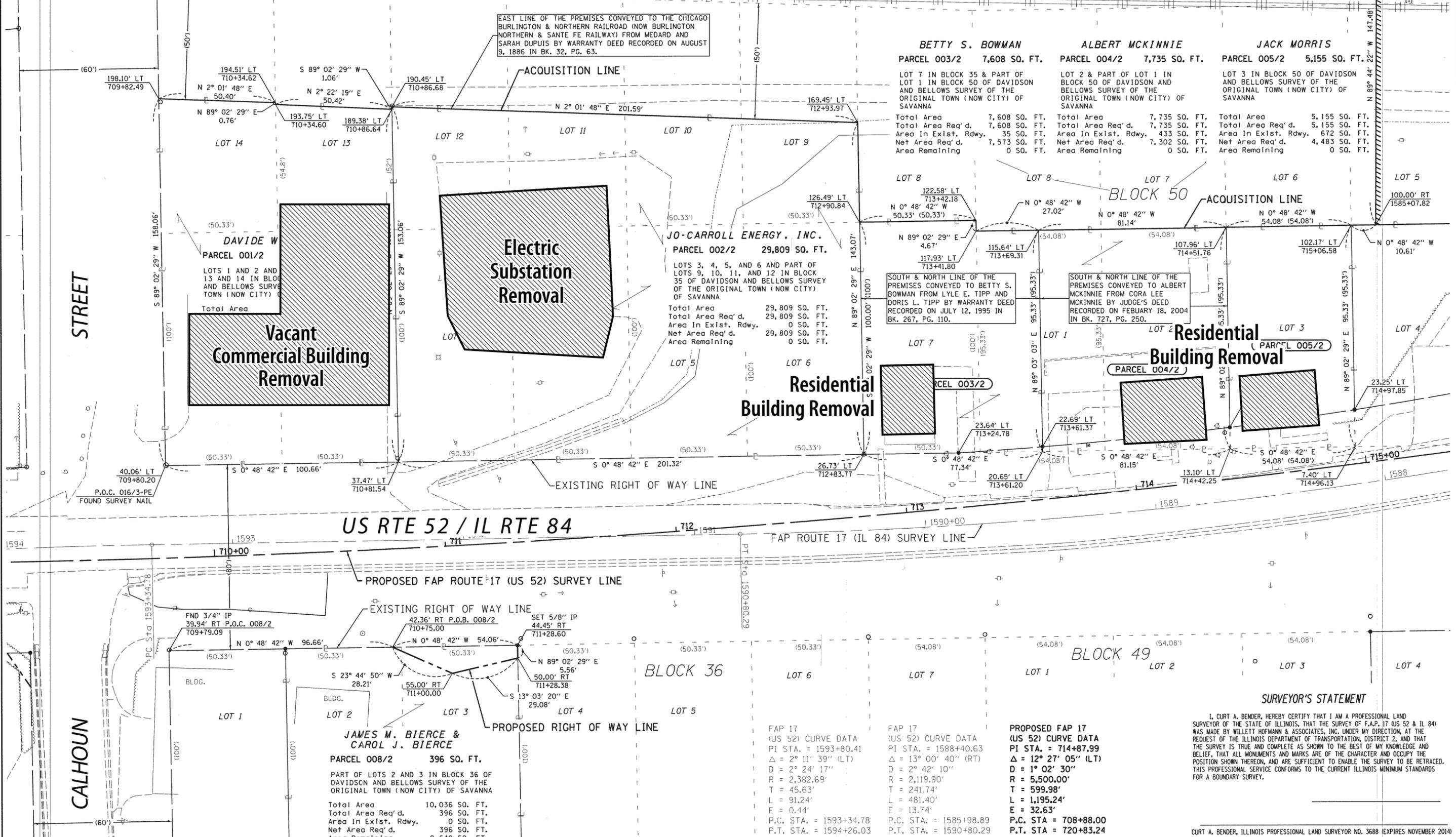
SECTION 4  
T 24 N, R 3 E OF 4TH P.M.  
SHEET NO. 1

COUNTY CARROLL JOB# R-92-003-11  
PROJECT#  
STA 705+00 TO STA 710+00 CONTRACT NO.

# Township 24 North, Range 3 East of the Fourth Principal Meridian

## Davidson and Bellows Survey of the Original Town (now City) of Savanna

FOR THE PURPOSE OF THIS PLAT, BEARINGS AND GRID DISTANCES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM WEST ZONE DATUM OF 1983 (07).



EAST LINE OF THE PREMISES CONVEYED TO THE CHICAGO BURLINGTON & NORTHERN RAILROAD (NOW BURLINGTON NORTHERN & SANTE FE RAILWAY) FROM MEDARD AND SARAH DUJUIS BY WARRANTY DEED RECORDED ON AUGUST 9, 1886 IN BK. 32, PG. 63.

BETTY S. BOWMAN		ALBERT MCKINNIE		JACK MORRIS	
PARCEL 003/2	7,608 SQ. FT.	PARCEL 004/2	7,735 SQ. FT.	PARCEL 005/2	5,155 SQ. FT.
LOT 7 IN BLOCK 35 & PART OF LOT 1 IN BLOCK 50 OF DAVIDSON AND BELLOW'S SURVEY OF THE ORIGINAL TOWN (NOW CITY) OF SAVANNA		LOT 2 & PART OF LOT 1 IN BLOCK 50 OF DAVIDSON AND BELLOW'S SURVEY OF THE ORIGINAL TOWN (NOW CITY) OF SAVANNA		LOT 3 IN BLOCK 50 OF DAVIDSON AND BELLOW'S SURVEY OF THE ORIGINAL TOWN (NOW CITY) OF SAVANNA	
Total Area	7,608 SQ. FT.	Total Area	7,735 SQ. FT.	Total Area	5,155 SQ. FT.
Total Area Req'd.	7,608 SQ. FT.	Total Area Req'd.	7,735 SQ. FT.	Total Area Req'd.	5,155 SQ. FT.
Area In Exist. Rdwy.	35 SQ. FT.	Area In Exist. Rdwy.	433 SQ. FT.	Area In Exist. Rdwy.	672 SQ. FT.
Net Area Req'd.	7,573 SQ. FT.	Net Area Req'd.	7,302 SQ. FT.	Net Area Req'd.	4,483 SQ. FT.
Area Remaining	0 SQ. FT.	Area Remaining	0 SQ. FT.	Area Remaining	0 SQ. FT.

DAVIDE W  
PARCEL 001/2  
LOTS 1 AND 2 AND 13 AND 14 IN BLOCK AND BELLOW'S SURVEY TOWN (NOW CITY)

**Vacant Commercial Building Removal**

**Electric Substation Removal**

JO-CARROLL ENERGY, INC.  
PARCEL 002/2 29,809 SQ. FT.  
LOTS 3, 4, 5, AND 6 AND PART OF LOTS 9, 10, 11, AND 12 IN BLOCK 35 OF DAVIDSON AND BELLOW'S SURVEY OF THE ORIGINAL TOWN (NOW CITY) OF SAVANNA

**Residential Building Removal**

**Residential Building Removal**

US RTE 52 / IL RTE 84

FAP ROUTE 17 (IL 84) SURVEY LINE

PROPOSED FAP ROUTE 17 (US 52) SURVEY LINE

JAMES M. BIERCE & CAROL J. BIERCE  
PARCEL 008/2 396 SQ. FT.  
PART OF LOTS 2 AND 3 IN BLOCK 36 OF DAVIDSON AND BELLOW'S SURVEY OF THE ORIGINAL TOWN (NOW CITY) OF SAVANNA

BLOCK 36

BLOCK 49

**SURVEYOR'S STATEMENT**

I, CURT A. BENDER, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.P. 17 (US 52 & IL 84) WAS MADE BY WILLETT HOFMANN & ASSOCIATES, INC. UNDER MY DIRECTION, AT THE REQUEST OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 2, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

CURT A. BENDER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3688 (EXPIRES NOVEMBER 2014)  
WILLETT, HOFMANN & ASSOCIATES, INC. - DESIGN FIRM NO. 184-000918



REVISED	5/20/13	C.D.H.
REVISED	6/12/13	C.D.H.
REVISED		
REVISED		

**ILLINOIS DEPARTMENT OF TRANSPORTATION  
PLAT OF HIGHWAYS**

FAP ROUTE 17  
SEC 104B-2  
SCALE: 1" = 20 FT.

SECTION 4  
T 24 N, R 3 E OF 4TH P.M.  
SHEET NO. 2

COUNTY CARROLL JOB# R-92-003-11  
PROJECT#  
STA 710+00 TO STA 715+00 CONTRACT NO.

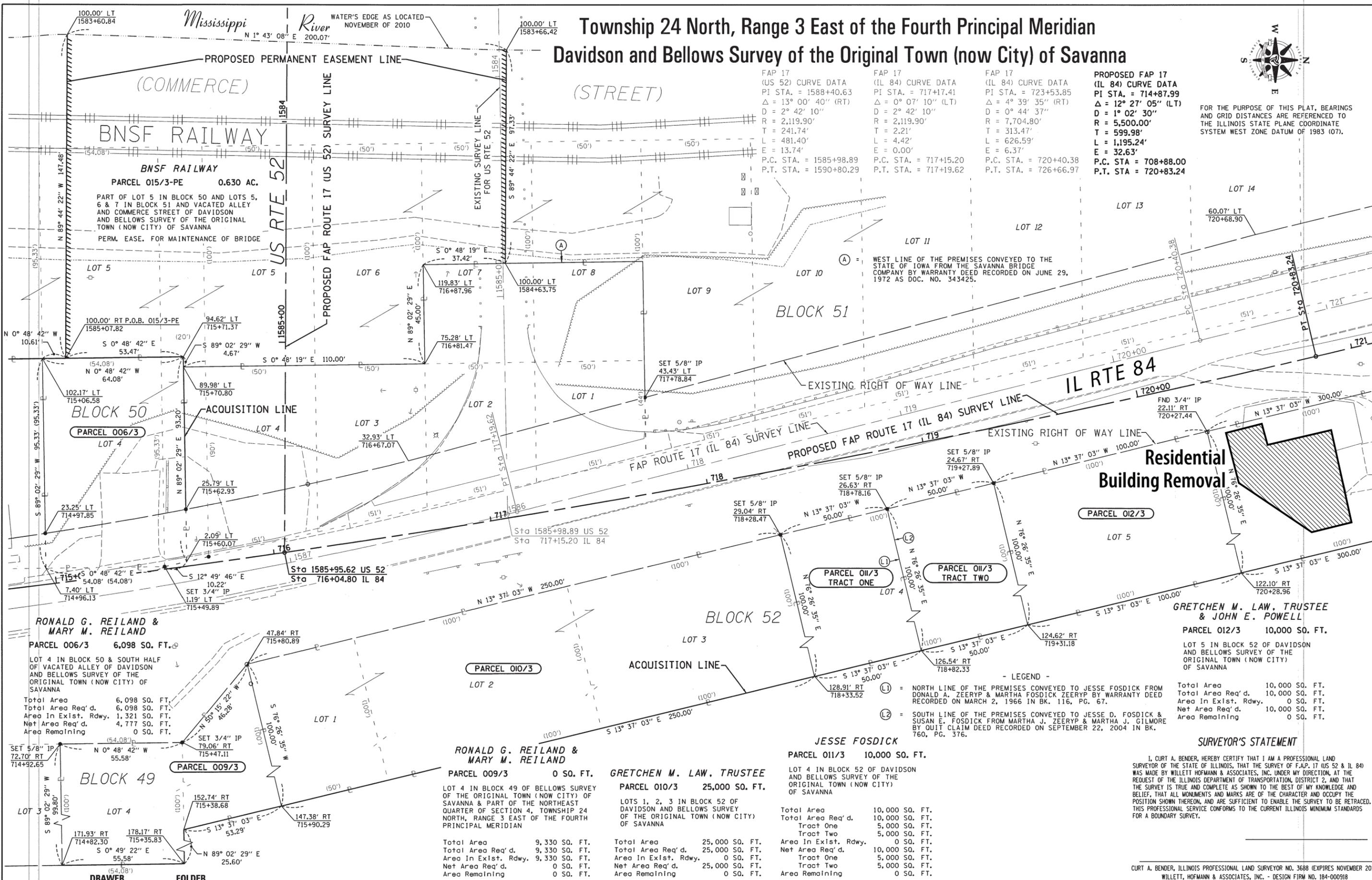
# Township 24 North, Range 3 East of the Fourth Principal Meridian

## Davidson and Bellows Survey of the Original Town (now City) of Savanna



FOR THE PURPOSE OF THIS PLAT, BEARINGS AND GRID DISTANCES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM WEST ZONE DATUM OF 1983 (07).

FAP 17 (US 52) CURVE DATA	FAP 17 (IL 84) CURVE DATA	FAP 17 (IL 84) CURVE DATA	PROPOSED FAP 17 (IL 84) CURVE DATA
PI STA. = 1588+40.63	PI STA. = 717+17.41	PI STA. = 723+53.85	PI STA. = 714+87.99
$\Delta = 13^{\circ} 00' 40''$ (RT)	$\Delta = 0^{\circ} 07' 10''$ (LT)	$\Delta = 4^{\circ} 39' 35''$ (RT)	$\Delta = 12^{\circ} 27' 05''$ (LT)
D = 2° 42' 10"	D = 2° 42' 10"	D = 0° 44' 37"	D = 1° 02' 30"
R = 2,119.90'	R = 2,119.90'	R = 7,704.80'	R = 5,500.00'
T = 241.74'	T = 2.21'	T = 313.47'	T = 599.98'
L = 481.40'	L = 4.42'	L = 626.59'	L = 1,195.24'
E = 13.74'	E = 0.00'	E = 6.37'	E = 32.63'
P.C. STA. = 1585+98.89	P.C. STA. = 717+15.20	P.C. STA. = 720+40.38	P.C. STA. = 708+88.00
P.T. STA. = 1590+80.29	P.T. STA. = 717+19.62	P.T. STA. = 726+66.97	P.T. STA. = 720+83.24



**RONALD G. REILAND & MARY M. REILAND**  
**PARCEL 006/3 6,098 SQ. FT.**  
 LOT 4 IN BLOCK 50 & SOUTH HALF OF VACATED ALLEY OF DAVIDSON AND BELLOW'S SURVEY OF THE ORIGINAL TOWN (NOW CITY) OF SAVANNA  
 Total Area 6,098 SQ. FT.  
 Total Area Req'd. 6,098 SQ. FT.  
 Area In Exist. Rdwy. 1,321 SQ. FT.  
 Net Area Req'd. 4,777 SQ. FT.  
 Area Remaining 0 SQ. FT.

**RONALD G. REILAND & MARY M. REILAND**  
**PARCEL 009/3 0 SQ. FT.**  
 LOT 4 IN BLOCK 49 OF BELLOW'S SURVEY OF THE ORIGINAL TOWN (NOW CITY) OF SAVANNA & PART OF THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 24 NORTH, RANGE 3 EAST OF THE FOURTH PRINCIPAL MERIDIAN  
 Total Area 9,330 SQ. FT.  
 Total Area Req'd. 9,330 SQ. FT.  
 Area In Exist. Rdwy. 0 SQ. FT.  
 Net Area Req'd. 0 SQ. FT.  
 Area Remaining 0 SQ. FT.

**RONALD G. REILAND & MARY M. REILAND**  
**PARCEL 010/3 25,000 SQ. FT.**  
 LOTS 1, 2, 3 IN BLOCK 52 OF DAVIDSON AND BELLOW'S SURVEY OF THE ORIGINAL TOWN (NOW CITY) OF SAVANNA  
 Total Area 25,000 SQ. FT.  
 Total Area Req'd. 25,000 SQ. FT.  
 Area In Exist. Rdwy. 0 SQ. FT.  
 Net Area Req'd. 25,000 SQ. FT.  
 Area Remaining 0 SQ. FT.

**GRETCHEN M. LAW, TRUSTEE**  
**PARCEL 011/3 10,000 SQ. FT.**  
 LOT 4 IN BLOCK 52 OF DAVIDSON AND BELLOW'S SURVEY OF THE ORIGINAL TOWN (NOW CITY) OF SAVANNA  
 Total Area 10,000 SQ. FT.  
 Total Area Req'd. 10,000 SQ. FT.  
 Area In Exist. Rdwy. 0 SQ. FT.  
 Net Area Req'd. 10,000 SQ. FT.  
 Area Remaining 0 SQ. FT.

**JESSE FOSDICK**  
**PARCEL 012/3 10,000 SQ. FT.**  
 LOT 5 IN BLOCK 52 OF DAVIDSON AND BELLOW'S SURVEY OF THE ORIGINAL TOWN (NOW CITY) OF SAVANNA  
 Total Area 10,000 SQ. FT.  
 Total Area Req'd. 10,000 SQ. FT.  
 Area In Exist. Rdwy. 0 SQ. FT.  
 Net Area Req'd. 10,000 SQ. FT.  
 Area Remaining 0 SQ. FT.

**JESSE FOSDICK**  
**PARCEL 013/3 10,000 SQ. FT.**  
 LOT 5 IN BLOCK 52 OF DAVIDSON AND BELLOW'S SURVEY OF THE ORIGINAL TOWN (NOW CITY) OF SAVANNA  
 Total Area 10,000 SQ. FT.  
 Total Area Req'd. 10,000 SQ. FT.  
 Area In Exist. Rdwy. 0 SQ. FT.  
 Net Area Req'd. 10,000 SQ. FT.  
 Area Remaining 0 SQ. FT.

**SURVEYOR'S STATEMENT**  
 I, CURT A. BENDER, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.P. 17 (US 52 & IL 84) WAS MADE BY WILLETT HOFMANN & ASSOCIATES, INC. UNDER MY DIRECTION, AT THE REQUEST OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 2, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
 CURT A. BENDER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3688 (EXPIRES NOVEMBER 2014)  
 WILLETT, HOFMANN & ASSOCIATES, INC. - DESIGN FIRM NO. 184-000918



REVISED	-	5/20/13	C.D.H.
REVISED	-	6/12/13	C.D.H.
REVISED	-		
REVISED	-		

### ILLINOIS DEPARTMENT OF TRANSPORTATION PLAT OF HIGHWAYS

FAP ROUTE 17	SECTION 4
SEC 104B-2	T 24 N, R 3 E OF 4TH P.M.
SCALE: 1" = 20 FT.	SHEET NO. 3

COUNTY CARROLL	JOB# R-92-003-11
PROJECT#	
STA 715+00 TO STA 720+00	CONTRACT NO.

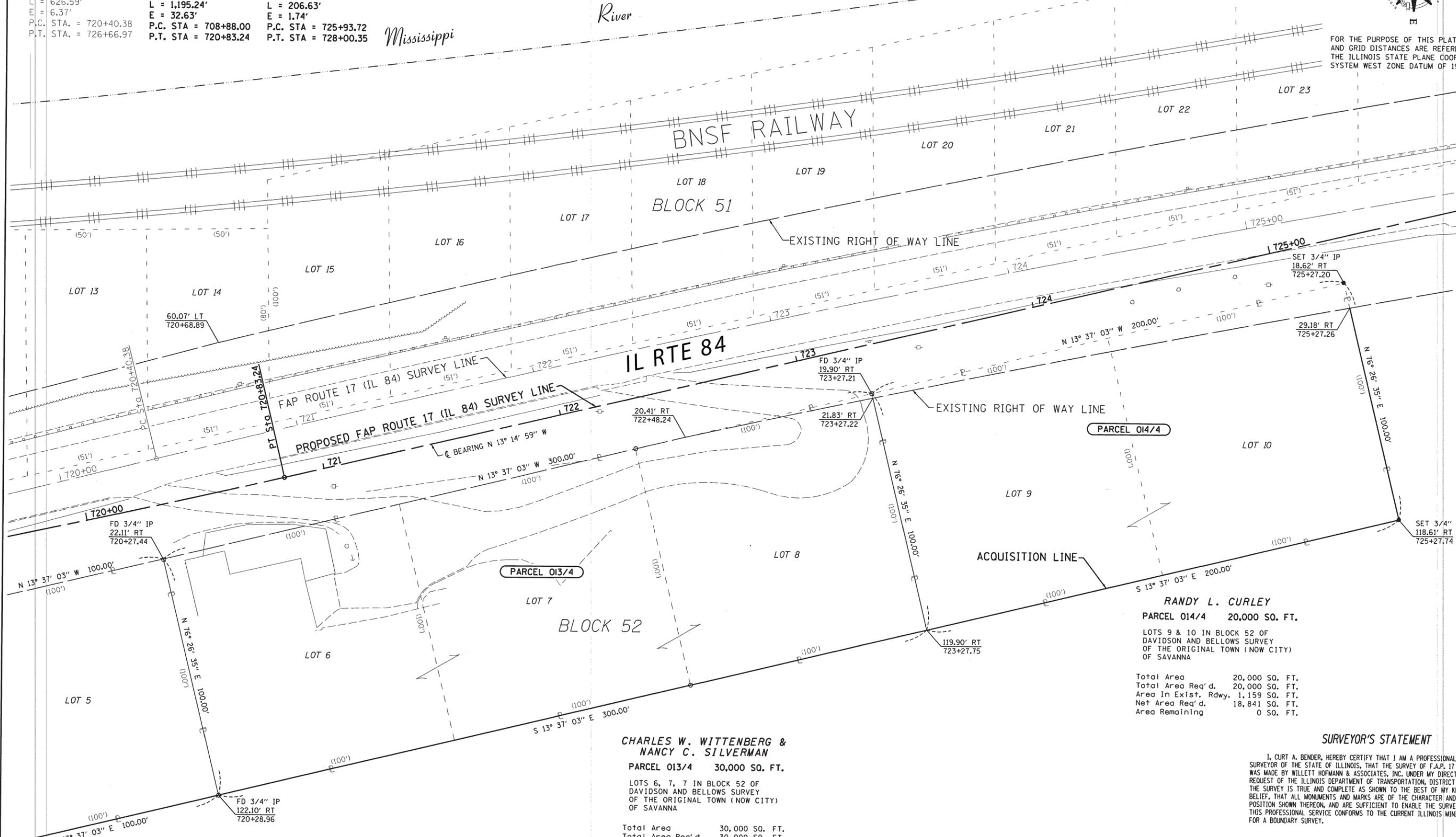
# Township 24 North, Range 3 East of the Fourth Principal Meridian Davidson and Bellows Survey of the Original Town (now City) of Savanna

FAP 17 (IL 84) CURVE DATA PI STA. = 723+53.85 $\Delta = 4^{\circ} 39' 35''$ (RT) D = $0^{\circ} 44' 37''$ R = 7,704.80' T = 313.47' L = 626.59' E = 6.37' P.C. STA. = 720+40.38 P.T. STA. = 726+66.97	PROPOSED FAP 17 (IL 84) CURVE DATA PI STA. = 714+87.99 $\Delta = 12^{\circ} 27' 05''$ (LT) D = $1^{\circ} 02' 30''$ R = 5,500.00' T = 599.98' L = 1,195.24' E = 32.63' P.C. STA. = 708+88.00 P.T. STA. = 720+83.24	PROPOSED FAP 17 (IL 84) CURVE DATA PI STA. = 726+97.08 $\Delta = 3^{\circ} 51' 00''$ (RT) D = $1^{\circ} 51' 48''$ R = 3,075.00' T = 103.35' L = 206.63' E = 1.74' P.C. STA. = 725+93.72 P.T. STA. = 728+00.35
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Mississippi River



FOR THE PURPOSE OF THIS PLAT, BEARINGS AND GRID DISTANCES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM WEST ZONE DATUM OF 1983 (07).



**RANDY L. CURLEY**  
**PARCEL 014/4 20,000 SQ. FT.**  
 LOTS 9 & 10 IN BLOCK 52 OF  
 DAVIDSON AND BELLOWS SURVEY  
 OF THE ORIGINAL TOWN (NOW CITY)  
 OF SAVANNA

Total Area	20,000 SQ. FT.
Total Area Req'd.	20,000 SQ. FT.
Area In Exist. Rdwy.	1,159 SQ. FT.
Net Area Req'd.	18,841 SQ. FT.
Area Remaining	0 SQ. FT.

**CHARLES W. WITTENBERG &  
 NANCY C. SILVERMAN**  
**PARCEL 013/4 30,000 SQ. FT.**  
 LOTS 6, 7, 7 IN BLOCK 52 OF  
 DAVIDSON AND BELLOWS SURVEY  
 OF THE ORIGINAL TOWN (NOW CITY)  
 OF SAVANNA

Total Area	30,000 SQ. FT.
Total Area Req'd.	30,000 SQ. FT.
Area In Exist. Rdwy.	71 SQ. FT.
Net Area Req'd.	29,929 SQ. FT.
Area Remaining	0 SQ. FT.

**SURVEYOR'S STATEMENT**

I, CURT A. BENDER, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.P. 17 (US 52 & IL 84) WAS MADE BY WILLETT HOFMANN & ASSOCIATES, INC. UNDER MY DIRECTION, AT THE REQUEST OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 2, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

CURT A. BENDER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3688 (EXPIRES NOVEMBER 2014)  
 WILLETT, HOFMANN & ASSOCIATES, INC. - DESIGN FIRM NO. 184-000918

Exhibit 4-3  
 Proposed Right-of-Way  
 Page (4 of 7)



REVISED	-	5/20/13	C.D.H.
REVISED	-	6/12/13	C.D.H.
REVISED	-		
REVISED	-		

**ILLINOIS DEPARTMENT OF TRANSPORTATION  
 PLAT OF HIGHWAYS**

FAP ROUTE 17	SECTION 4	COUNTY CARROLL	JOB# R-92-003-11
SEC 104B-2	T 24 N, R 3 E OF 4TH P.M.	PROJECT#	
SCALE: 1" = 20 FT.	SHEET NO. 4	STA 720+00 TO STA 726+00	CONTRACT NO.

# Township 24 North, Range 3 East of the Fourth Principal Meridian Davidson and Bellows Survey of the Original Town (now City) of Savanna

**BRANDON PROWANT &  
CHRISTIE RICE**  
PARCEL 016/E1 105 SQ. FT.  
PART OF LOTS 6 & 7 IN BLOCK 33 OF  
DAVIDSON AND BELLOW'S SURVEY  
OF THE ORIGINAL TOWN (NOW CITY)  
OF SAVANNA  
TEMPORARY EASEMENT FOR CONSTRUCTION

**- LEGEND -**  
A = N 89° 09' 51" E 4.24'  
B = N 89° 08' 22" E 4.24'  
C = N 89° 11' 20" E 5.73'  
D = N 89° 11' 20" E 5.74'  
E = N 89° 07' 39" E 5.77'  
F = N 88° 51' 52" E 5.79'  
G = N 55° 23' 48" E 18.05'  
H = S 75° 09' 55" W 20.62'

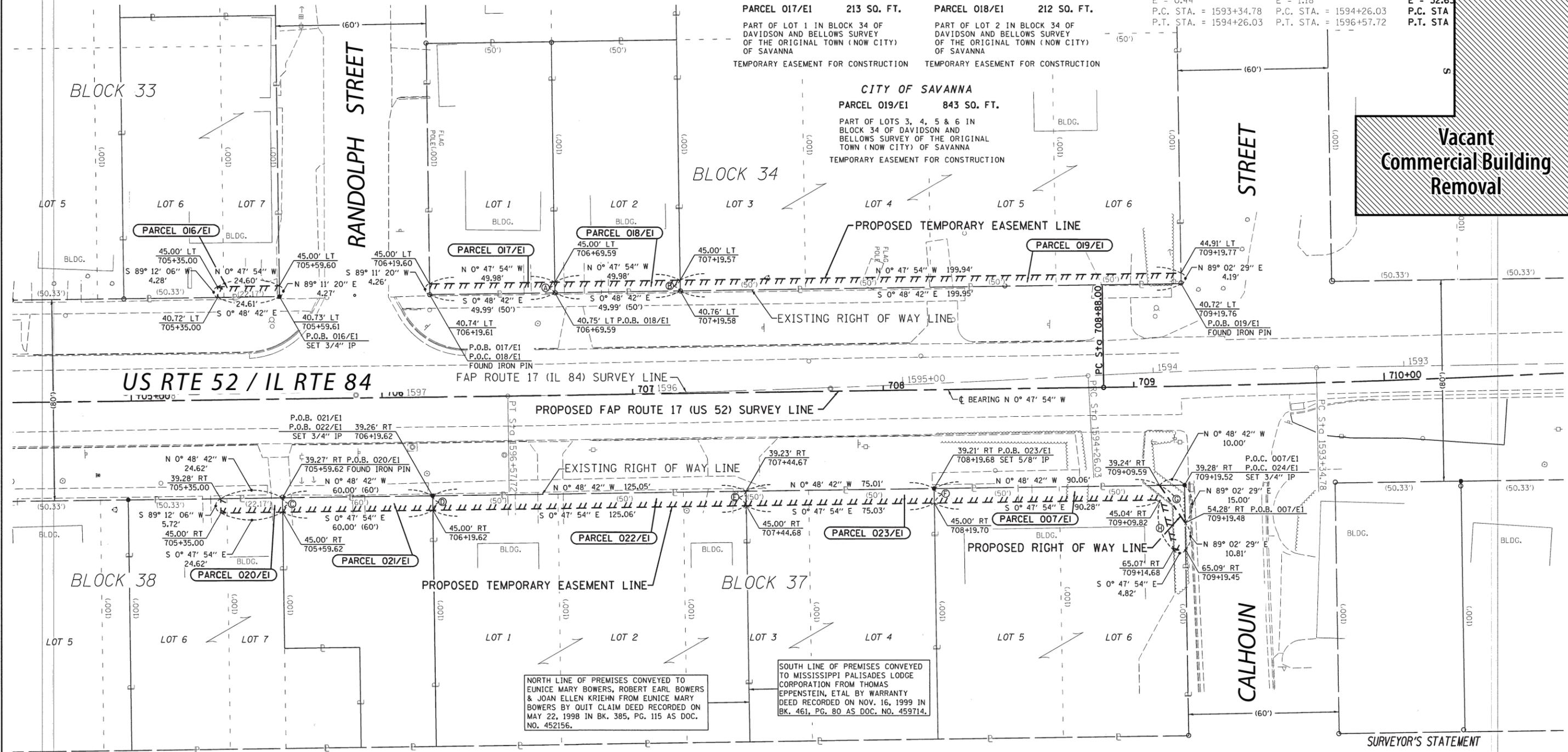
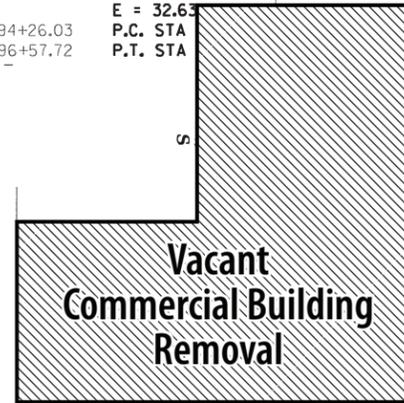
**MICHAEL J. WOODARD**  
PARCEL 017/E1 213 SQ. FT.  
PART OF LOT 1 IN BLOCK 34 OF  
DAVIDSON AND BELLOW'S SURVEY  
OF THE ORIGINAL TOWN (NOW CITY)  
OF SAVANNA  
TEMPORARY EASEMENT FOR CONSTRUCTION

**CRAIG A. PERRY &  
JODY L. PERRY**  
PARCEL 018/E1 212 SQ. FT.  
PART OF LOT 2 IN BLOCK 34 OF  
DAVIDSON AND BELLOW'S SURVEY  
OF THE ORIGINAL TOWN (NOW CITY)  
OF SAVANNA  
TEMPORARY EASEMENT FOR CONSTRUCTION

FAP 17  
(IL 84) CURVE DATA  
PI STA. = 1593+80.41  
Δ = 2° 11' 39" (LT)  
D = 2° 24' 17"  
R = 2,382.69'  
T = 45.63'  
L = 91.24'  
E = 0.44'  
P.C. STA. = 1593+34.78  
P.T. STA. = 1594+26.03

FAP 17  
(IL 84) CURVE DATA  
PI STA. = 1595+41.89  
Δ = 2° 19' 28" (RT)  
D = 1° 00' 12"  
R = 5,711.13'  
T = 115.86'  
L = 231.70'  
E = 1.18'  
P.C. STA. = 1594+26.03  
P.T. STA. = 1596+57.72

PROPOSED FAP 17  
(US 52) CURVE DATA  
PI STA. = 714+87.99  
Δ = 12° 27' 05" (LT)  
D = 1° 02' 30"  
R = 5,500.00'  
T = 599.98'  
L = 1,195.24'  
E = 32.63'  
P.C. STA. = 714+87.99  
P.T. STA. = 716+87.99



**KAREN L. RAUCHENECKER**  
PARCEL 020/E1 141 SQ. FT.  
PART OF LOTS 6 & 7 IN BLOCK 38 OF  
DAVIDSON AND BELLOW'S SURVEY  
OF THE ORIGINAL TOWN (NOW CITY)  
OF SAVANNA  
TEMPORARY EASEMENT FOR CONSTRUCTION

**CITY OF SAVANNA**  
PARCEL 021/E1 344 SQ. FT.  
PART OF VACATED RANDOLPH STREET  
OF DAVIDSON AND BELLOW'S SURVEY  
OF THE ORIGINAL TOWN (NOW CITY)  
OF SAVANNA  
TEMPORARY EASEMENT FOR CONSTRUCTION

**EUNICE MARY BOWERS &  
ROBERT EARL BOWERS &  
JOAN ELLEN KRIEHN**  
PARCEL 022/E1 720 SQ. FT.  
PART OF LOTS 1, 2 & 3 OF BLOCK 37  
OF DAVIDSON AND BELLOW'S SURVEY  
OF THE ORIGINAL TOWN (NOW CITY)  
OF SAVANNA  
TEMPORARY EASEMENT FOR CONSTRUCTION

**MISSISSIPPI PALISADES  
LODGE, INC.**  
PARCEL 023/E1 433 SQ. FT.  
PART OF LOTS 3 & 4 OF BLOCK 37  
OF DAVIDSON AND BELLOW'S SURVEY  
OF THE ORIGINAL TOWN (NOW CITY)  
OF SAVANNA  
TEMPORARY EASEMENT FOR CONSTRUCTION

**DWAYNE K. JACKSON**  
PARCEL 007/E1 651 SQ. FT.  
PART OF LOTS 5 & 6 OF BLOCK 37  
OF DAVIDSON AND BELLOW'S SURVEY  
OF THE ORIGINAL TOWN (NOW CITY)  
OF SAVANNA  
TEMPORARY EASEMENT FOR CONSTRUCTION

**SURVEYOR'S STATEMENT**  
I, CURT A. BENDER, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.P. 17 (US 52 & IL 84) WAS MADE BY WILLET HOFMANN & ASSOCIATES, INC. UNDER MY DIRECTION, AT THE REQUEST OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 2, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

CURT A. BENDER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3688 (EXPIRES NOVEMBER 2014)  
WILLET, HOFMANN & ASSOCIATES, INC. - DESIGN FIRM NO. 184-000918



REVISED	-	5/20/13	C.D.H.
REVISED	-		
REVISED	-		
REVISED	-		

**ILLINOIS DEPARTMENT OF TRANSPORTATION  
TEMPORARY EASEMENT PLAT**

FAP ROUTE 17  
SEC 104B-2  
SCALE: 1" = 20 FT.

SECTION 4  
T 24 N, R 3 E OF 4TH P.M.  
SHEET NO. E1

COUNTY CARROLL JOB# R-92-003-11  
PROJECT#  
STA 705+00 TO STA 710+00 CONTRACT NO.

Township 24 North, Range 3 East of the Fourth Principal Meridian  
Davidson and Bellows Survey of the Original Town (now City) of Savanna



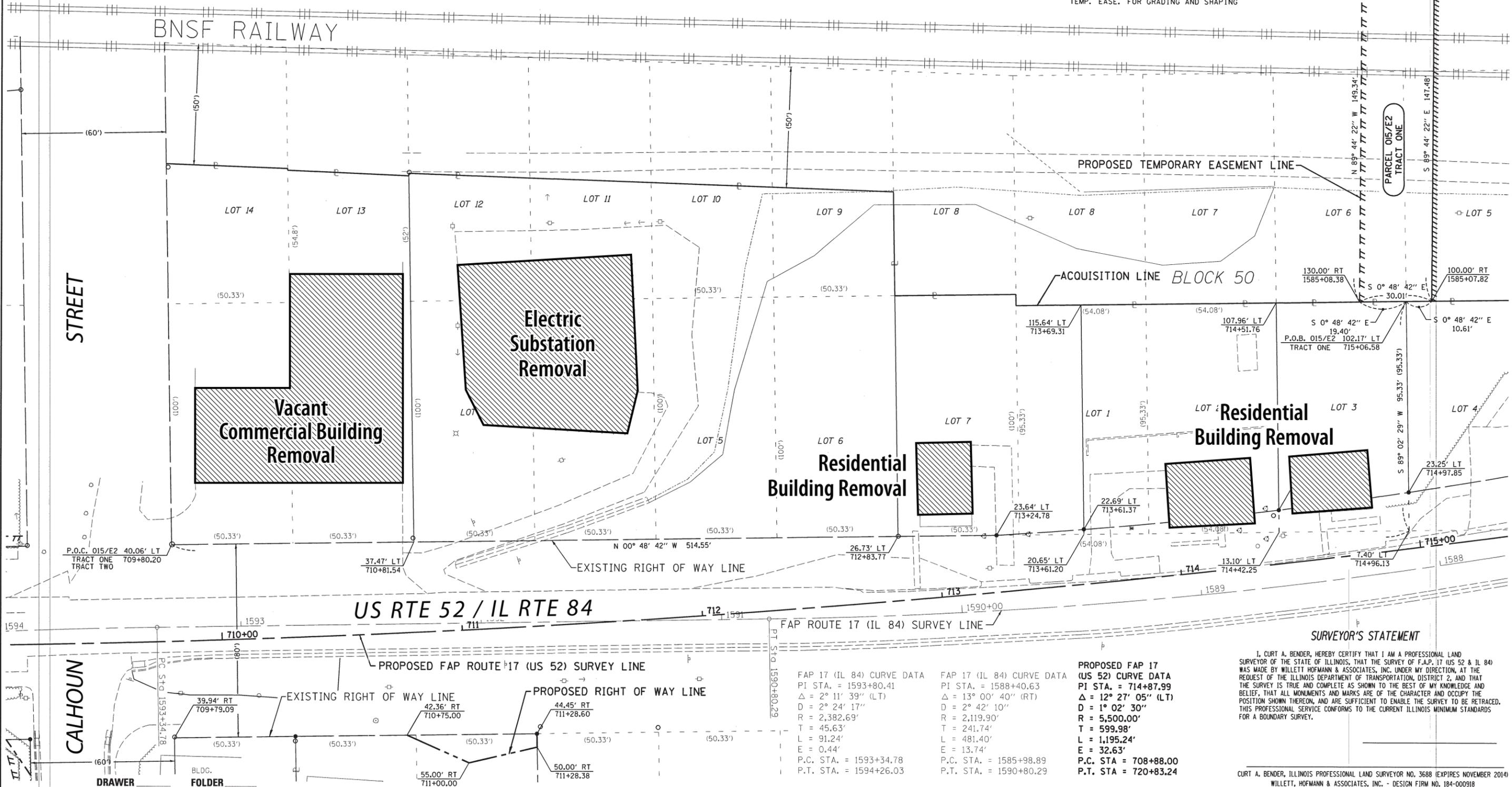
FOR THE PURPOSE OF THIS PLAT, BEARINGS AND GRID DISTANCES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM WEST ZONE DATUM OF 1983 (07).

**BNSF RAILWAY**  
**PARCEL O15/E2 0.556 AC.**  
 LOT 5 IN BLOCK 50 AND LOTS 5, 7, 8, 9, 10 & 11 IN BLOCK 51 AND COMMERCE STREET OF DAVIDSON AND BELLOWS SURVEY OF THE ORIGINAL TOWN (NOW CITY) OF SAVANNA  
 TRACT ONE 0.101 AC.  
 TRACT TWO 0.455 AC.  
 TEMP. EASE. FOR GRADING AND SHAPING

Mississippi River  
 WATER'S EDGE AS LOCATED NOVEMBER OF 2010  
 N 02° 44' 18" W 30.03'  
 130.00' RT 1583+59.04  
 100.00' RT 1583+60.84

(COMMERCE)

(STREET)



**SURVEYOR'S STATEMENT**

I, CURT A. BENDER, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.P. 17 (US 52 & IL 84) WAS MADE BY WILLETT HOFMANN & ASSOCIATES, INC. UNDER MY DIRECTION, AT THE REQUEST OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 2, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

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 WILLETT, HOFMANN & ASSOCIATES, INC. - DESIGN FIRM NO. 184-000918

FAP 17 (IL 84) CURVE DATA		FAP 17 (IL 84) CURVE DATA	
PI STA. = 1593+80.41	Δ = 2° 11' 39" (LT)	PI STA. = 1588+40.63	Δ = 13° 00' 40" (RT)
D = 2° 24' 17"	R = 2,382.69'	D = 2° 42' 10"	R = 2,119.90'
T = 45.63'	L = 91.24'	T = 241.74'	L = 481.40'
E = 0.44'	P.C. STA. = 1593+34.78	E = 13.74'	P.C. STA. = 1585+98.89
P.T. STA. = 1594+26.03		P.T. STA. = 1590+80.29	

PROPOSED FAP 17 (US 52) CURVE DATA	
PI STA. = 714+87.99	Δ = 12° 27' 05" (LT)
D = 1° 02' 30"	R = 5,500.00'
T = 599.98'	L = 1,195.24'
E = 32.63'	P.C. STA. = 708+88.00
P.T. STA. = 720+83.24	

Exhibit 4-3  
 Proposed Temporary Easement  
 Page (6 of 7)



REVISED	-	5/20/13	C.D.H.
REVISED	-	6/12/13	C.D.H.
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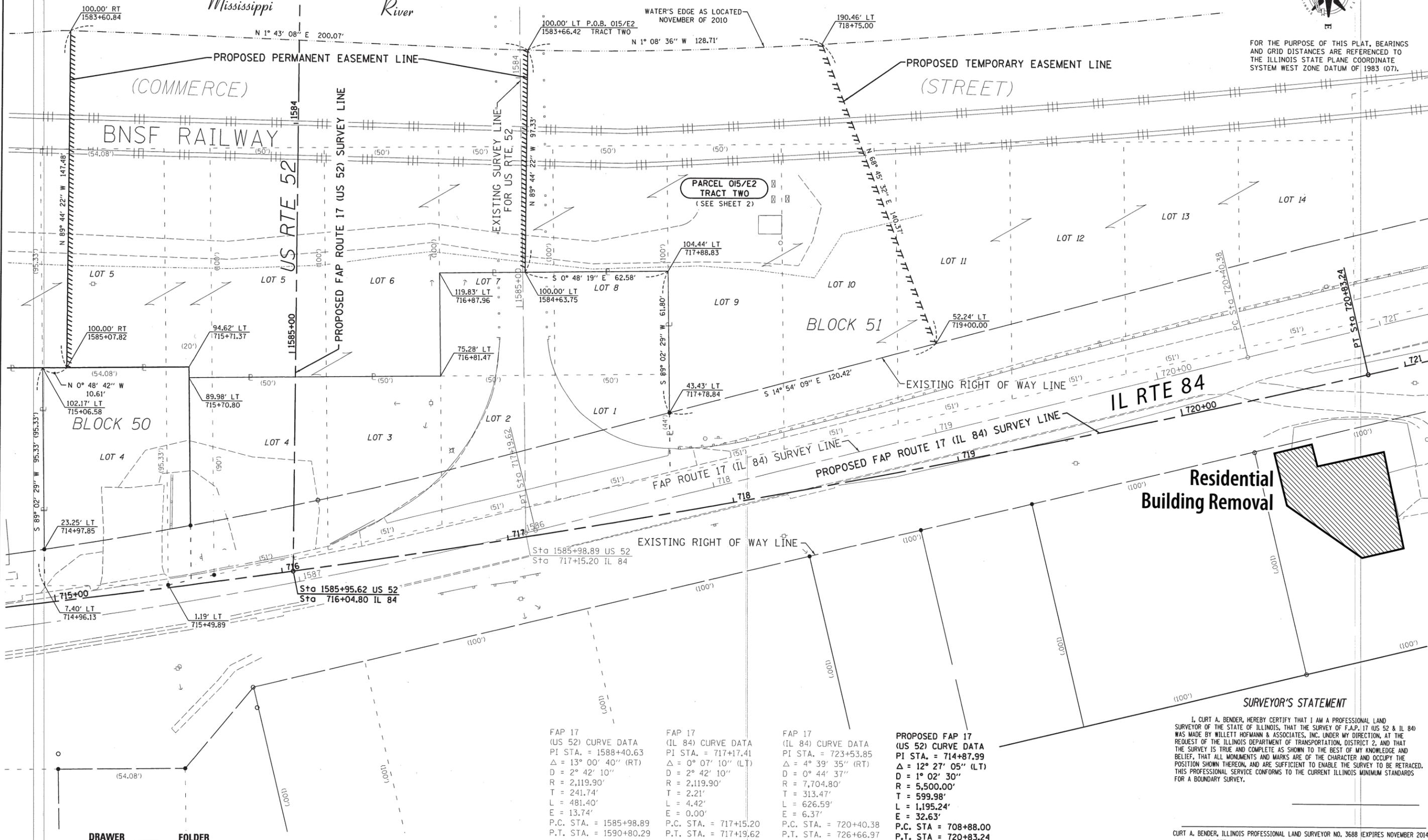
**ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TEMPORARY EASEMENT PLAT**

FAP ROUTE 17	SECTION 4	COUNTY CARROLL	JOB# R-92-003-11
SEC 104B-2	T 24 N, R 3 E OF 4TH P.M.	PROJECT#	
SCALE: 1" = 20 FT.	SHEET NO. E2	STA 710+00 TO STA 715+00	CONTRACT NO.

# Township 24 North, Range 3 East of the Fourth Principal Meridian Davidson and Bellows Survey of the Original Town (now City) of Savanna



FOR THE PURPOSE OF THIS PLAT, BEARINGS AND GRID DISTANCES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM WEST ZONE DATUM OF 1983 (07).



<p>FAP 17 (US 52) CURVE DATA PI STA. = 1588+40.63 Δ = 13° 00' 40" (RT) D = 2° 42' 10" R = 2,119.90' T = 241.74' L = 481.40' E = 13.74' P.C. STA. = 1585+98.89 P.T. STA. = 1590+80.29</p>	<p>FAP 17 (IL 84) CURVE DATA PI STA. = 717+17.41 Δ = 0° 07' 10" (LT) D = 2° 42' 10" R = 2,119.90' T = 2.21' L = 4.42' E = 0.00' P.C. STA. = 717+15.20 P.T. STA. = 717+19.62</p>	<p>FAP 17 (IL 84) CURVE DATA PI STA. = 723+53.85 Δ = 4° 39' 35" (RT) D = 0° 44' 37" R = 7,704.80' T = 313.47' L = 626.59' E = 6.37' P.C. STA. = 720+40.38 P.T. STA. = 726+66.97</p>	<p>PROPOSED FAP 17 (US 52) CURVE DATA PI STA. = 714+87.99 Δ = 12° 27' 05" (LT) D = 1° 02' 30" R = 5,500.00' T = 599.98' L = 1,195.24' E = 32.63' P.C. STA. = 708+88.00 P.T. STA. = 720+83.24</p>
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**Residential Building Removal**

**SURVEYOR'S STATEMENT**

I, CURT A. BENDER, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.P. 17 (US 52 & IL 84) WAS MADE BY WILLETT HOFMANN & ASSOCIATES, INC. UNDER MY DIRECTION, AT THE REQUEST OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 2, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

CURT A. BENDER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3688 (EXPIRES NOVEMBER 2014)  
WILLETT, HOFMANN & ASSOCIATES, INC. - DESIGN FIRM NO. 184-000918

Exhibit 4-3 Proposed Temporary Easement Page (7 of 7)	<p>WILLETT HOFMANN &amp; ASSOCIATES INC ENGINEERING ARCHITECTURE LAND SURVEYING 809 EAST 2ND STREET, DIXON, IL 61021-0367 T: 815-284-3381 DESIGN FIRM: #184-000918</p>	REVISED - 5/20/13 C.D.H. REVISED - 6/12/13 C.D.H. REVISED - REVISED -	<b>ILLINOIS DEPARTMENT OF TRANSPORTATION TEMPORARY EASEMENT PLAT</b>	FAP ROUTE 17 SEC 104B-2 SCALE: 1" = 20 FT.	SECTION 4 T 24 N, R 3 E OF 4TH P.M. SHEET NO. E3	COUNTY CARROLL JOB# R-92-003-11 PROJECT# STA 715+00 TO STA 721+00 CONTRACT NO.
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S:\PROJECTS\2013\1001011.dwg SV SURVEY\DOT\_PLAT.dwg

Exhibit 4-4  
 US 52/IL 64 Over The Mississippi River  
**SAVANNA ZONING MAP**



***U.S. 52/IL 64 over the Mississippi River  
Environmental Assessment***

**Appendix B**

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**Section 106/Section 4(f) Documentation of Adverse Effects and  
Memorandum of Agreement**

**SECTION 106 / SECTION 4 (f)**  
**DOCUMENTATION OF ADVERSE EFFECT**

IDOT District 2

Counties: Jackson, IA and Carroll, IL

Structure: U.S. 52/IL 64 (FAP Route 17)

Structure No. : 008-6000



March 2014

SECTION 106/PROGRAMMATIC SECTION 4(f) EVALUATION

U.S. Route 52/Illinois Route 64 Improvement in Savanna, Illinois  
Removal of U.S. 52/IL 64 Bridge over the Mississippi River  
Jackson County Iowa and Carroll County Illinois  
Existing Structure No. 008-6000

U.S. Department of Transportation  
Federal Highway Administration

The Federal Highway Administration (FHWA) has determined that this project meets all requirements for processing under the Nationwide Programmatic Section 4(f) evaluation for historic bridges approved on December 23, 1989. This determination is based on the attached documentation which has been independently evaluated by FHWA and determined to adequately and accurately discuss the Section 4(f) considerations of this project. Accordingly, FHWA gives

Section 4(f) approval under the Nationwide Programmatic Section 4(f) Evaluation for the proposed U.S. 52/IL 64 Improvement in Savanna, Illinois that removes the existing U.S. 52/IL 64 Bridge over the Mississippi River (Structure NO. 008-6000), which is listed on the National Register of Historic Places. This documentation also satisfies the requirements of 36 CFR 800.11 (e).

March 31, 2014  
Date

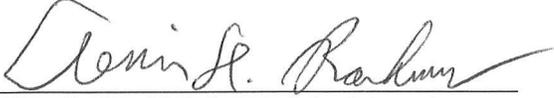
  
For Federal Highway Administration

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                    Alignment)
- APPENDIX B: Bridge Structure Summary Report
- APPENDIX C: Correspondence and Documentation
- APPENDIX D: Historical Documentation for Existing U.S. 52/IL 64 Bridge
- APPENDIX E: Memorandum of Agreement

## 1. INTRODUCTION

The Illinois Department of Transportation (IDOT) proposes to replace the existing U.S. 52/IL 64 Bridge over the Mississippi River between Savanna, Illinois and Sabula, Iowa. This report documents the potential adverse effects of the US 52 (IL 64) Improvement project on the existing U.S. 52/IL 64 Bridge over the Mississippi River located in Savanna, Illinois and Sabula, Iowa. The U.S. 52/ IL 64 over the Mississippi River project consists of replacing the existing U.S. 52/IL 64 Bridge over the Mississippi River and reconstruction of IL 84 from Randolph Street in Savanna, IL on the south to approximately 1000 feet north of the structure. The proposed project will construct a new bridge approximately 150 feet south of the existing bridge. A Project Location Map is provided in Exhibit 1.

The U.S. 52/IL 64 Bridge is listed on the IDOT's Illinois Historic Bridge Inventory and is also listed on the National Register of Historic Places (NRHP), and therefore, it is protected under Section 106 of the National Historic Preservation Act of 1966. This report contains information describing the existing bridge features, its current condition, the project's purpose and need, alternatives considered to avoid adverse effects on the existing bridge and measures to minimize harm to the structure.

IDOT and the Federal Highway Administration (FHWA), in consultation with the Illinois Historic Preservation Agency (IHPA), the designated State Historic Preservation Officers (SHPOs) for the States of Iowa and Illinois, have determined that the proposed action will have an adverse effect on the existing U.S. 52/IL 64 Bridge pursuant to 36 CFR 800.5. Coordination and consultation among IDOT, FHWA and Iowa and Illinois SHPOs and the ACHP will develop measures to mitigate the project's adverse effects on the historic property. The mitigation measures will be incorporated into a Memorandum of Agreement (MOA) for this undertaking.

Section 4(f) also applies to projects with adverse effects on bridges listed on or eligible for inclusion in the NRHP. The U.S. 52/IL 64 over the Mississippi River Improvement project proposes to remove and replace the existing structure, an undertaking that will cause an adverse effect.

The Nationwide Programmatic 4(f) Evaluation is applicable to this project because it meets the following criteria:

1. The bridge is to be replaced with Federal funds.
2. The project will require the use of a historic bridge structure which is eligible for inclusion on the NRHP.
3. The bridge is not a National Historic Landmark.
4. The FHWA Division Administrator determined that the facts of the project match those set forth in the Alternatives, Finding, and Mitigation sections of the Nationwide Programmatic 4(f) Evaluation.
5. Agreement among FHWA, SHPO and ACHP has been reached through procedures pursuant to Section 106 of the National Historic Preservation Act of 1966 as amended in 2006.

## 2. DESCRIPTION OF THE UNDERTAKING

### 2.1 Purpose and Need

The U.S. 52/IL 64 Bridge over the Mississippi River connects Savanna, Illinois and Sabula, Iowa. U.S. 52/IL 64/IL 84 serves as Main Street through Savanna. The project study limits for the U.S. 52/IL 64 Bridge over the Mississippi River extend from the U.S. 52 causeway on the Iowa side to the “T” intersection with IL 84 on the Illinois side. Along IL 84, the project study limits extend from Randolph Street on the south to approximately 1000 feet north of the structure. The project area is shown in Exhibit 1.

The existing bridge was constructed in 1932 and is both “functionally obsolete” and “structurally deficient”. The existing bridge is a through-truss type bridge with a roadway deck that is only 20 feet wide. The existing bridge cannot accommodate wide farm equipment, disabled vehicles or bicycles. A minimum deck width of 32 feet is required according to the current standards (40 feet if bicycle traffic is to be accommodated). The existing bridge does not meet the current standards and hence is classified as geometrically and functionally obsolete.

The existing bridge was constructed in 1932 as a toll bridge by the Savanna-Sabula Bridge Company. The State of Illinois took over jurisdiction of the bridge in 1987, and is the lead agency on maintaining the structure. Since its construction, it has been subjected to numerous maintenance repairs and a major rehabilitation in 1985 prior to Illinois taking jurisdiction of the bridge.

The existing average daily traffic (ADT) on the bridge is 2,150 vehicles. By the year 2035, the ADT on the bridge is projected to increase to 2,400 vehicles.

**Structural Deficiencies.** A Structures Summary Report from the Illinois Structure Information System provides structure ratings on a scale of 0 to 9 (9 – relatively new; 0 – closed to traffic). Based on the latest routine National Bridge Inventory System (NBIS) inspection performed August 24, 2011, the superstructure is rated as a “4 - Poor Condition - Advanced Deterioration,” thus categorizing the bridge as structurally deficient (Appendix B). An in-depth inspection was performed August 17, 2010. This report is attached in Appendix F and documents over 100 deficiencies. The major findings of this inspection and a joint Illinois / Iowa DOT bridge meeting are that the 947 ft-long Iowa-side approach has deteriorated to the point that it needs to be replaced within eight years and approximately half of the main-span steel grate bridge deck requires replacement. The repairs would necessitate the bridge to be closed for approximately nine months.

The bridge has been repaired in 1985, 1999 and 2008. The 1985 work included repairs to the Iowa-side approach substructure, bearings, pier cap modifications and installation of open grid steel deck. In 1999 repairs included repair of joints and bottom lateral bracing. In 2008 half of the grid steel deck installed in 1985 was replaced, and a portion of the Iowa-side approach structure repaired in 1985 was re-repaired. Bridges typically have a structural life expectancy of 75 years. This structure, which was built in 1932, has exceeded that and reached an age where the necessity for continual structural repairs can be expected. In addition, bridge inspection

procedures cannot guarantee that all critical structural deficiencies are detected prior to collapse of the structure. To continue maintenance of this bridge is to incur a level of risk.

This bridge is an essential transportation link connecting the communities of Savanna, Illinois and Sabula, Iowa. Savanna provides vital educational and emergency services and jobs for Sabula, Iowa located west of the Mississippi River. The nearest alternate Mississippi River crossing is located approximately 20 miles south in Fulton, Illinois and Clinton, Iowa. If this bridge were to be load posted or closed, the detour route would require up to 40 miles of adverse travel and 45 minutes of adverse travel time. The existing bridge cannot be relied upon to maintain this crucial transportation link. The purpose of the project is to improve the river crossing to provide a safe and reliable river crossing.

**Safety Deficiencies.** The narrow roadway width across the bridge creates a safety deficiency because wider vehicles overlap into the opposing lane, increasing the likelihood of head-on crashes and sideswipes. Deficient roadway geometrics at the U.S. 52/IL Route 84 “T” intersection also increase the likelihood of crashes. The existing returns at IL 84 are too tight to properly accommodate truck turn movements. Trucks encroach over the centerline causing an unsafe situation.

Historical crash information was obtained for the most recent five-year period (2006-2010). Along the U.S. 52/IL 64 Bridge section, six crashes occurred over this period with one fatality. Of the six crashes, three were fixed object, two were turning, and one was sideswipe same direction. Along IL 84, 16 crashes occurred during this period with one fatality. The predominant crash types were animal (5 crashes) and fixed object (4 crashes). The remaining crash types included other object, parked motor vehicle, rear end, sideswipe same direction, and turning.

The purpose of the U.S. 52/IL 64 Bridge Project is to provide a cost-effective, operationally safe, and structurally sound bridge for IDOT and the traveling public. Improvements to the bridge are needed to address structural deficiencies caused by deterioration, fatigue life concerns associated with the age and design of the bridge, and a narrow bridge that does not provide adequate lane widths or refuge for disabled vehicles. Not addressing these deficiencies will result in the continued degradation of the existing bridge, possibly jeopardizing the safety of the traveling public. The project shall maintain US 52 connectivity across the river and meet the local and regional economic needs.

## **2.2 Identification of Historic Properties Affected by the Project**

The existing U.S. 52/IL 64 Bridge over the Mississippi River is listed on the NRHP based on the pivotal role it played in the development of transportation and commerce in the region and its technological significance as a well preserved example of large-scale highway truss. No other structures in the Savanna-Sabula area are on or eligible for the NRHP (Appendix D).

The proposed project’s adverse effect to the U.S. 52/IL 64 Bridge will be mitigated through a program of Historic American Engineering Record (HAER) recordation as stipulated in the Memorandum of Agreement (Appendix E).

## **2.3 Description of Historic Property Affected by the Project**

The U.S. 52/IL 64 Bridge is a through-truss type bridge with a 20-foot wide roadway deck carrying two 10-foot wide traffic lanes (one lane each way), and no shoulders. The U.S. 52/IL 64 Bridge was built in 1932; when it was completed the bridge measured approximately 2,468 feet between abutments. The bridge is composed of three sections: 1) Iowa-side approach viaduct, 2) High-level navigation-channel crossing and crossing of the BNSF railroad, 3) Illinois-side approach viaduct. Exhibit 2 provides a schematic of the existing bridge.

The Iowa-side approach viaduct consists of eighteen simple span concrete deck on steel stringer spans with a typical span length of 53 feet on reinforced concrete substructures. The high-level channel crossing consists of two steel truss structures, a 282-foot simple span through truss and a three span through truss with spans of 322 feet, 520 feet and 321 feet. The trusses are supported on reinforced concrete substructures with sunken caisson foundations, some using pile extensions to reach to bedrock.

The Illinois approach is a 78-foot long, variable width, continuous cast-in-place concrete slab structure of four variable length spans.

## **3. THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTY**

The project studied various alternatives to determine how to improve the existing U.S. 52/IL 64 Bridge crossing over the Mississippi River while minimizing impacts to the human and natural environment of the project area.

A total of nine alternatives as categorized below were developed and analyzed:

- a. Do-Nothing Alternative
- b. Rehabilitation Alternative
- c. Reconstruction Alternative
- d. Six Build Alternatives

The build alternatives are depicted in Exhibit 3.

### **3.1 Alternatives Analysis**

- 1) Do-Nothing Alternative – The no-build alternative, consisting of continued regular maintenance and no major repairs, is not an option as the existing bridge is nearing the end of its life span and the bridge is geometrically inadequate to accommodate existing traffic. This alternative does not meet the Purpose and Need of the project because the bridge is structurally deficient and the narrow lanes present an unsafe crossing for motorists. Due to the narrow lanes, a disabled vehicle on the bridge could cause traffic to have to detour over 40 miles. The existing bridge does not provide a safe and reliable river crossing.
- 2) Rehabilitation Alternative – The approach spans for the U.S. 52/IL 64 Bridge cannot be effectively rehabilitated to alleviate the structural deficiencies of the bridge without significant adverse impacts to traffic. This alternative does not address the geometric and functional deficiencies of the bridge. A rehabilitated bridge with its current width would

not meet current standards to provide two lanes of traffic with shoulders on each side; hence this alternative does not meet the Purpose and Need of the project and was dropped from consideration.

- 3) Reconstruction Alternative - As part of the current IDOT District 2 program, engineering and reconstruction of the 947 ft.-long Iowa approach viaduct, replacement of half of the open grid steel deck, and additional repairs identified in the August 17, 2010 inspection are planned. Reconstruction of the Iowa approach to the bridge will require a temporary causeway to access the construction site from the Iowa side, which would also require the existing bridge to be closed for a full construction season. A nine-month closure of the U.S. 52/IL 64 Bridge would cause a huge economic burden for the communities of Savanna and Sabula. Reconstruction of the main span would also require additional bridge closures. The option of a ferry service to alleviate the burden of using a long detour route during construction was considered, but the costs were well above the cost related to the adverse travel costs for the detour alone. Widening of the existing bridge, to meet lane width and shoulder standards, would require replacement of the entire deck and deck framing system and substantial reinforcement or replacement of both trusses. Widening of the existing bridge, to meet lane width and shoulder standards, would require replacement of the truss spans, and substructure widening, framing modification and deck replacement of the approach spans. Widening the existing bridge would cost substantially more and afford a shorter life span as compared to replacement with a new bridge. In addition, widening to meet minimum acceptable requirements would adversely affect the historic integrity of the bridge. Additionally, the existing returns at IL 84 are too tight to properly accommodate truck turn movements. Trucks encroach over the centerline causing an unsafe situation. The reconstruction alternatives do not improve the safety concerns for IL 84 roadway traffic approaching the bridge. The reconstruction alternative was dismissed from further consideration. The proposed scope revision for the U.S. 52/IL 64 Bridge and communications regarding the costs and maintenance of traffic issues associated with reconstruction are included in Appendix C. Costs are estimated to be \$6 million for the Iowa-side approach replacement, \$2 million for the open grid steel deck replacement, and \$8.1 million adverse travel cost for the construction-stage detour. Additional costs would be incurred to attend to the other reported structural deficiencies. It is also reasonably assured that this 80 year old structure will require ongoing continual maintenance.
- 4) Build Alternatives – The new bridge is estimated to cost \$62 million. The study for the replacement of the U.S. 52/IL 64 Bridge over the Mississippi River entailed evaluating several alignment alternatives. Replacing the bridge at the existing location was considered but ruled out because doing so would require detouring existing traffic for an extended period of time during construction to the next river crossing located about 20 miles to the south in Fulton, Illinois and Clinton, Iowa. The length and duration of such a detour is not reasonable. Keeping the existing bridge open to traffic during construction is a high priority and therefore identifying an offset alignment for the new crossing that would facilitate this need is critical.

Offset alignments north and south of the existing bridge with parallel and with slightly skewed configurations thereto have been considered and are shown in Exhibit 3. The offset distance ranges from 20 feet to 100 feet from the existing bridge. Of the six alignments evaluated option No. 5 best meets the project requirements for the following reasons:

- Alignment Option No. 5 is the alignment approved by the United States Coast Guard.
- There is greater separation between the railroad right-of-way and the IL 84 roadway with a new alignment south of the existing bridge, providing more flexibility for constructing the bridge abutment and approach pavement.
- An offset to the south that is closest to the existing intersection provides the best fit to the existing profile along IL 84 which has the high point of a crest vertical curve at the southerly edge of the existing intersection, thereby providing the best sight distances.
- Being closer to the existing intersection reduces the limit of right-of-way impacts to the south of the new intersection due to pavement widening for intersection turn lanes.
- Holding the new alignment closest to the existing causeway reduces the amount of new causeway construction, which favors the slightly skewed, alignment 5. Limiting impacts to the natural environment and floodplain is best achieved with the slightly skewed alignment. NOTE: The slight skew to the existing crossing will have a negligible effect upon the river hydraulics.
- Traffic will be maintained on the existing bridge while the new bridge is constructed. At the tie-in to the existing causeway, traffic will be maintained on one lane with bi-directional flow controlled with temporary traffic signals for a relatively short period of time. At the new intersection with IL 84, EB and WB traffic will be split between the existing and new bridges to complete the construction of the intersection.

Alignment Option No. 5, shown in Exhibit 4, with a minimal offset south of and slightly skewed to the existing bridge, is the least impact and least cost solution, and can be constructed while maintaining traffic in a reasonable manner. Therefore it has been identified as the Preferred Alternative.

### **3.2 Other Avoidance Measures Considered**

#### **1) Maintain Bridge for Adaptive Reuse**

One option would be to convert the bridge for use as part of a one-way pair (one lane on the existing bridge, one lane on a new bridge) or for bicycle and pedestrian use only. These options are not viable since the U.S. Coast Guard would not permit two bridges within this stretch of the Mississippi River as the dual-bridges would create an unacceptable navigation hazard with multiple piers flanking the navigation channel.

## 2) Relocation of Bridge

The U.S. 52/IL 64 Bridge is a 2,468 feet long four-span steel truss structure. The length and size of the bridge makes its relocation cost prohibitive; moreover, extensive rehabilitation would be required to allow pedestrian and/or vehicular use. Relocating the bridge would require the bridge to be completely disassembled for transport. The cost for relocating this bridge along with necessary rehabilitation will be more than building a new bridge of similar size. The option for relocating the bridge is not viable based on the difficulty and cost involved. However, pursuant to 23 U.S.C 144(n)(4) and prior to the demolition of the bridge, the bridge must be made available for donation to a state, local, or responsible entity. IDOT placed a public notice in the Herald-Leader Newspaper in Dubuque, Iowa, on January 31, 2013 (Appendix C) soliciting for interested entities to take ownership of the bridge. IDOT gave until March 1, 2013 (30 Days) for interested entities to send a letter of interest along with funding means, location of bridge placement, means of moving structure, and time table for move. During the 30-day period, IDOT did not receive any letters of interest for the bridge, and none have been received as of the date of this report.

## 4. MITIGATION MEASURES

Mitigation measures of this undertaking were developed through consultation among IDOT, FHWA and SHPO. A Memorandum of Agreement (MOA) executed by FHWA, SHPO and IDOT stipulates measures to mitigate the project's adverse effects on the historic property. Prior to beginning construction activities, IDOT will submit documentation concerning the U.S. 52/IL 64 Bridge over the Mississippi River to the Illinois SHPO to the standards of the Illinois HAER. IDOT will coordinate the recordation with the Illinois SHPO. The Illinois SHPO must accept the documentation in writing prior to the demolition of the existing bridge. A copy of the executed MOA is included in Appendix E.

## 5. SUMMARY OF PUBLIC VIEWS

As noted above, during the 30-day period, IDOT did not receive any letters of interest for the bridge, and none have been received as of the date of this report.

## **APPENDIX A**

### **EXHIBITS**

- Exhibit 1 – Project Location Map
- Exhibit 2 – Existing U.S. 52/IL 64 Bridge
- Exhibit 3 – Alternatives Considered
- Exhibit 4 – Preferred Alternative

Exhibit 1

US 52/IL 64 Over The Mississippi River

**PROJECT LOCATION MAP**



Exhibit 2

US 52/IL 64 Over The Mississippi River

**EXISTING BRIDGE**

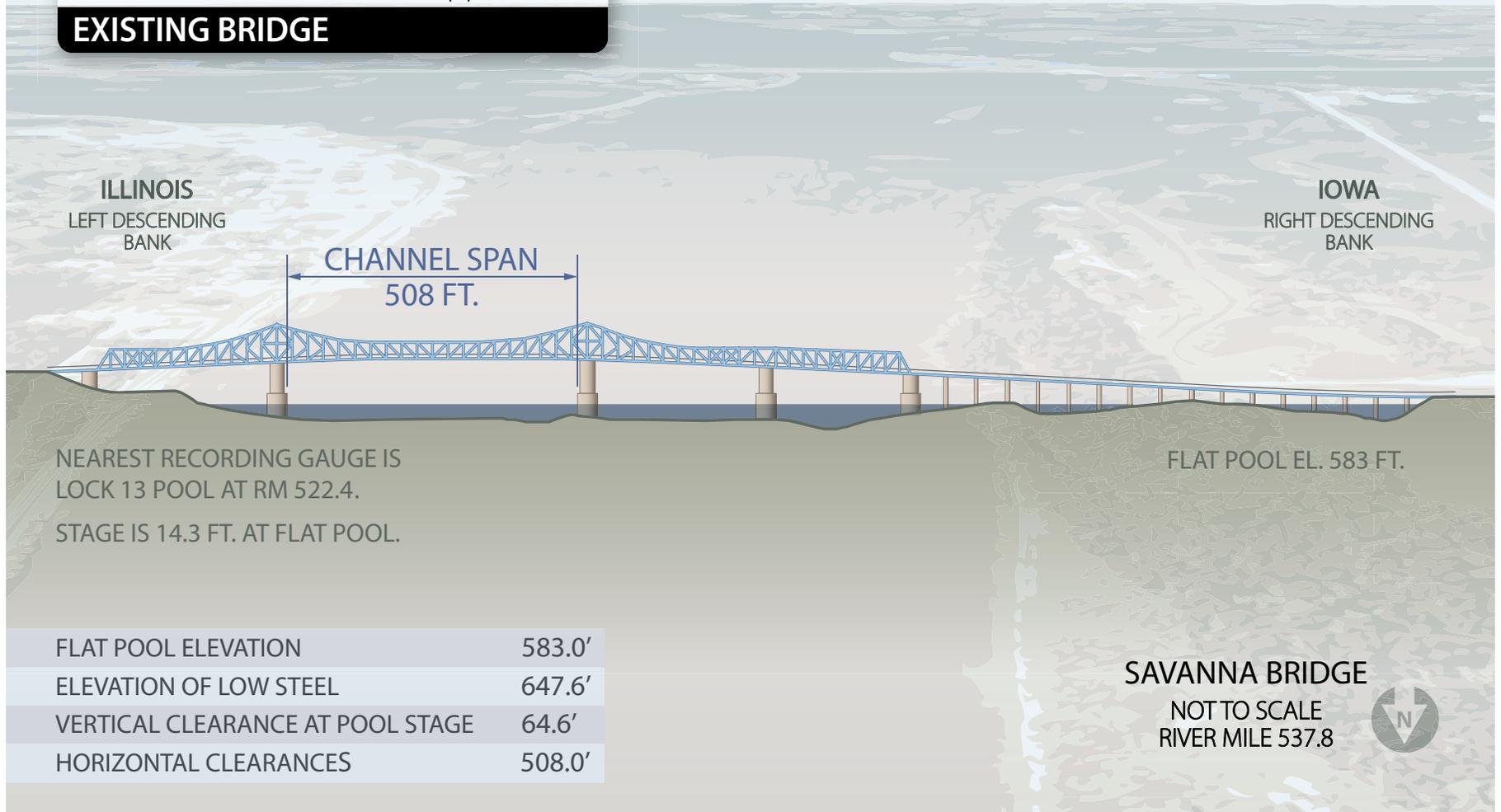


Exhibit 3  
US 52/IL 64 Over The Mississippi River  
**BRIDGE ALIGNMENT ALTERNATIVES**

Iowa

Illinois

Existing Bridge

Preferred Alignment Option

ALT 1

ALT 2

ALT 6

ALT 4

ALT 5

ALT 3

US 52

US 52/IL 64

52 64

84

IL 84

52

CALHOUN ST.

64

84

RANDOLPH ST.

US 52/IL 64 /IL 84

Mississippi River



SCALE IN FEET

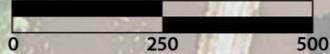


Exhibit 4  
US 52/IL 64 Over The Mississippi River

**PROPOSED BRIDGE ALIGNMENT**

Iowa

Illinois

Existing Bridge

Proposed Bridge

Burlington Northern  
Sante Fe Railroad

CALHOUN ST.

RANDOLPH ST.

Mississippi  
River

US 52

US 52/IL 64



US 52/IL 64 /IL 84



SCALE IN FEET  
0 250 500

**APPENDIX B**

**BRIDGE STRUCTURE SUMMARY REPORT**

**Illinois Department of Transportation  
Structures Information Management System  
Structure Summary Report**

Date: 05/23/2012

Page: 1

Structure Number: 008-6000

District: 2

**Inventory Data**

<b>Facility Carried:</b> US 52	<b>Bridge Name:</b> SAVANNA - SABULA	<b>Sufficiency Rating:</b> 30.5	<b>Structure Length:</b> 2481.0
<b>Feature Crossed:</b> MISS RIV & BN RR	<b>Location:</b> NW EDGE SAVANNA	<b>HBP Eligible:</b> Yes	<b>AASHTO Bridge Length:</b> 99.9
<b>Bridge Remarks:</b>		<b>Replaced By:</b> 000-0000	<b>Length of Long Span:</b> 520.0
<b>Bridge Status:</b> 1 OPEN - NO RESTRICT	<b>Status Date:</b> 10/2009	<b>Replaces:</b> 000-0000	<b>Bridge Roadway Width:</b> 20.0
<b>Status Remarks:</b> STATUS CHANGED PER M. ETEMADI		<b>Last Update Date:</b> 12/13/2011	<b>Appr Roadway Width:</b> 26.0
<b>Maint County:</b> 008 CARROLL	<b>Maint Township:</b> 09 SAVANNA	<b>Parallel Structure:</b> None	<b>Deck Width:</b> 20.0
<b>Maint Responsibility:</b> 01 I.D.O.T.		<b>Multi-Level Structure Nbr:</b>	<b>Sidewalk Width Right:</b> 0.0
<b>Service On/Under:</b> 1 HIGHWAY	7 / RAILROAD-WATERWAY	<b>Skew Direction:</b> N	<b>Sidewalk Width Left:</b> 0.0
<b>Reporting Agency:</b> 1 I.D.O.T. - BUREAU OF MAINTENANCE		<b>Skew Angle:</b> 00 D 00 M 00 S	<b>Navigation Control:</b> 1 Yes
<b>Main Span Matl/Type:</b> 4 STEEL CONTINUOUS	/ 59 CANTILEVER THRU TRUSS	<b>Structure Flared:</b> No	<b>Navigation Horiz Clear:</b> 508
<b>Nbr Of Main Spans:</b> 4	<b>Nbr Of Approach Spans:</b> 21	<b>Historical Significance:</b> Yes	<b>Navigation Vert Clear:</b> 51
<b>***Approaches***</b>		<b>Border Bridge State:</b> 197	<b>Culvert Fill Depth:</b> 0.0
<b>Near #1 Matl/Type:</b> 3 STEEL	/ 02 STRINGER/MULTI-BEAM/GIRDER	<b>Bdr State SN:</b> 00000000029940	<b>Number Culvert Cells:</b> 0
<b>Near #2 Matl/Type:</b>	/	<b>Bdr State % Responsibility:</b> 50	<b>Culvert Opening Area:</b> 0.0
<b>Far #1 Matl/Type:</b> 3 STEEL	/ 02 STRINGER/MULTI-BEAM/GIRDER	<b>Structural Steel Wt</b> 2594600	<b>Culvert Cell Height:</b> 0.00
<b>Far #2 Matl/Type:</b>	/	<b>Substructure Material:</b>	<b>Culvert Cell Width:</b> 0.00
<b>Median Width/Type:</b> 0 Ft. / 0 None		<b>Rated By:</b> 2 IDOT	<b>Rate Method:</b> 2 ALLOWABLE STRESS
<b>Guardrail Type L/R:</b> 0None / 0 None		<b>Inventory Rating:</b> 15(227)	<b>Load Rating Date:</b> 02/03/2009
<b>Toll Facility Indicator:</b> 0 No Toll		<b>Operating Rating:</b> 20(236)	<b>Railroad Crossing Info</b>
			<b>Crossing 1 Nbr:</b> 069909
			W
<b>Latitude:</b> 42 D 06 M 15.41 S	<b>Longitude:</b> 90 D 09 M 38.96 S	<b>Design Load:</b> 05 H15	<b>Crossing 1 Nbr:</b>
<b>Deck Structure Type:</b> A CIP CON NRMLLY FORM	<b>Deck Structure Thickness:</b> 0	<b>SD:</b> Y <b>FO:</b> Y	<b>RR Lateral Underclear:</b> 29.0
<b>Sidewalks Under Structure:</b> 0 None			<b>RR Vertical Underclear:</b> 32 Ft 00 In

**Key Route On Data**

<b>Key Route Nbr:</b> FEDERAL-AID PRIMARY	0017	<b>Station:</b> 000.010
<b>Appurtenances</b> Main Route	00.000	<b>Segment:</b>
<b>Inventory County:</b> 008 CARROLL		<b>Linked:</b> Y
<b>Township/Road Dist</b> 09 SAVANNA		<b>Natl. Hwy System:</b> Not on NHS
<b>Municipality</b> 0000		<b>Inventory Direction:</b> W West
<b>Urban Area:</b> None 0000		<b>Curr AADT Yr/Count:</b> 2009 / 2100
<b>Functional Class:</b> 40 MINOR ARTERIAL, (NON-URBAN)		<b>Est Truck Percentage:</b> 10
<b>** CLEARANCES **</b> South/East North/West		<b>Number Of Lanes:</b> 2
<b>Max Rdwy Width:</b> 020.0		<b>One Or Two Way:</b> 2 Two-Way
<b>Horizontal:</b> 020.0 000.0		<b>Bypass Length:</b> 42
		<b>Future AADT Yr/Cnt:</b> 2032 / 2100
		<b>Designated Truck Rte:</b> NONE
<b>Lateral:</b>		<b>Special Systems:</b> No

**Key Route Under Data**

<b>Station:</b>
<b>Segment:</b>
<b>Linked:</b>
<b>Natl. Hwy System:</b>
<b>Inventory Direction:</b>
<b>Curr AADT Yr/Count:</b> /
<b>Est Truck Percentage:</b>
<b>Number Of Lanes:</b>
<b>One Or Two Way:</b>
<b>Bypass Length:</b>
<b>Future AADT Yr/Cnt:</b> /
<b>Designated Truck Rte:</b>
<b>Special Systems:</b>

**\*\*\* Marked Route On Data \*\*\***

	Designation	Kind	Number
<b>Route #1:</b>	1 Mainline	2 U.S. Highways	0052
<b>Route #2:</b>	1 Mainline	3 State Highway	0064
<b>Route #3:</b>			

**\*\*\* Marked Route Under Data \*\*\***

Designation	Kind	Number
-------------	------	--------

**Illinois Department of Transportation  
Structures Information Management System  
Structure Summary Report**

Date: 05/23/2012

Page: 2

Structure Number: 008-6000

District: 2

**Data Related to Inspection Information**

\*\*\* Inspection Intervals \*\*\*

\*\*\* Maximum Allowable Posting Limits \*\*\*

Bridge Posting Level:

Routine NBIS:	12 MOS	Underwater:	60 MOS	One Truck At A Time:	Combination Type 3S-1:	Tons	L	Legal Load Only
		Special:	N	Single Unit Vehicles:	LL Tons	Combination Type 3S-2:	Tons	

**Inspection/Appraisal Information**

\*\* Actual Posted Limits \*\*

Inspection Date:	08/24/2011	Inspection Temperature:	75Deg. F					
Deck:	6	SATISFACTORY CONDITION - MINOR DETERIORATION				Single Unit Vehicles:	LL	Tons
Superstructure:	4	POOR CONDITION - ADVANCED DETERIORATION				Combination Type 3S-1:		Tons
Substructure:	5	FAIR CONDITION - MINOR SECTION LOSS, CRACKS				Combination Type 3S-2:		Tons
Culvert:	N	NOT APPLICABLE				One Truck At A Time:		
Channel and Protection:	8	VERY GOOD CONDITION - NO PROBLEMS NOTED	Deck Wearing Surf:	P	GRATING	Last Paint Type:		ZI
Structural Evaluation:	4	MINIMUM ADEQUACY TO BE LEFT IN PLACE	Deck Membrane:	F	NONE	FIELD O Z E&P		
Deck Geometry:	2	INTOLERABLE - HIGH PRIORITY FOR REPLACEMENT	Deck Protection:	J	NONE			
Underclearance-Vert/Lat.:	9	SUPERIOR TO PRESENT DESIRABLE CRITERIA	Total Deck Thick:		04.0	ALUM EPOXY MASTIC		
Waterway Adequacy:	8	EQUAL TO PRESENT DESIRABLE CRITERIA	Last Paint Date:		10/2003			
Approach Roadway Align:	5	BETTER THAN ADEQUATE TO BE LEFT IN PLACE						
Bridge Railing Appraisal:	2	Doesn't Meet Standards						
Approach Guardrail:	222	Not Acceptable Not Acceptable Not Acceptable						
Pier Navig Protection:	1	NAVIGATION PROTECTION NOT REQUIRED						

**Underwater Inspection/Appraisal Information**

Inspection Date:	08/24/2011	Inspection Category:	1245	Debris problem	4 ft. water	Spread footings	Large areas
Temperature:	75	Inspection Method:	PS	Probe	Sonar		
				Appraisal Rating:	5	FAIR - MAJOR DETERIORATION IN UNDERWATER UNITS	

**Scour Critical Information**

**Miscellaneous**

Rating:	5	CALCULATED SCOUR ACCEPTABLE	Evaluation Method:	A	Computer Calculation	Microfilm Data Recorded:	No
Analysis Date:		11/19/1996					

**Construction Information**

**Waterway Information**

Year:	1932	Original	1985	Reconstructed	Flood Design Frequency:	0 YRS	Drainage Area:	0	Acre
Route:		Sta:		Sta:	Flood Design Q (CFS):	0	Flood Base Q (CFS):	0	
Section Nbr:					Flood Design Nat H W E:	0	Flood Base Nat H W E:	0	
Contract Nbr:					Flood Des Open Prop:	0 SF			
Fed Aid Pr#:	00000000000000		00000000000000						
Built By:	7	OTHER PRIVATE	7	OTHER PRIVATE					

## **APPENDIX C**

### **CORRESPONDENCE and DOCUMENTATION**

The following correspondence and documentation is included in this report:

- Proposed Scope Revision
- IDOT Memorandum – Request for Major Bridge Program Funds
- Introduction of Project for NEPA/404 Merger Process
- Documentation of Bridge being made available for Donation

7/12/10 9AM

# US 52 over Mississippi River (Savanna – Sabula) Illinois Proposed Scope Revision to Full Bridge Replacement July 2010

This paper summarizes a proposal by IDOT District 2 to revise the scope of work on the US 52 Mississippi River bridge. As part of the current program engineering and reconstruction of the Iowa approach is planned. IDOT is now proposing full replacement of the entire bridge within an 8 to 10 year time frame.

## Background

The structure was built in 1932. Illinois took over jurisdiction in 1987 and is the lead state on any repairs or replacement. The bridge carries 2 lanes of traffic (1 in each direction). The average daily traffic for 2009 was 2,100. The width of the existing bridge is 20' face-to-face of rail. The bridge is approximately 2468' in length including the Iowa approach, the main span, and the Illinois approach. The Iowa approach consists of a composite concrete deck with concrete parapets on steel girders. The Iowa approach is 947' in length. The main truss includes four truss spans with a total span length of approximately 1,443 feet. The deck consists of an open grid steel deck supported on floor beams and stringers. The Illinois approach consists of a 16" thick continuous concrete deck cast monolithic with the concrete pier caps. The Illinois approach is approximately 78' in length and ends at the IL 84 edge of pavement. The existing returns at IL 84 are too tight to properly accommodate truck turn movements. Trucks encroach over the centerline causing a safety situation. There is a rock bluff on the east side of IL 84 that restricts modifications to the intersection.

## Past Repairs

Repairs were undertaken in 1985 prior to Illinois taking jurisdiction of the bridge. The work included: repairs to the Iowa approach substructure pile bents, replacement of existing bearings on the Iowa approach spans, new concrete decks on both the Iowa and Illinois approach spans, modification of pier caps, installation of diaphragms on the Iowa approach spans, and replacement of the existing wood deck with an open grid steel deck on the truss spans.

In 1999 minor repairs included repair of joints on the Iowa approach spans, concrete repairs to some of the Iowa approach span pile bents, and replacement of bottom lateral bracing in some locations of the main truss spans.

In 2008 half of the grid steel deck was replaced and repairs were made to the pile bents on the Iowa approach. The contract for these repairs had a low bid of \$2.9 million. Portions of the work were completed with staged traffic control and the use of temporary traffic signals. Other portions of the contract were completed with a 28-day road closure. During the repairs to the Iowa approach it was determined that an additional contract would be needed to replace the pile bents.

## **Current Plan for Rehabilitation**

At the 2009 Border Bridge meeting the agencies discussed proposed structural repairs to the Iowa approach. It is estimated the replacement/repairs will cost \$6 million for this 947' length. In addition the remaining steel deck grates on the main span will need to be replaced at a cost of \$2 million.

The replacement of the Iowa approach will require that a temporary causeway be built by the contractor to access the construction site from the Iowa side. The construction and temporary working area will require a swath of an environmentally sensitive area to be cleared and then filled for the working platform.

The replacement of the Iowa approach will require that the Mississippi River Bridge be closed for a full construction season. A 9-month closure period is assumed for analysis. This closure would be a huge economic burden on both Savanna and Sabula. The best available detour route for traffic between Sabula and Savanna would be US 67 down to Clinton/Fulton and then back up IL 84. The 37-mile detour route, adding 34 miles of adverse travel and approximately 45 minutes to the crossing trips, will severely impact both drivers and the economies of the two communities. Assuming construction of the Iowa approach in nine months, the adverse travel cost will be approximately \$8.1 million for the locals taking the detour route.

The Iowa approach should be rebuilt to current width requirements of 40' clear width. This width would need to transition into the 20' bridge width on the existing main span. Future repairs or replacement of the main span would require additional road closures. If the alignment remains the same when the main span is eventually reconstructed, both states will have already borne the throwaway costs of the traffic control and adverse travel for the Iowa approach replacement, and will also need to fund the same traffic control and adverse travel items for the ultimate replacement of the main span. If a new alignment is used when the main span is reconstructed both states will have already borne the throwaway costs of traffic control/adverse travel and the Iowa approach construction costs.

## **Consideration of Ferry Service during Rehabilitation**

Some river communities have been able to implement a ferry service to alleviate the burden of using a long detour route. The feasibility of ferry service between Savanna and Sabula has been given preliminary consideration. On the Illinois side it appears that the best ferry terminal location would be just north of the Continental Grain and Barge Terminal. On Continental Grain and Barge's property there are remnants of three former ramps to possible barge tie offs. Assuming that the company would be agreeable, an easement would be purchased and a ferry terminal, parking lot, and boat ramps constructed. On the Iowa side the ferry terminal would most likely be adjacent to the public boat ramp at Sycamore Street and River Street. Work would be needed to construct the necessary ramps, and Sycamore Street would need to be closed at least between Pearl Street and River Street to accommodate the parking areas and ramps for the ferry terminal that would be constructed. It is assumed that river dredging would not be required. The need for dredging would be assessed if a ferry proposal moved forward, and an environmental permitting process would be pursued for construction and operations.

Each ferry would carry 12 to 15 vehicles across the river. If the total time required for drivers to load, ferry, and unload is greater than the time it takes to drive the detour route, the ferry option would likely not be a viable alternative to the detour. It would likely take about 20 minutes to travel the 1.8 miles between landings. With 5 minutes of loading and 5 minutes of unloading, drivers would have a 30-minute trip assuming they arrived just when loading began. Limiting wait times would therefore be important. Establishing a time advantage for the ferry service and providing the necessary vehicle capacity results in the need to run up to 5 ferries during peak periods.

The cost of renting and operating a ferry service with up to 5 ferries for one construction season is estimated at \$13 million. The construction of the ferry terminals, parking lots, and access roads would cost a minimum of \$3 million on both sides of the river. The overall cost of the 9-month ferry service would therefore be approximately \$16 million for rented ferry boats. If the boats were purchased and later resold the overall cost might be reduced to \$13 to \$15 million. It is estimated that one third of drivers would take the detour route rather than utilizing the ferry service, so an adverse travel cost of about \$2.8 million would still apply. Therefore the overall cost of implementing ferry service during the construction period would be in the range of \$16 million to \$19 million, well above the \$8.1 million adverse travel cost for a detour alone. The ferry service alternative is not considered to be reasonable based on this initial assessment.

#### **New Bridge Proposal**

The replacement of about 40% of the existing bridge will cost at least \$8 million including repairs to the main span, will require extensive environmental coordination, and will result in severe local economic impacts due to the required road closure. IDOT District 2 therefore recommends the alternative of beginning engineering and seeking funding for total replacement of the river bridge. Preliminary investigation indicates that if a new alignment is located within 100' of the existing US 52 Mississippi River Bridge a Categorical Exclusion (CE) will likely clear all federal requirements. This proposal would allow IDOT to construct the Iowa approach on a new alignment with 40' clear width along with a new main span bridge, and improve the geometrics on the Illinois side. A temporary causeway will need to be constructed for a work platform on the Iowa approach side. This proposal would improve overall safety of the motoring public on the bridge and at the Illinois intersection while greatly reducing closure times and costs.

The existing bridge will remain open to traffic until the final cutover. A road closure would then be needed to make a connection from the old Iowa causeway to the new Iowa approach. The detour would be in place for about two weeks, rather than the nine months required under the rehabilitation alternative. The adverse travel cost for the New Bridge alternative would be approximately \$400,000.

Environmental permitting issues would include the necessary construction within the river, the requirement of "zero rise" in the floodway, and the removal of the existing bridge that is currently on the National Register.

### Cost and Timing

The main concern with planning the replacement of the entire structure is the unknown service life of the Iowa approach pile bents. An optimistic estimate is that we have about 8 to 10 years of service life remaining, during which time PE I, PE II, and perhaps construction could be completed.

Because repairs to the Iowa approach could be required at a point in time prior to the completion of a new bridge, the district suggests that the PE I/II consultant work forward on plans for the Iowa approach repairs. This proposal could therefore involve a throwaway cost of up to \$1 million for engineering as well as the construction cost of the physical repairs deemed necessary.

The construction cost of a new bridge would be at least \$45 million. The PE I effort would include SGR and TSL work along with public coordination. The total PE I effort is estimated at \$3 million, with the report and documentation prepared by the in-house district staff. The PE II (final design) is estimated at \$5 million.

### List of Attachments

1. Existing Bridge Location and Potential Ferry Terminals/Route
2. Photos of Existing Bridge
3. Layout of Existing Bridge
4. Detour Route
5. Ferry Terminal Locations / Photos
6. Potential New Parallel Bridge Location

## Summary Sheets

### US 52- Savanna/Sabula Mississippi River Bridge Replacement Proposal

#### General Information

- ADT= 2,100 (2009) - Minor Arterial
- Illinois Lead Agency, with costs split 50/50 with Iowa
- Bridge built in 1932, repairs in 1985, 1999, and 2008. Existing structure 2,468' long, 20' wide
- Will coordinate with Iowa's replacement of truss bridge at Sabula. Work could not be done concurrently due to access requirements.

#### Scope of Work per 2009 Border Bridge Meeting:

- Replace 947' of Iowa Approach Span within eight years. Proposed 40' width to include shoulders.
- Construction Cost \$6 million plus incidentals for the Iowa approach. Work will need to be completed from Iowa side of the river. The other half of steel deck grates will need to be replaced for \$2 million with this contract.
- Road Closure and 37-mile detour required for entire construction season.
- Temporary ferry service has been preliminarily assessed and found to likely not be a reasonable alternative (see costs below). The District would recommend expanding the scope of work to include replacement of the Illinois approach spans to improve the geometry of the IL 84 intersection.
- PE I \$500k
- PE II \$500k
- When main spans are replaced a road closure will be needed again.
- Expand scope of work to include replacement of Illinois approach spans to improve geometrics.
- Potential throw-away costs and related issues:
  - Adverse travel costs (\$8.1 million) for detour-only.
  - Ferry installation and operation costs (\$13-\$16 million) with remaining \$2.8 million adverse travel. The \$16-\$19 million total cost appears to make the provision of ferry service impractical.
  - Costs for construction of Iowa approach spans (\$ 8 million including the replacement of remaining steel grids) may not be advisable if the future alignment is different, especially if more major work were pursued within 10-20 years.
  - If we remain in maintenance mode, future repairs on main span and adverse travel/traffic control would also be required for those repairs.

#### District 2 Proposed Scope of Work:

- Replace the entire 2468' of structure plus a short length of Iowa causeway for realignment to the new bridge, and reconstruct the Illinois intersection.

- Construction Cost is estimated at \$45 million depending on details developed. A tied-arch bridge appears to be a reasonable bridge type assumption at this time, but this would be studied in PE I. No allowance is being made for a signature structure.
- Reduce time of road closure to only when making connection from existing causeway to new causeway alignment (three week maximum).
- No ferry service considered or needed.
- PE I \$1 million for environmental work + \$2 million for preliminary structural engineering
- PE II \$ 5 million for final design.
- LA cost to be determined.
- Coordination with the railroad required.
- Challenges with Proposed Scope of Work:
  - Obtaining various permits for river work- 1 year minimum required to obtain all permits
  - Zero rise issue- The property use upstream of this structure is less sensitive to the zero rise issues than the properties upstream of the I-74 Bridge in the Quad Cities. This will improve the odds of successfully resolving the zero rise issue.
  - Coast Guard requirements- Illinois FHWA representative checking on requirements
  - NEPA merger meeting- Illinois FHWA representative checking on applicability.
  - Historic River Bridge status- at beginning of PE I process confirm with local agencies that they do not want to take over the existing bridge.
  - Repairs to Iowa approach spans - There is a likely need to have PE I/II consultant prepare plans for repair of Iowa approach as a contingency plan in the event a future inspection identifies structural issues that must be addressed to keep the existing bridge operational. This issue makes time of the essence in moving forward quickly with engineering for the new bridge.
  - Funding- To be discussed.

#### District Actions

- Meet with Iowa on July 15<sup>th</sup> and seek their concurrence to move forward with the New Bridge.
- Request survey- to be completed by Willett & Hoffman with var/var contract
- Roadway survey- up to south entrance of Palisades State Park to correct cross section issues.
- Determine Scope of Engineering Services
  - Advertisement of Engineering Service in FY 2011 using the previously programmed \$500k. The remaining amount needed for the PE I services will be programmed in FY 2012.
  - A substantial portion of the Phase I work to be completed in-house by district staff with consultant completing structural work.



of temporary traffic signals. Other portions of the contract were completed with a 28-day road closure. During the repairs to the Iowa approach it was determined that an additional contract would be needed to replace the pile bents.

## **2009 PLAN FOR REHABILITATION**

At the 2009 Border Bridge meeting the agencies discussed proposed structural repairs to the Iowa approach. It is estimated the replacement/repairs will cost \$6 million for this 947' length. In addition the remaining steel deck grates on the main span will need to be replaced at a cost of \$2 million.

The replacement of the Iowa approach will require that a temporary causeway be built by the contractor to access the construction site from the Iowa side. The construction and temporary working area will require a swath of an environmentally sensitive area to be cleared and then filled for the working platform.

The replacement of the Iowa approach will require that the Mississippi River Bridge be closed for a full construction season. A 9-month closure period is assumed for analysis. This closure would be a huge economic burden on both Savanna and Sabula. The best available detour route for traffic between Sabula and Savanna would be US 67 down to Clinton/Fulton and then back up IL 84. The 37-mile detour route, adding 34 miles of adverse travel and approximately 45 minutes to the crossing trips, will severely impact both drivers and the economies of the two communities. Assuming construction of the Iowa approach in nine months, the adverse travel cost will be approximately \$8.1 million for the locals taking the detour route.

The Iowa approach should be rebuilt to current width requirements of 40' clear width. This width would need to transition into the 20' bridge width on the existing main span. Future repairs or replacement of the main span would require additional road closures. If the alignment remains the same when the main span is eventually reconstructed, both states will have already borne the throwaway costs of the traffic control and adverse travel for the Iowa approach replacement, and will also need to fund the same traffic control and adverse travel items for the ultimate replacement of the main span. If a new alignment is used when the main span is reconstructed both states will have already borne the throwaway costs of traffic control/adverse travel and the Iowa approach construction costs.

### Consideration of Ferry Service during Rehabilitation

Some river communities have been able to implement a ferry service to alleviate the burden of using a long detour route. The feasibility of ferry service between Savanna and Sabula has been given preliminary consideration. On the Illinois side it appears that the best ferry terminal location would be just north of the Continental Grain and Barge Terminal. On Continental Grain and Barge's property there are remnants of three former ramps to possible barge tie offs. Assuming that the company would be agreeable, an easement would be purchased and a ferry terminal, parking lot, and boat ramps constructed. On the Iowa side the ferry terminal would most likely be adjacent to the public boat ramp at Sycamore Street and River Street. Work would be needed to construct the necessary ramps, and Sycamore Street would need to be closed at least between Pearl Street and River Street to accommodate the parking areas and ramps for the ferry terminal that would be constructed. It is assumed that river dredging would not be required.

The need for dredging would be assessed if a ferry proposal moved forward, and an environmental permitting process would be pursued for construction and operations.

Each ferry would carry 12 to 15 vehicles across the river. If the total time required for drivers to load, ferry, and unload is greater than the time it takes to drive the detour route, the ferry option would likely not be a viable alternative to the detour. It would likely take about 20 minutes to travel the 1.8 miles between landings. With 5 minutes of loading and 5 minutes of unloading, drivers would have a 30-minute trip assuming they arrived just when loading began. Limiting wait times would therefore be important. Establishing a time advantage for the ferry service and providing the necessary vehicle capacity results in the need to run up to 5 ferries during peak periods.

The cost of renting and operating a ferry service with up to 5 ferries for one construction season is estimated at \$13 million. The construction of the ferry terminals, parking lots, and access roads would cost a minimum of \$3 million on both sides of the river. The overall cost of the 9-month ferry service would therefore be approximately \$16 million for rented ferry boats. If the boats were purchased and later resold the overall cost might be reduced to \$13 to \$15 million. It is estimated that one third of drivers would take the detour route rather than utilizing the ferry service, so an adverse travel cost of about \$2.8 million would still apply. Therefore the overall cost of implementing ferry service during the construction period would be in the range of \$16 million to \$19 million, well above the \$8.1 million adverse travel cost for a detour alone. The ferry service alternative is not considered to be reasonable based on this initial assessment.

## **2010 PLAN FOR RECONSTRUCTION**

The replacement of about 40% of the existing bridge will cost at least \$8 million including repairs to the main span, will require extensive environmental coordination, and will result in severe local economic impacts due to the required road closure. IDOT District 2 therefore recommends the alternative of beginning engineering and seeking funding for total replacement of the river bridge. An environmental assessment will be required for this project. This proposal would allow IDOT to construct the Iowa approach on a new alignment with 40' clear width along with a new main span bridge, and improve the geometrics on the Illinois side. A sketch is attached. A temporary causeway will need to be constructed for a work platform on the Iowa approach side. This proposal would improve overall safety of the motoring public on the bridge and at the Illinois intersection while greatly reducing closure times and costs.

The existing bridge will remain open to traffic until the final crossover. A road closure would then be needed to make a connection from the old Iowa causeway to the new Iowa approach. The detour would be in place for about two weeks, rather than the nine months required under the rehabilitation alternative. The adverse travel cost for the New Bridge alternative would be approximately \$400,000.

Environmental permitting issues would include the necessary construction within the river, the requirement of "zero rise" in the floodway, and the removal of the existing bridge that is currently on the National Register.

### Cost and Timing

The main concern with planning the replacement of the entire structure is the unknown service life of the Iowa approach pile bents. An optimistic estimate is that we have about 8 to 10 years of service life remaining, during which time PE I, PE II, and perhaps construction could be completed. During the 2010 Border Bridge meeting there was concern that repairs would be needed prior to the completion of all the elements and funding of a new structure. Per recommendations by both state bridge offices \$3 million was programmed in FY 2015 for possible repairs needed to the structure. If by FY 2015 the likelihood of funding a new bridge or the status of the replacement bridge plans was in question the repairs would be advertised on a contract letting. The district has included the repair plans as part of the consultant work needed for this location.

The construction cost of a new bridge would be at least \$62 million. The PE I effort would include repair plans, environmental assessments, SGR, and TSL work along with public coordination. The total PE I effort is estimated at \$4.2 million, with the report and documentation possibly prepared by the in-house district staff. The PE II (final design) is estimated at \$3 million and may need to be adjusted per design recommendations from PE I.

### Major Bridge Status

Currently the criteria for Major Bridge candidates would not favor this location with a Rating Factor of 242. If the Department waits until the superstructure rating drops to "2" the Rating Factor will then be under 100, the department will have invested at least \$3 million in repairs and additional dollars will be diverted from the community in adverse travel from closing the bridge to make repairs. The number of years and the amount of coordination needed for permits and other requirements for replacing a major river bridge will require Illinois to make a funding commitment before the bridge is at a critical structural condition. The inspectors of the structure seem reluctant to even offer a range of years that the bridge will last giving one the impression the superstructure rating could be lowered at any time. Although the ADT is lower on the structure than most other Major Bridge candidates any closure of the structure would greatly impact the economy on both sides of the river.

The district is requesting Major Bridge funds for this location. If you have any questions, please contact Kris Tobin at 815-284-5444.

**REQUEST FOR FY 2016 ILLINOIS MAJOR BRIDGE PROGRAM FUNDS**

Bridge Name SAVANNA - SABULA IDOT District 2 County Carroll

Structure Number 008-6000 City Savanna

Facility Carried US 52 Facility or Feature Crossed Mississippi

Owner IDOT Jurisdictional Agreement Required: Yes \_\_\_ No x

Type of Work: Rehab \_\_\_ Replace X Date of Last Inspection 8/17/10

Sufficiency Rating (SI&A Sheet) 30.5 Number of Lanes 2 Functional Class Minor Arterial  
(See "Number of Lanes" topic in "Specific Eligibility Criteria" section)

ADT (from SI&A Sheet) 2100 ADTT 2320 ADT' 2.32 ADT Year 2009  
(Do not use Future/Projected ADT or AADT counts here. Use the last official recorded counts.)

<b>FY 2016 Request (in dollars)</b>	<b>Entire Project (PE,CE,ROW,UTL,CON)</b>	<b>Major Bridge Total (CE, CON)</b>	<b>Major Bridge FY 2016 Request (CE,CON)</b>
TPCE	<u>73.5 million</u>	<u>66.3 million</u>	<u>66.3 million</u>
Federal Share (80%)		<u>53.04</u>	<u>53.04</u>
Non-Fed. Matching (20%)		<u>13.26</u>	<u>13.26</u>

**FY 2016 Major Bridge Request and Obligation Schedule (FY Quarter; Activity; Amount)**

1stQ \_\_\_\_\_ 2ndQ \_\_\_\_\_ 3rdQ \_\_\_\_\_ 4thQ \_\_\_\_\_

Describe construction activity planned for each quarter (CE, SUB, SUPER, MAIN SPAN, etc.):  
Complete Replacement

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Special Consideration: Repairs in amount over \$ 3 million will need to be scheduled if replacement bridge is not funded. Repairs would be completed under road closure and this will have significant economic impact to region.

Contact Person (Name, Phone/E-mail): Kris Tobin 815-284-5444

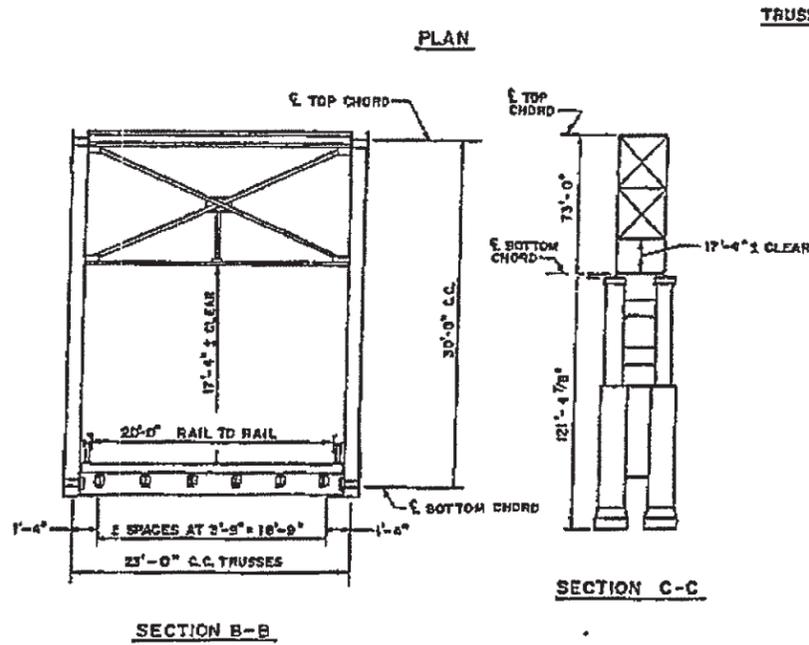
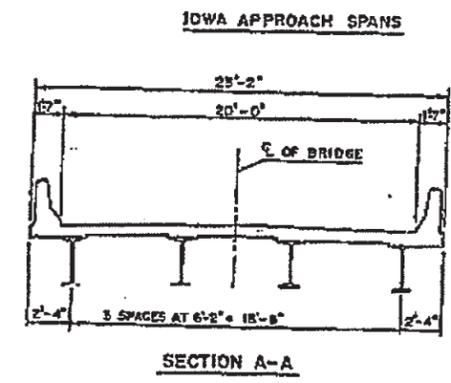
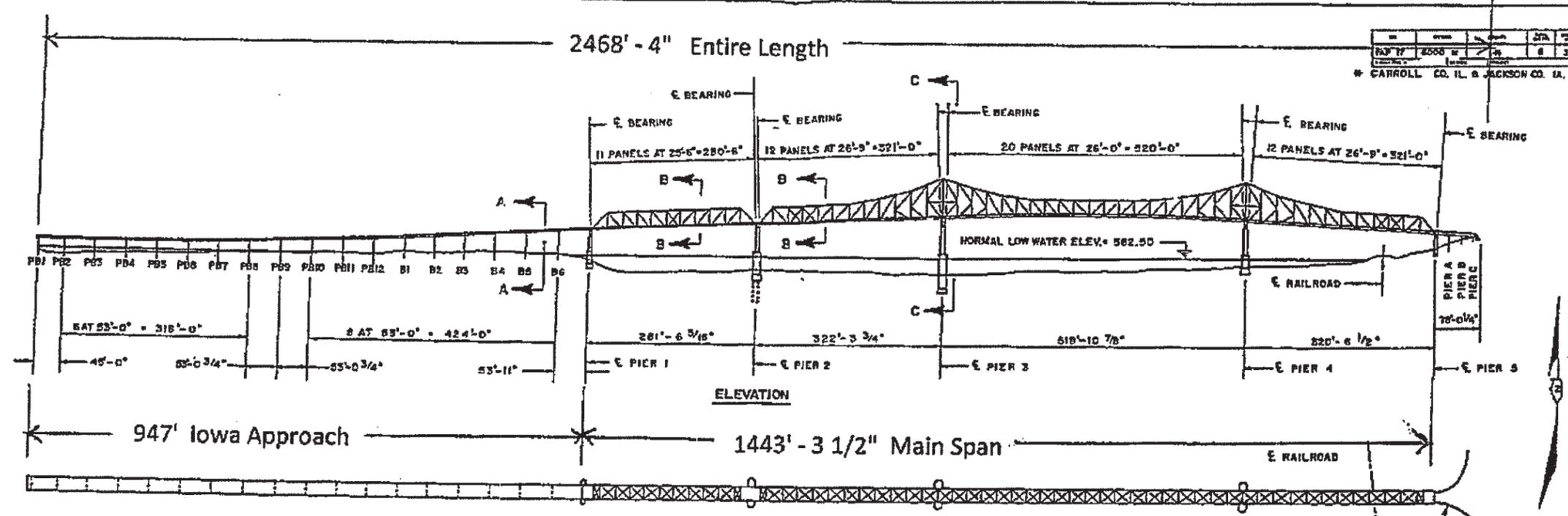
Contact Person (Address): 819 Depot Ave. Dixon, IL 61021

Load Posted: Yes x No \_\_\_ ; List the load posting (if yes) legal load

Rating Factor (IDOT Use Only): 242

Notes: TPCE = - Total Project Cost Estimate of bridge and bridge approach work.  
- To be used in rating factor calculation.

**A current briefing is to be provided for each project**

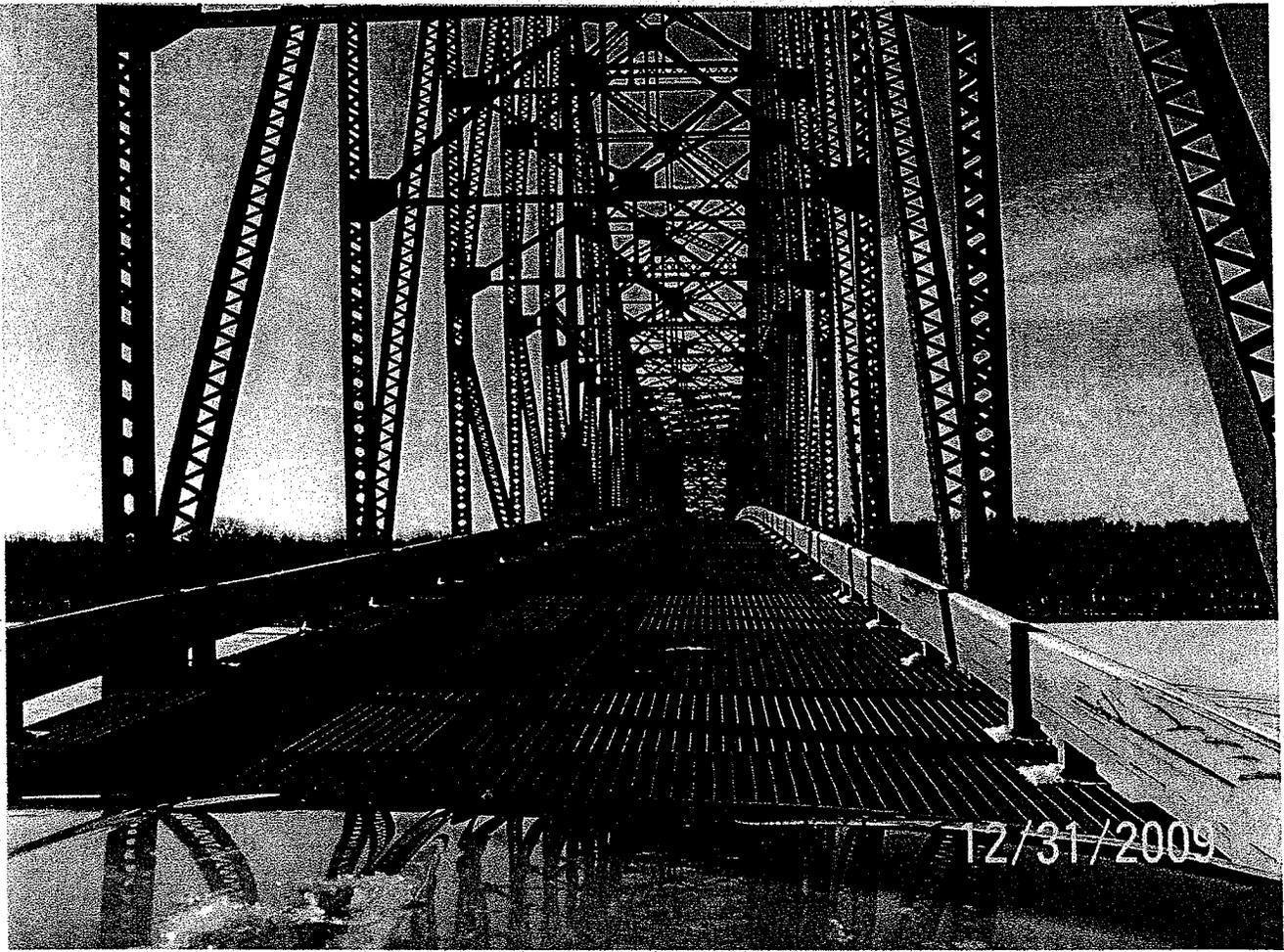


78'-0 1/4" Illinois Approach

**GENERAL PLAN AND ELEVATION**  
S.N. 008-6000

DISTRICT NO. 2 DIXON  
DESIGNED BY M. E. STAMM  
DRAWN BY A. CONGERMAN DATE 3/2/09  
CHECKED BY SCALE

0005

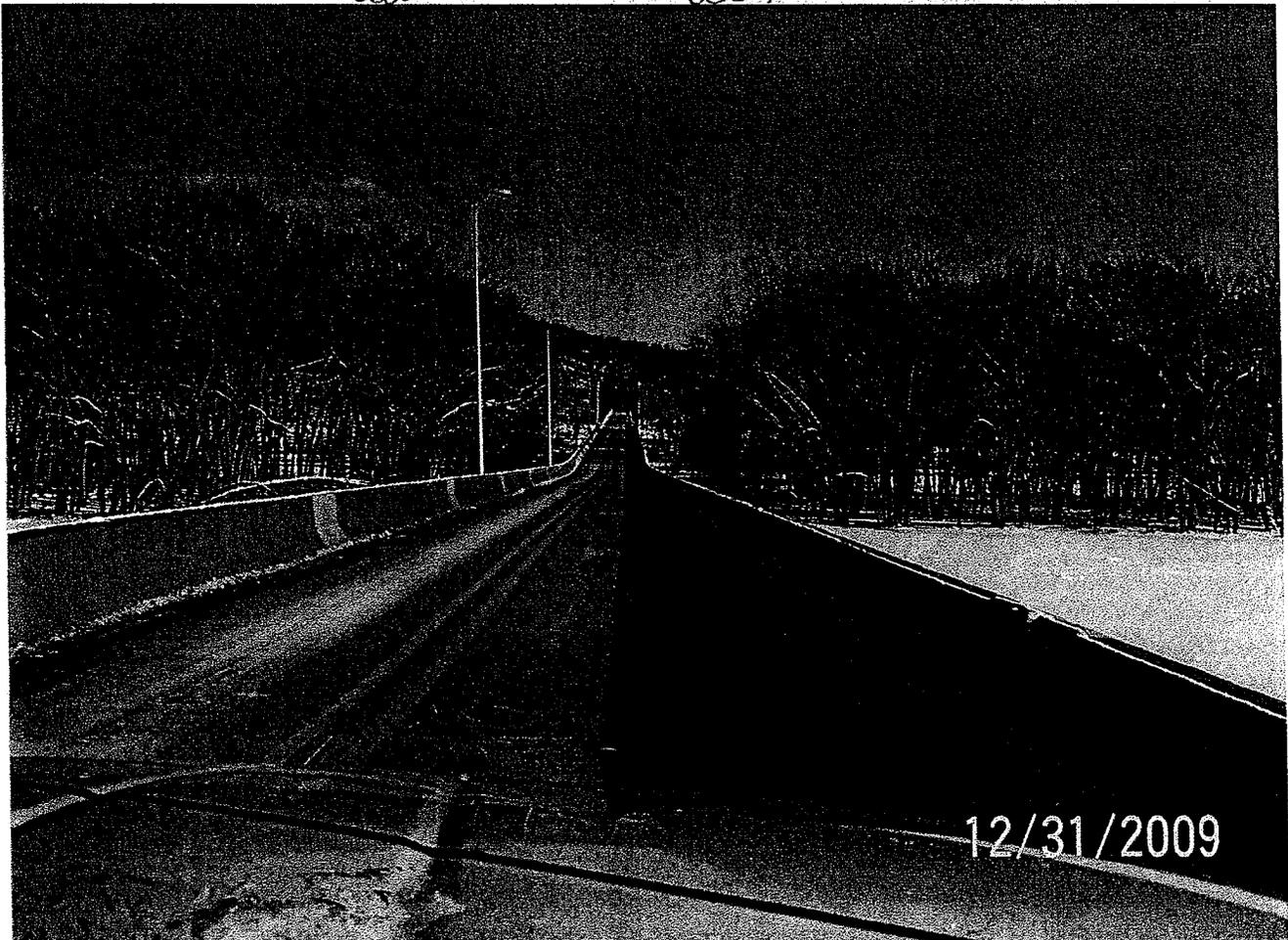


12/31/2009

0008

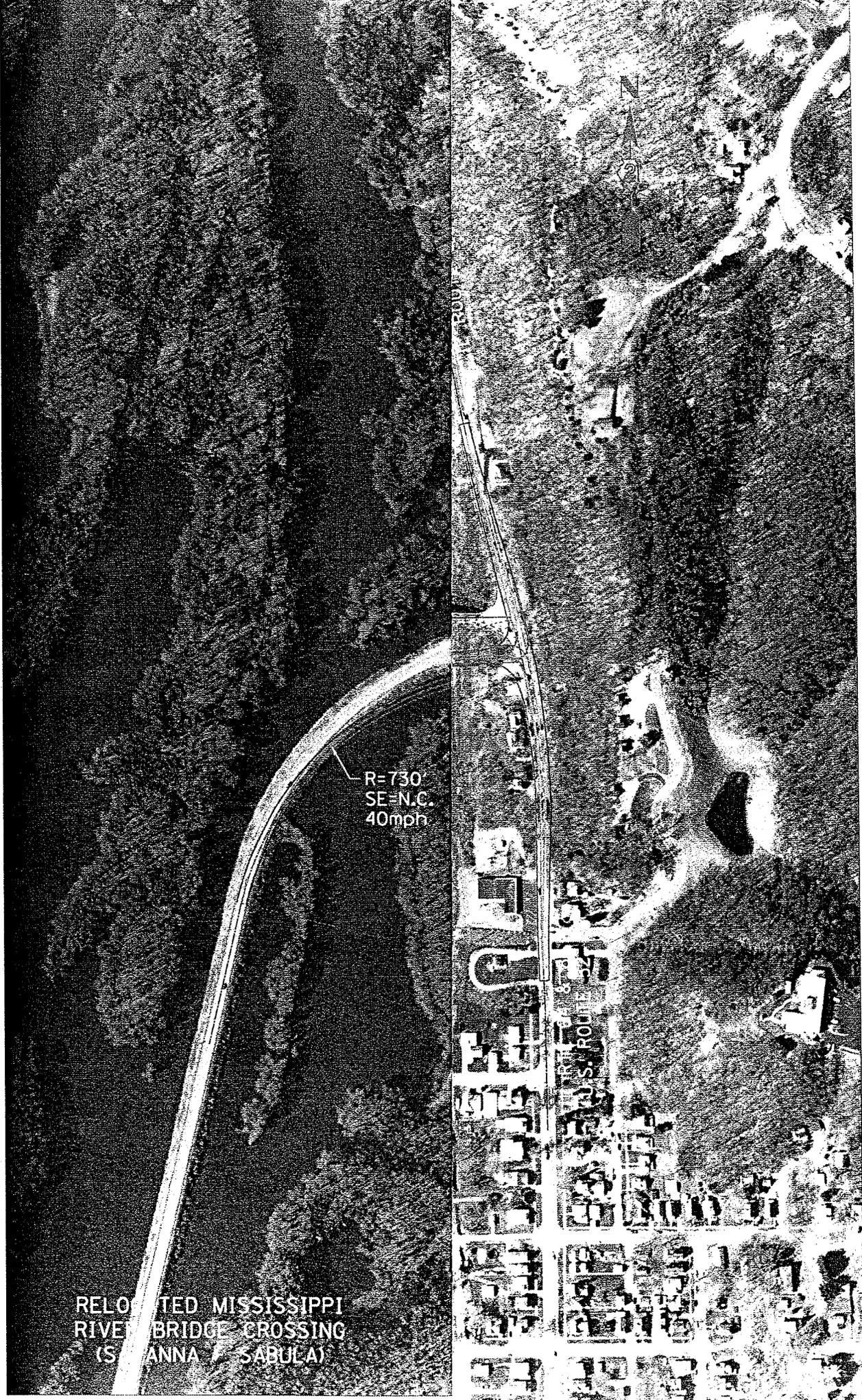
0007

WB US 52



12/31/2009

EB US 52



RELOCATED MISSISSIPPI  
RIVER BRIDGE CROSSING  
(SAVANNAH - SABULA)

R=730  
SE=N.C.  
40mph

SOUTH ROUTE 52

Introduction of Project  
for ~~NEPA/404 Merger Process~~  
February 15, 2011

FAP Route 17 (US 52/IL 64)  
Section 104B-2  
US 52/IL 64 over Mississippi River between Savanna, IL and Sabula, IA  
Carroll County, IL and Jackson County, IA  
Job No. P-92-001-11  
Contract #64G59  
Seq. #16154

IDOT, District 2, is proposing to replace the bridge (SN 008-6000) carrying US 52/IL 64 over the Mississippi River between Savanna, Illinois and Sabula, Iowa. The bridge on the Illinois side of the Mississippi River "T's" into IL 84 approximately 35 feet above the Mississippi River floodplain. At this location, IL 84 is a north-south roadway occurring near the top of the bluff just north of Savanna. The bridge on the Iowa side of the river terminates on the earthen causeway, approximately 2.4 miles north northeast of Sabula, IA. This river crossing consists of two bridges. The first is a 1,445 foot, cantilevered through steel truss, four span bridge which occurs between IL 84 and an island that separates the Mississippi River Channel from the backwater areas. The second bridge is a 947 foot, eighteen span bridge which occurs between the island and the causeway. Both bridges have a 20 foot wide driving surface. The existing ADT on the bridge is 2000 vehicles per day.

The proposed project will construct a bridge approximately 150 feet south of the existing bridge. The new bridge will be a two lane bridge with a 27 foot wide driving surface. The Iowa terminus will be on the existing US 52 causeway. The bridge entry point onto the causeway will be approximately 150 feet south of the existing entry point. The Illinois terminus will be a "T" intersection onto IL 84. Work on IL 84 will involve the addition of a left turn lane onto the bridge. In addition, roadway work along IL 84 from approximately Randolph Street in Savanna north to the main entrance of the Mississippi Palisades State Park is anticipated. This work will consist of widening the existing shoulders, upgrading the existing guardrail, culvert replacement, and roadway resurfacing.

### **Environmental Setting**

The predominant land cover in the project area is the Mississippi River channel and its backwater areas (sloughs and islands). On the Illinois side of the river, the bridge crosses a narrow floodplain, the BNSF RR, and terminates on a bluff area approximately 35 feet above the Mississippi River floodplain. Residences occur along IL Route 84, north and south of the "T" intersection with the bridge. The following environmental issues are present within the project area.

1. The bridge is on the National Register of Historic Sites and the Department's Historic Bridge List. A Section 106/4(f) Report will be required. Coordination with the Illinois and Iowa SHPO and the ACHP will be required.
2. The bridge crosses the Upper Mississippi River National Wildlife and Fish Refuge (Pool 13). A Programmatic Section 4(f) document will be required. Coordination with the Fish and Wildlife Service (both the field office and the refuge manager) will be required. A permit from the Refuge will also be required.

3. The Mississippi River is a navigable stream and will require a bridge permit from the Coast Guard for construction of the new bridge and demolition of the existing bridge.
4. The project will impact forested and emergent wetlands occurring within the Refuge on the Iowa side. Wetland mitigation will follow guidance received from the Refuge manager, the Iowa DNR, and the Corps of Engineers (Rock Island).
5. The removal and replacement of piers in the river and adjacent backwater areas including wetlands will require an individual Section 404 permit from the Corps of Engineers and individual water quality certification from the Illinois EPA and Iowa DNR.
6. The floodplain on the Iowa side of the river consists of islands and sloughs. A permit will be required from the Iowa DNR and the City of Sabula.
7. The project will require the removal of less than ten residences along existing IL Route 84. The removals are necessary for the construction of a left turn lane onto the bridge.
8. The Mississippi Palisades State Park is a Section 4(f) and Section 6(f) resource. No impacts to the State Park are anticipated at this time.

Federal endangered and threatened species.

The Fish and Wildlife Service lists the Indiana bat, Higgins eye pearly mussel, and eastern prairie fringed orchid as occurring in Carroll County, Illinois (List revised November 2010). The Service lists the western prairie fringed orchid, eastern prairie fringed orchid, prairie bush clover, northern monkshood, Higgins eye pearly mussel, and Iowa Pleistocene snail as occurring in Jackson County, Iowa (List revised September 2007). Only the Higgins eye pearly mussel has the potential to occur within the project area. However, the Illinois DNR Natural Heritage Database and the Refuge Database do not identify this species as occurring within the project area. Federal listed species are not expected to be an issue.

Illinois endangered and threatened species, natural areas, and nature preserves.

The Illinois DNR Natural Heritage Database does not list any of these features as occurring within the bridge crossing area. The Canada violet and cliff goldenrod are listed as occurring in the State Park. Illinois listed species and preserves are not expected to be an issue.

Iowa endangered and threatened species and species of concern.

The Iowa DNR lists 61 species as threatened, endangered, or species of concern within Jackson County, Iowa. Habitat is not present within the project area for most of these species. Coordination with the Iowa DNR during the emergency pier repair project in 2009 indicated that there were no species within the project area. Coordination with the Iowa DNR will be required. Iowa listed species are not expected to be an issue.

## Conclusion

The project involves replacing an existing two lane bridge with a slightly wider two lane bridge. The proposed projects termini are similar to the existing termini.

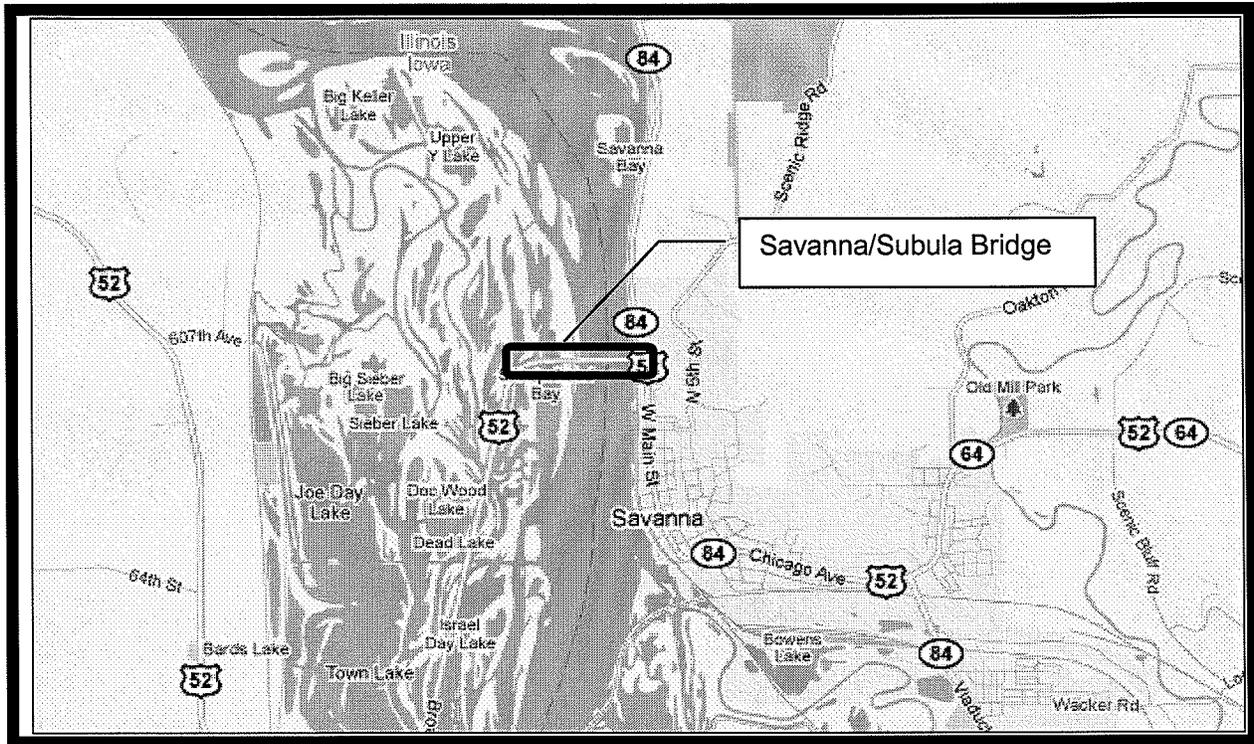
The project has very few alternatives. The no-build alternative is not an option as the existing bridge is nearing the end of its life span and is to the point where the deterioration is beyond repair. The bridge cannot be stage constructed. The removal of the existing bridge and building a replacement bridge in the same location would cause adverse travel for a long period of time. Parallel alternatives to the existing bridge are the only prudent alternatives and these are limited to areas adjacent to the existing bridge. All alternatives have similar impacts to the same resources.

The project involves resources (historic bridges, Section 4(f) lands, wetlands, floodplains) that have avoidance requirements. None of these resources can be avoided. All alternatives will have similar impacts to these resources.

Potential impacts to resources are based on a 100 foot ROW. Pier number and placement are unknown at this time, but most likely will be similar to the existing configuration or fewer.

1. The Refuge is 261 miles long and extends from Wabasha, Minnesota to Rock Island, Illinois. The Refuge is composed of 240,000 acres of wooded islands, marshes, and backwaters. Approximately 3 acres of Refuge will be disturbed.
2. Approximately 1 acre of Refuge associated with the existing bridge on the island will revert back to forested wetland after the bridge is removed.
3. The Mississippi River is not in the Refuge, as it is the navigation channel and under the jurisdiction of the Corps of Engineers and the Coast Guard. Approximately 1 acre of river bottom will be converted to piers.
4. Floodplains: The floodplain encroachment on the Iowa side is perpendicular and involves fill on the island and backwater. The fill is for the piers and work adjacent to the existing US 52 causeway. Fills in these areas should total less than 3 acres. The floodplain on the Illinois side is approximately 60 feet in width and is occupied by the BNSF RR and its adjacent access road. An encroachment into this floodplain is not expected. The bridge will be approximately 35 feet above the floodplain.
5. Wetland impacts are expected to be less than 1.5 acres and are associated with the forested island. The impacts include tree clearing (approximately 1 acre) and the placement of fill (piers).
6. Backwater impacts are expected to be less than 1.5 acres and are associated with the placement of piers and the reconfiguration of the existing US 52 causeway.

This project is being proposed to be processed as an Environmental Assessment.



## LOCATION MAP

FOR

FAP 17 (US 52/IL 64)  
SECTION 104B-2  
CARROLL COUNTY  
JOB NO. P-92-001-11  
CONTRACT NO. 64G59

Construction of a bridge on a new roadway alignment to carry US 52/IL 64 over the Mississippi River at Savanna.



# Illinois Department of Transportation

## Memorandum

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To: File  
From: Mark D. Nardini  
Subject: Section 106 Public Comments  
Date: March 18, 2013

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FAP 17 (US 52)  
Section 104B-2  
Carroll County  
Job No. P-92-001-11  
Contract No. 64G59  
Seq. No. 16154

On Thursday, January 31, 2013, pursuant to 23 U.S.C. 144(n), the Illinois Department of Transportation (IDOT) placed a public notice in the Herald-Leader Newspaper in Dubuque, Iowa, soliciting for interested parties to take ownership of the bridge that carries US 52 over the Mississippi River between Savanna, Illinois (Carroll County) and Sabula, Iowa (Jackson County). This structure is listed on the National Register of Historic Places (NRHP), and as such, the qualifying parties would have to agree to the following:

- 1) Maintain the structure in its historic significance in perpetuity, and
- 2) Assume all future legal financial responsibility for the bridge, which may include an agreement to hold the Illinois Department of Transportation harmless in any liability action.

The Department gave until March 1, 2013 (30 Days) for interesting parties to send a letter of interest along with funding means, location of bridge placement, means of moving structure and time table for move.

As of Monday, March 18, 2013, the Department has not received any letters of interest for the bridge. We have however received a few phone calls and emails discussing the bridge.

# Church Notes

**FIRST PRESBYTERIAN CHURCH – BELLEVUE**  
**Sunday, Feb. 3**  
 8:45 am - Choir Practice  
 9:00 am - Sunday School  
 10:00 am - Worship  
 11:00 am - MM&O serving a Soup lunch. Free will offering to go to Jackson County Domestic Violence Center

**ST. JOHN LUTHERAN – BELLEVUE**  
**Wednesday, Jan. 30**  
 6:00 pm - Confirmation  
**Thursday, Jan. 31**  
 9:00 am - Quilt Tying  
**Friday, Feb. 1**  
 9:00 am - Morning Prayer  
**Saturday, Feb. 2**  
 5:00 pm - Worship  
**Sunday, Feb. 3**  
 9:00 am Choir Practice  
 10:00 am Worship  
**Tuesday, Feb. 4**  
 2:30 pm - WELCA Board Meeting

**ST. JOSEPH CATHOLIC CHURCH – BELLEVUE**  
**MASSES**  
**Tuesday and Friday** - Mass at 8:25 a.m.  
**Wednesday** Alternate weekly with Mill Valley Care Masses. Check bulletin for times & Mass location  
**Saturday Mass** 4:15 p.m.  
**Sunday Masses** 10:15 a.m.

**Tri-Parish News**  
**ST. LAWRENCE - OTTER CREEK**  
 Mass: 8:30 a.m. 1st & 3rd Sunday

**SALEM LUTHERAN CHURCH – ANDREW**  
 Pastor: Ron Huber  
 Service Sunday: 9:00 a.m.  
 Communion- 1st & 3rd Sundays

**SACRED HEART CATHOLIC CHURCH MAQUOKETA**  
**SATURDAY**  
 Mass: 5:30 p.m.  
**SUNDAY**  
 Masses: 8 a.m.

**ST. CATHERINE CATHOLIC CHURCH**

**SUNDAY**  
 Mass: 8:30 a.m. 1st, 3rd & 5th  
 Alternate with every other weekend with St. Donatus

**ST. PAUL LUTHERAN – LAMOTTE**  
**Sunday**  
 9:00 am - Worship  
 9:45 am - Sunday School  
 Worship includes Holy Communion on the 1st, 3rd & 5th Sundays.  
**Sunday, Feb. 3**  
 8:30 am - Worship followed by Annual Meeting  
**Ash Wednesday, Feb. 13**  
 6:30 pm - Worship & Communion

**SS. PETER AND PAUL CHURCH – SPRINGBROOK**  
 Pastor:  
 Very Rev. Phillip Kruse  
 Deacon: Mr. Rev. Sean Smith  
**SUNDAY**  
 MASS 8:00 a.m.  
**THURSDAY**  
 MASS 8:00 a.m.

**ST. DONATUS CATHOLIC CHURCH**  
**SUNDAY**  
 Mass: 8:30 a.m. 2nd & 4th  
 Alternate with every other weekend with St. Catherines

**ST. JOHN LUTHERAN CHURCH – PRESTON**  
**SUNDAY**  
 8 and 10:30 am - Worship  
 9:15 am - Sunday School

**ST. JOHN LUTHERAN – ST. DONATUS**  
**Sunday**  
 9:30 am - Sunday School  
 10:30 am - Worship  
 Worship includes Holy Communion on the 1st, 3rd & 5th Sundays.  
**Ash Wednesday, Feb. 13**  
 7:45 pm - Worship & Communion

**ST. JOSEPH'S CATHOLIC CHURCH – PRESTON**  
 Pastor: Fr. Donald Hertges  
**SUNDAY**  
 Mass: 10:00 a.m.

**FIRST CONGREGATIONAL UCC OF GREEN ISLAND**  
 Worship Services each Sunday at 9:00 a.m.  
**First Sunday:** Holy Communion followed by Board Meeting in Fellowship Hall  
 1:30 p.m. Worship at Mill Valley  
**Second Sunday:** Contemporary Worship with the Music Ministry of NEW FAITH followed by Potluck/Brunch in Fellowship Hall  
**Third and Fourth Sunday:** Blended Worship

**SUGAR CREEK, STS MARY & JOSEPH CHARLOTTE**  
 Sugar Creek December Mass Schedule  
**Sundays:** 11:00 am  
**Tridentine Mass**  
 January 20 - 1 pm

**ASSUMPTION & ST. PATRICK PETERSVILLE, IMMACULATE CONCEPTION**  
**SATURDAY VIGIL**  
 4:30 p.m. at Sugar Creek  
**SUNDAY MORNING**  
 8:00 a.m. Charlotte  
 10:00 a.m. Petersville  
 Weekday Mass will vary according to holy days and pastor's schedule - see weekly schedule in Bulletin.  
**TRIDENTINE MASS**  
 (Extraordinary Form of the Mass)  
**Third Sunday of each Month**  
 1:00 p.m. Sugar Creek

**CHURCH OF CHRIST LAMOTTE**  
 Pastor: Minister Eric Waterman  
**Wednesday**  
 Worship: 7:30 pm  
**Sunday**  
 Worship: 10:30 am  
 Children's Worship  
 Service: 12:30 pm

**MARQUETTE**  
 Milk served with all meals.

**MON., FEBRUARY 4**  
 Cheeseburger on a bun, lettuce, fries, fruit  
**TUES., FEBRUARY 5**  
 Roast chicken, mashed potatoes, peaches  
**WED., FEBRUARY 6**  
 Pork patty, bread and butter, lettuce, fruit  
**THUR., FEBRUARY 7**  
 Roasted veggies, beef tips and gravy, pineapple tidbits  
**FRI., FEBRUARY 8**  
 Chicken nuggets, potatoes pears

**BELLEVUE SCHOOL**  
 Milk served with all meals  
 Salad bar at high school everyday & elementary Monday, Wednesday & Friday  
**MON., FEBRUARY 4**  
 Breakfast: Cereal, toast, juice  
 Lunch: Taco's in a bag w/lettuce, cheese, sauce, steamed carrots, pears  
**TUES., FEBRUARY 5**  
 Breakfast: Egg patty, sausage, toast, juice  
 Lunch: Pork and noodles, whole grain sandwich, peas, applesauce, oatmeal chocolate chip cookie

**WED., FEBRUARY 6**  
 Breakfast: French toast w/syrup, applesauce, sausage  
 Lunch: Chicken tender w/catsup, BBQ sauce, whole grain sandwich, broccoli, mixed fruit  
**THUR., FEBRUARY 7**  
 Breakfast: Cheese omelet, bacon, toast, juice  
 Lunch: Hot dogs in a bun w/catsup, pickle relish, baked beans, peaches, jello cake w/whipped topping  
**FRI., FEBRUARY 8**  
 Breakfast: Cereal, toast, juice  
 Lunch: BBQ pork in a bun, sweet potatoes w/marshmallows, pineapple

# Senior Menu

Phone reservations by 9 a.m. the day of the meal. Call 872-4666. Center accepts food stamps as payment for dinner. Menus are subject to change.

**MON., FEBRUARY 4**  
 Hunter steak, mashed potatoes, peas, cake & frosting  
 Volunteers: Mary Youngblut and Rosemary Schwager  
**TUES., FEBRUARY 5**  
 Euchre  
 Ham balls, scalloped potatoes, baked cabbage, banana cake/icing  
 Volunteers: Glenda Miller and Mina Theisen

**WED., FEBRUARY 6**  
 500  
 Baked Pollack, baked potatoes, zucchini & tomatoes, brownies  
 Volunteers: Glenda Miller and Lorraine Miller  
**THUR., FEBRUARY 7**  
 Oven fried chicken, mashed potatoes and gravy, corn, blueberry dessert  
 Volunteers: Mary Beck and Eldora Steines  
**FRI., FEBRUARY 8**  
 Bingo  
 Hamburger/bun, French fries, green beans, dessert  
 Volunteers: Sandy Bowman and Sue Hayward

**Tri-County Tombstones**

---

403 Hwy. 62  
 Maquoketa, Iowa  
(Across from the Fairgrounds)

---

• Monuments • Markers  
 • Benches • Vases  
 • Lettering • Etching  
 • Photos • Special Designs

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## Litwiller Chiropractic

111 State St. • Bellevue, IA  
 Office Hours: Monday - Friday 9-12 & 2-6  
**563-872-5550**

*"Our examination eliminates those cases we feel we cannot help"*

**The Bellevue City Council has decided to change their regular meeting dates beginning January 1, 2013.**

After that date all regularly scheduled Council meetings will be held on the **second and fourth Mondays of each month.**

The first two meetings in January will be Monday, January 14th and Monday, January 28th. This schedule will be maintained until further notice.

*Special*

## BINGO SESSIONS

Jackson Co. Fairgrounds  
 Maquoketa, Iowa

**SATURDAY, FEB. 2<sup>nd</sup>**  
**Two Sessions - 10:30 AM & 1:45 PM**

--- GOOD NEIGHBOR PAYOUTS ---  
**\$300 JACKPOT EACH SESSION**  
**BINGO EVERY TUESDAY AT 8:30 PM**  
 Jackson Co. Fairgrounds • Maquoketa • 563-622-4292

**NOTICE**

## Kalmes Restaurant

Will be closing at 1:30 p.m.  
**SUNDAY, FEBRUARY 3**  
 for an employee Christmas Party

St. Donatus, IA • 872-3378 or 773-2480

**PUBLIC NOTICE**

The Illinois Department of Transportation is proposing the replacement and demolition of the bridge that carries US 52 over the Mississippi River between Savanna, IL (Carroll County) and Sabula, IA (Jackson County). This bridge is listed on the National Register of Historic Places (NRHP). Whereas this project is funded in part by the Federal Highway Administration and pursuant to 23 U.S.C. 144(n), any state which proposes to demolish a NRHP listed bridge and is asking for federal participation in funding the project shall first make the bridge available for donation to a state, local, or responsible entity.

Therefore, the Illinois Department of Transportation is offering the US 52 bridge over the Mississippi River to any qualifying state, local, or responsible entity, as long as they agree to the following:

- 1) Maintain the structure in its historic significance in perpetuity, and
- 2) assume all future legal financial responsibility for the bridge, which may include an agreement to hold the Illinois Department of Transportation harmless in any liability action.

The Department may cover some cost associated with moving this bridge, not to exceed the cost of demolition of this bridge. All remaining cost shall be the responsibility of the entity requesting to move the structure.

Interested parties should send a letter of interest along with funding means, location of bridge placement, means of moving structure, and time table for move. It should be noted that the bridge will be required to be moved within 30 days of the opening of the new bridge.

Letter of interest should be sent to:

Illinois Department of Transportation  
 District 2  
 819 Depot Avenue  
 Dixon, IL 61021  
 Ph. 815/284-2271  
 Normal business hours are 8:00 a.m. to 4:30 p.m.

or e-mailed to [Mark.Nardini@illinois.gov](mailto:Mark.Nardini@illinois.gov). Comments must be received by March 1, 2013 to be considered as a potential owner in perpetuity.

**Heart boxes filled with Marilyn Ann's Candies!**

*Choose from our homemade delicious:*

Snappers	Choc. Covered
Peanut Clusters	Caramels
Almond Clusters	Sugar Free Candy

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*Insurance Inc.*

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 BELLEVUE, IA 52031  
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 1-800-637-8636

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**Auto-Owners Insurance**

## **APPENDIX D**

### **HISTORICAL DOCUMENTATION FOR EXISTING U.S. 52/IL 64 BRIDGE**

- Illinois Historic Bridge Database Information
- Historic Architectural and Archaeology Resources Geographic Information System (HAARGIS) Information
- National Register of Historic Places (NRHP)

Str Nbr	Dist	Maint Co	Maint	MntAgcy	Facility Carried	Feature Crossed	Location	Mat-Type	Hist	Group	Const	Recon
001-0019	6	ADAMS	18	IDOT	US 24(EB)/ MAINE ST.	MISS. R./FRONT ST/BN	W EDGE DWNTWN QUINCY	358	3	1	1930	2002
001-0032	6	ADAMS	1	IDOT	IL 96 / 24TH ST	CEDAR CREEK	.6M N LOCUST- QUINCY	107	3	2P	1936	0
001-0068	6	ADAMS	18	IDOT	US 24(WB)/ BROADWAY	MISS. R./STREETS/BNRR	W EDGE DWNTWN QUINCY	414	5	1	1986	0
001-0071	6	ADAMS	0	UNKNOWN	PEDESTRIAN	FALL CREEK	1 MI N IL 57, PAYSON	811	1	1	1858	0
001-3055	6	ADAMS	3	COUNTY	TR 367	MCKEE CRK.	4.6 MI W KELLERVILLE	331	4	3A	1933	0
001-3066	6	ADAMS	9	TWSP/R.D.	SUPERSTR IN STORAGE		YARD,CO ENGR QUINCY	910	3	1A	1870	0
001-6001	6	ADAMS	4	MUNICIPAL	SOUTH 8TH STREET	CURTIS CREEK	QUINCY	811	3	2P	1899	1995
002-0005	9	ALEXANDER	18	IDOT	US 60 & 62	MISSISSIPPI R	CAIRO	359	3	1	1929	1983
002-0006	9	ALEXANDER	81	ADJ STATE	US 51	OHIO RIVER *	1 MI S CAIRO	359	3	1	1937	1979
002-0009	9	ALEXANDER	1	IDOT	OLD ILL RTE 3	SEXTON CREEK	GALE	351	4	3A	1933	0
002-0010	9	ALEXANDER	1	IDOT	OLD ILL RTE 3	MILLER CREEK	1 MI. N. OF THEBES	331	3	3P	1933	0
002-0022	9	ALEXANDER	18	IDOT	FAI 57	MISSISSIPPI RIVER *	I-57 AT CAIRO	412	5	1	1978	0
002-9910	9	ALEXANDER	6	RAILROAD	MO PAC RR	MISSISSIPPI RV	THEBES	359	3	1	1902	0
003-0038	8	BOND	1	IDOT	SBI 11A	STREAM	0.1 MI W POCAHONTAS	124	4	1A	1920	0
003-0041	8	BOND	1	IDOT	SBI 127	BEAVER CREEK	0.2 MI S US 40	302	3	2P	1932	0
003-9904	8	BOND	6	RAILROAD	FAS 1746	BURLINGTON NORTH R	3.75 M N GREENVILLE	702	4	1A	1907	0
004-3019	2	BOONE	9	TWSP/R.D.	COUNTY LINE RD	SPRING CREEK	8.0 MI SE BELVIDERE	502	6	1A	1955	0
006-0134	3	BUREAU	1	IDOT	OLD DAD JOE TRAIL	BUREAU CREEK	710	1	1P	1863	1973	
006-3003	3	BUREAU	3	COUNTY	CH 4	PLOW HOLLOW CREEK	1 MI S TISKILWA	111	0	3A	1943	0
006-3244	3	BUREAU	3	COUNTY	FAS 188 / CH 8	HENNEPIN CANAL	SOUTH EDGE WYANET	351	7	3P	1931	1982
006-4004	3	BUREAU	9	TWSP/R.D.	TR 268	BUREAU CR.	3 MI. E. OF TISKILWA	356	3	1	1899	1949
006-4176	3	BUREAU	7	PRIVATE	TR 336	BUREAU CREEK	2 MI SW OF LA MOILLE	350	3	1P	1901	0
006-4241	3	BUREAU	9	TWSP/R.D.	TR 10-B	KING CREEK	W EDGE OF MINERAL	331	4		1899	0
006-4259	3	BUREAU	9	TWSP/R.D.	TR 46	W FORK SPOON RIVER	3 MI S OF NEPONSET	302	4	2A	1940	0
006-9908	3	BUREAU	0I	IDNR	PEDESTRIAN ONLY	HENNEPIN CANAL	2.5 MI NE MINERAL	315	2	1	1904	1976
006-9934	3	BUREAU	6	RAILROAD	BN RR	TR 170B	NE OF WYANET	309	3	1	1899	0
006-9952	3	BUREAU	0I	IDNR	PARK ACCESS RD	HENNEPIN CANAL	.75 MI W OF WYANET	315	2	1	1904	1976
006-9991	3	BUREAU	0I	IDNR	HENNEPIN CANAL ACCS	EAST BUREAU CREEK	3 MI SE OF PRINCETON	302	7	1P	1895	0
007-3046	8	CALHOUN	7	PRIVATE	ABANDONED CH2&FAS75	RESHAM HOLLOW	SE OF HAMBURG	338	3	1	1961	0
007-3047	8	CALHOUN	7	PRIVATE	FAS 764	UNNAMED TRIBUTARY	S OF CENTERVILLE	811	4	2A	1900	0
008-0026	2	CARROLL	1	IDOT	ILL 73	STREAM	0.6 MI S STEPH CO	104	3	3P	1932	0
008-3110	2	CARROLL	9	TWSP/R.D.	N OLD GALENA TRAIL	BR OF E FK OF PLUM R	2 MI N MT.CARROLL	124	3	2P	1925	0
008-3705	2	CARROLL	9	TWSP/R.D.	DAGGERT ROAD	EAST JOHNSON CREEK	3 MI S MT. CARROLL	738	3	1	1916	0
008-3907	2	CARROLL	9	TWSP/R.D.	E MIDDLE CREEK RD.	MIDDLE CREEK	3 MI W BROOKVILLE	124	4	2A	1925	0
008-6000	2	CARROLL	1	IDOT	US 52	MISS RIV & BN RR	NW EDGE SAVANNA	359	1	1	1932	1985
008-6100	2	CARROLL	4	MUNICIPAL	NORTH GALENA ST	CARROLL CREEK	MT CARROLL	350	1	1P	1901	0
008-9920	2	CARROLL	7	PRIVATE	PRIVATE (CLOSED)	SMALL STREAM	1 MI. NW. BROOKVILLE	811	3	1	1830	0
008-9926	2	CARROLL	7	PRIVATE	N STONE BRIDGE ROAD	STRADDLE CREEK	NW OF LANARK	811	4	2A	1900	0
009-6010	6	CASS	7	PRIVATE	PRIVATE FIELD ENT	MANNEL BRANCH	NW CL ARENZVILLE	738	3		1920	0
010-0144	5	CHAMPAIGN	9	TWSP/R.D.	TR 297 B	TWO MILE SLOUGH	3 MI W OF PESOTUM	302	3	2P	1937	0
010-3103	5	CHAMPAIGN	9	TWSP/R.D.	TR 85	SANGAMON RIVER	4.0 MI N MAHOMET	350	3	1P	1900	0
011-3076	6	CHRISTIAN	9	TWSP/R.D.	MONTGOMERY CO TR 75B	BUG R SPEC DR D MAIN	2 MI E HARVEL	124	4	2A	1926	0
011-3163	6	CHRISTIAN	9	TWSP/R.D.	TR 207	LONG BRANCH	4 MI W ASSUMPTION	402	3	1	1902	0
011-3274	6	CHRISTIAN	9	TWSP/R.D.	MACON CO TR 0016	MOSQUITO CREEK	6MI E MT.AUBURN	350	3	1P	1893	0
012-3129	7	CLARK	9	TWSP/R.D.	GOLF CART PATH	DRAINAGE DITCH	CASEY GOLF COURSE	336	4	1A	1920	1983
012-8801	7	CLARK	1	IDOT	W ARCHER AVE	E MILL CR BRANCH	.1 MI W OF MARSHALL	811	1	1	1900	0
012-9001	7	CLARK	1	IDOT	PEDESTRIAN WALK	IN REST AREA	E OF MARSHALL	330	3	1P	1900	1983
012-9002	7	CLARK	7	PRIVATE	OLD NATIONAL RD	BR OF MILL CREEK	1.2 MI E CLARK CTR	811	1	1	1900	0
013-0007	7	CLAY	1	IDOT	FAP327/FR2114 (B CL)	L WABASH RIVER OVFLW	1.25 MI E CLAY CITY	104	4	2A	1923	0
014-3044	8	CLINTON	9	TWSP/R.D.	TR 42/RANZ ROAD	SUGAR CREEK BRANCH	.6 MI NW AVISTON	302	3	1P	1901	0
014-3056	8	CLINTON	9	TWSP/R.D.	TR 109/OLD STATE RD	BEAVER CREEK	1.25 MI N BECKMEYER	331	4	3A	1930	0
014-3068	8	CLINTON	9	TWSP/R.D.	TR 137A	PRAIRIE CREEK	1 MI SE HUEY	702	3	1P	1942	0
014-3077	8	CLINTON	9	TWSP/R.D.	TWP LINE/WESCLIN RD	BRANCH OF SUGAR CK	2.5 MI SE TRENTON	124	3	3P	1941	0
014-9000	8	CLINTON	4	MUNICIPAL	GENERAL DEAN PED BR	KASKASKIA RIVER	PARK AT CARLYLE	313	1	1	1859	1958
015-3034	7	COLES	3	COUNTY	PEDESTRIAN ONLY	EMBARRAS RIVER	3 MI E OF CHARLESTON	354	1	1	1898	0
015-3111	7	COLES	9	TWSP/R.D.	TR 135 D	EMBARRAS R	3.0 MI NE CHARLESTON	356	1	1	1883	0
015-3133	7	COLES	9	TWSP/R.D.	TR 193(OLD IL. 130)	EMBARRAS RIVER	SO. LAKE CHARLESTON	111	1	1P	1907	0
015-3137	7	COLES	9	TWSP/R.D.	TR 197	STREAM	1 MI S COLES AIRPORT	111	4	2A	1909	0
015-3165	7	COLES	9	TWSP/R.D.	TR 275	EMBARRAS RIVER	3 MI NW ASHMORE	350	1	1P	1914	0
016-0226	1	COOK	1	IDOT	OGDEN AVE	DES PLAINES RIV	0.5 M W IL 43	104	3	3P	1933	0
016-0315	1	COOK	1	IDOT	HARLEM AVE NB ILL 43	SAN & SHIP CANAL	0.1 M N I55	316	4	3A	1931	1990
016-0707	1	COOK	1	IDOT	CANFIELD AVE	JFK XWAY I90	0.8 M W ILL 43	602	5	1P	1958	2000
016-0750	1	COOK	7	PRIVATE	KELLER DR	CRAWFORD AVE	1 M E CICERO	107	3	2P	1944	0
016-0803	1	COOK	4	MUNICIPAL	COTTAGE GROVE AVE	LITTLE CAL RIV	0.5 M N US 6	104	4	3A	1932	0
016-0940	1	COOK	1	IDOT	DUNDEE RD ILL 68	SKOKIE RIV	0.2 M E I94	402	4	3A	1935	0
016-1038	1	COOK	1	IDOT	BRIDLE PATH	POPLAR CR	1.37 M S I90	111	3	1P	1906	0
016-6001	1	COOK	4	MUNICIPAL	ADAMS ST	S BR CHICAGO RIV	100 S & 380 W	316	4	3A	1927	1996
016-6007	1	COOK	4	MUNICIPAL	CERMAK RD	S BR CHICAGO RIV	501 W CERMAK	316	3	1P	1906	1997
016-6010	1	COOK	4	MUNICIPAL	N CLARK ST	MAIN BR CHICAGO RIV	307 N CLARK	316	4	3A	1929	1985
016-6011	1	COOK	4	MUNICIPAL	CORTLAND ST	N BR CHICAGO RIV	1440 W CORTLAND	316	3	1P	1902	0
016-6015	1	COOK	4	MUNICIPAL	DIVISION ST	N BR CHICAGO RIV CAN	829 W DIVISION	316	3	1P	1903	1983
016-6016	1	COOK	4	MUNICIPAL	DIVISION ST (RIVER)	N BR CHI RIVER	1129 W DIVISION P5C	316	4	1A	1904	1992
016-6020	1	COOK	4	MUNICIPAL	FRANKLIN-ORLEANS ST	MAIN BR CHICAGO RIV	302 N. FRANKLIN ST.	316	4	2A	1920	2002
016-6022	1	COOK	4	MUNICIPAL	N HALSTED ST	N BR CHICAGO RIV CAN	1047 N HALSTED ST	316	4	1A	1909	0
016-6026	1	COOK	4	MUNICIPAL	JACKSON BLVD	S BR CHICAGO RIV	375 W & 300 S	316	3	2P	1916	0
016-6028	1	COOK	4	MUNICIPAL	KINZIE ST	N BR CHICAGO RIV	423 W KINZIE	316	3	1P	1909	1999
016-6029	1	COOK	4	MUNICIPAL	LAKE ST	S BR CHICAGO RIV	356 W LAKE ST	316	3	2P	1916	0
016-6030	1	COOK	4	MUNICIPAL	LAKE SHORE DRIVE	MAIN BR CHICAGO RIV	402 N & 520 E	316	3	3P	1937	0
016-6032	1	COOK	4	MUNICIPAL	N LASALLE ST	MAIN BR CHICAGO RIV	307 N LASALLE ST.	316	4	3A	1928	0
016-6034	1	COOK	4	MUNICIPAL	MADISON ST	S BR CHICAGO RIV	373 W MADISON	316	4	2A	1922	1994
016-6035	1	COOK	4	MUNICIPAL	MICHIGAN AVE	MAIN BR CHICAGO RIV	365 N MCHIGAN AVE	316	1	2P	1920	0
016-6036	1	COOK	4	MUNICIPAL	W MONROE ST	S BR CHICAGO RIV	378 W & 100 S	316	4	2A	1919	0
016-6039	1	COOK	4	MUNICIPAL	NORTH AVE	N BR CHICAGO RIV	1200 W NORTH AVE	316	4	1A	1907	0
016-6052	1	COOK	4	MUNICIPAL	WABASH AVE	MAIN BR CHICAGO RIV	44 E & 326 N	316	2	3P	1930	0
016-6053	1	COOK	4	MUNICIPAL	WASHINGTON ST	S BR CHICAGO RIV	384 W WASHINGTON	316	3	2P	1913	0

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016-6054	1	COOK	4	MUNICIPAL	N WELLS ST	MAIN BR CHICAGO RIV	400 W & 309 N	316	4	2A	1922	0
016-6086	1	COOK	4	MUNICIPAL	LAWRENCE AVE	N BR CHICAGO RIV	4800 N. & 2400 W.	402	3	2P	1919	1994
016-6093	1	COOK	4	MUNICIPAL	WILSON AVE	N BR CHICAGO RIV	4600 N & 2800 W	403	3	1	1913	1993
016-6138	1	COOK	4	MUNICIPAL	WACKER DRIVE	LOWER LVL WACKER DR	MICHIGAN TO RANDOLPH	601	7	1P	1926	2002
016-6139	1	COOK	4	MUNICIPAL	E SOUTH WATER ST	GARLAND COURT	350 N & 50 E	201	7	1P	1926	0
016-6162	1	COOK	4	MUNICIPAL	JACKSON BOULEVARD	ICG RR	300 S & 200 E	402	4	2A	1926	0
016-6173	1	COOK	4	MUNICIPAL	31ST STREET	ICG RR	3100 S & 628 E	403	3	1	1921	0
016-6174	1	COOK	4	MUNICIPAL	OAKWOOD BLVD	IC RR	3900 S & 950 E	402	3	2P	1921	0
016-6183	1	COOK	4	MUNICIPAL	LAKE SHORE DRIVE	LAWRENCE AVE	4800 N & 700 W	104	3	3P	1933	0
016-6184	1	COOK	4	MUNICIPAL	LAKE SHORE DRIVE	WILLSON AVENUE	4600 N & 732 W	104	3	3P	1933	0
016-6188	1	COOK	4	MUNICIPAL	LAKE SHORE DRIVE	FULLERTON AVENUE	2400 N & 301 W	307	3	1	1940	0
016-6189	1	COOK	4	MUNICIPAL	LAKE SHORE DR	LASALLE DR	1700 N & LSD	107	3	2P	1940	1966
016-6192	1	COOK	4	MUNICIPAL	LAKE SHORE DRIVE	DIVERSEY HARBOR INLT	2800 N & 100 E	307	3	1	1940	0
016-6194	1	COOK	4	MUNICIPAL	COLUMBIA DR - CLOSED	JACKSON PARK LAGOON	JACKSON PARK CHICAGO	302	0	1P	1895	0
016-6195	1	COOK	4	MUNICIPAL	S LAKE SHORE DRIVE	JACKSON PK LAGOON	IN5900 S & 1900 E	302	7	1P	1891	1995
016-6196	1	COOK	4	MUNICIPAL	HAYES DR	JACKSON PK LAGOON	6300 S & 1900 E	111	7	1P	1902	0
016-6197	1	COOK	4	MUNICIPAL	COAST GUARD DR	JACKSON PK LAGOON	6600 S & 2050 E	A07	7	1P	1904	2003
016-6524	1	COOK	4	MUNICIPAL	BALBO DRIVE	ICG RR	700 S & 200 E	402	7	3A	1996	0
016-6755	1	COOK	4	MUNICIPAL	16TH STREET	THORN CREEK	0.5 M E ASHLAND AVE	104	4	2A	1926	1993
016-7042	1	COOK	4	MUNICIPAL	SYLVAN ROAD	CREEK	WEST OF SHERIDAN	201	5	1P	1985	0
016-9711	1	COOK	23	ISTHA	167TH ST	I 294	0.2 M N I80	502	5	1P	1957	1982
016-9958	1	COOK	0D	LOC-OTHER	LINDEN AVE	N SHORE CHANNEL	WILMETTE	303	3	1P	1909	0
017-0021	7	CRAWFORD	1	IDOT	SBI-163	SUGAR CREEK	.25 MI NE PALESTINE	402	4	3A	1937	0
017-3017	7	CRAWFORD	3	COUNTY	FAS-1697 (CH-8)	HONEY CREEK	2 MI SE HARDINVILLE	336	3	2	1928	1972
017-3033	7	CRAWFORD	3	COUNTY	FAS-1698 (CH-12)	DOGWOOD CREEK	2.5 MI N OBLONG	101	3	3P	1935	0
020-6002	5	DEWITT	4	MUNICIPAL	CEMETERY RD(MS 1035)	TEN MILE CR	WOODLAWN CEMETERY	337	3	1	1900	0
021-4003	5	DOUGLAS	3	COUNTY	CH 6	KASKASKIA RIVER	4.65 MI N GARRETT	201	4	1A	1942	0
021-4808	5	DOUGLAS	9	TWSP/R.D.	TR 202 CLOSED	EMBARRAS RIVER	3 MI NE OF HINDSBORO	350	4	1A	1892	0
022-6550	1	DUPAGE	6	RAILROAD	OAK ST	BN RR	300 FT N CHICAGO AVE	303	3	1P	1910	0
022-7203	1	DUPAGE	4	MUNICIPAL	WESLEY ST	C AND NW RR	100 FT N MANCHESTER	330	4	3A	1926	0
024-3000	7	EDWARDS	3	COUNTY	FAS-800	LITTLE WABASH RIVER	0.5 MI S BLOOD	353	3	2	1940	0
024-3005	7	EDWARDS	3	COUNTY	FAS-2815	INDIAN CREEK	1 MI W BONE GAP	111	3	3P	1938	0
024-3015	7	EDWARDS	3	COUNTY	CH-9	HARPER CREEK	4 MI S ALBION	311	3	1	1940	0
025-3131	7	EFFINGHAM	9	TWSP/R.D.	TR-299 (BR CLOSED)	LITTLE WABASH RIVER	0.5 MI W WALKER CURV	312	3	1	1882	0
026-0025	7	FAYETTE	9	TWSP/R.D.	FAI 70/FR 2442	STREAM	SE OF ST ELMO	333	3	1P	1899	0
026-0041	7	FAYETTE	1	IDOT	FAP-322 (FR-1245)	HOFFMAN CREEK	8 MI S RAMSEY	103	3	1	1924	0
026-3171	7	FAYETTE	9	TWSP/R.D.	TR-357	TRIB HICKORY CREEK	3 MI SE ST ELMO	402	3	2P	1925	0
026-3226	7	FAYETTE	9	TWSP/R.D.	TR-502	TRIB LONE GROVE BR	1.5 MI N ST PETER	124	3	3P	1930	0
029-0016	4	FULTON	1	IDOT	ILL 116	LITTLERS CR	2.4 MI W FARMINGTON	104	4	3A	1930	0
029-0024	4	FULTON	1	IDOT	ILL 100	KERTON CR	2 MI N ANDERSON LK P	104	4	3A	1935	0
029-1999	4	FULTON	1	IDOT	PEDESTRIAN WALKWAY	REST AREA (PARK)	LITTLE AMERICA R.A.	312	3	1	1900	0
029-3015	4	FULTON	3	COUNTY	PED (HIST)	SPOON RIVER	NE-19-T5NR2E	351	1	2P	1915	1983
029-3069	4	FULTON	9	TWSP/R.D.	TR 116 (BR CLOSED)	SPOON RIVER	E EDGE SEVILLE	352	1	1	1917	0
029-3071	4	FULTON	9	TWSP/R.D.	TR 116 RD&BR CLOSED	SPOON RIVER	3.5 MI S SEVILLE	352	1	1	1911	0
029-3078	4	FULTON	9	TWSP/R.D.	TR 123	SPOON RIVER	NW1/4-13-T7NR1E	350	1	1P	1898	0
029-3095	4	FULTON	9	TWSP/R.D.	TR 205 (BR CLOSED)	SHAW CREEK	2 MI N MARIETTA	330	3	1P	1883	0
029-3144	4	FULTON	9	TWSP/R.D.	TR 388A RD&BR CLOSED	SPOON RIVER	1.5 MI W HAVANA	352	1	1	1900	0
029-3193	4	FULTON	9	TWSP/R.D.	TR 156	COAL CREEK	1.7 MI NE ELLISVILLE	124	4	2A	1925	0
031-0001	8	GREENE	1	IDOT	ILL 100	ILL RIV & TR 423	AT HARDIN ILLINOIS	315	0	1	1930	2004
031-3095	8	GREENE	9	TWSP/R.D.	TR 199	STREAM	1 MI W GREENFIELD	302	4	1A	1901	0
032-3925	1	WILL	4	MUNICIPAL	DELLOS RD	AUX SABLE CR	6 MI NE MORRIS	811	7	1	1873	1967
032-5115	3	GRUNDY	9	TWSP/R.D.	JUGTOWN RD. TR 172	E FK MAZON RIVER	2.5 MI W BRACEVILLE	350	4	1A	1884	0
033-0024	9	HAMILTON	1	IDOT	FAS-882	STREAM	BLAIRSVILLE RD	201	4	1A	1941	0
033-0031	9	HAMILTON	1	IDOT	TR-107	BIG CREEK	6.8 MI S WAYNE CO LN	201	4	1A	1941	0
034-4804	6	HANCOCK	9	TWSP/R.D.	TR 180	ROCK CREEK	1.25 SW BURNSIDE	111	4	1A	1908	0
034-4824	6	HANCOCK	9	TWSP/R.D.	TR 224A	SHORT CREEK	3.5 SE BURNSIDE	101	3	1P	1908	0
034-9902	6	HANCOCK	68	RAILROAD	FAP 685, ILL 9	MISSISSIPPI RIVER	FORT MADISON IOWA	317	1	1	1927	1980
034-9903	6	HANCOCK	0	UNKNOWN	KEOKUK BRIDGE-CLOSED	MISSISSIPPI RIVER	KEOKUK IOWA	317	3	1	1915	1987
036-0031	4	HENDERSON	1	IDOT	PED.TRAFFIC	HENDERSON CREEK	2 MI S QQUAWKA	710	1	1P	1866	1984
036-4212	4	HENDERSON	9	TWSP/R.D.	TR 178	S HENDERSON CR	SW-22-T10NR4W	330	3	2P	1915	0
036-4506	4	HENDERSON	9	TWSP/R.D.	TR 1A - HANCOCK CO	CAMP CREEK	5 MI E DALLAS CITY	351	4	2A	1917	0
036-4619	4	HENDERSON	9	TWSP/R.D.	TR 128 (BR CLOSED)	HONEY CREEK	SE-31-T9NR4W	336	0	1P	1910	0
036-4812	4	HENDERSON	9	TWSP/R.D.	TR 174	STREAM	1.1 MI SW OF RARITAN	101	3	2P	1918	0
036-5110	4	HENDERSON	9	TWSP/R.D.	TR 1B- HANCOCK CO.	VOEL CREEK	3.5 MI NE LAHARPE	101	3	1P	1914	0
037-0100	2	HENRY	1	IDOT	ULAH ROAD	EDWARDS RIVER	1.2 MI S JCT ILL 81	351	4	3A	1933	2000
037-3016	2	HENRY	0I	IDNR	PEDESTRIAN ONLY	HENNEPIN CANAL	6 MI. W. OF GENESEO	315	2	1	1904	0
037-3045	2	HENRY	9	TWSP/R.D.	TR 34	MOSQUITO CREEK	AT WARNER	702	3	1P	1938	0
037-3068	2	HENRY	9	TWSP/R.D.	TR 109	DRAINAGE DITCH	3.5 MI NW ATKINSON	331	4	2A	1920	0
037-3122	2	HENRY	9	TWSP/R.D.	TR 228	BIG SLOUGH DITCH	4.0 MI NE GENESEO	331	4	1A	1909	0
037-3139	2	HENRY	9	TWSP/R.D.	TR 270	BR OF OAT CREEK	6.0 MI SW ATKINSON	124	3	1P	1890	0
038-0024	3	IROQUOIS	1	IDOT	CSX TRANS INC.	ILL 1	N EDGE MILFORD RR BR	324	4	2A	1939	0
038-0085	3	IROQUOIS	9	TWSP/R.D.	TR 251F	JEFFERSON CREEK	3.3 MI S OF WOODLAND	201	3	1P	1938	0
038-0124	3	IROQUOIS	1	IDOT	CHS 20	GAY CREEK	3.26 MI W OF OLD IL1	124	3	1P	1920	0
038-0194	3	IROQUOIS	9	TWSP/R.D.	TR 300A	STREAM	1.75 MI S OF US 24	101	4	2A	1925	0
038-4142	3	IROQUOIS	9	TWSP/R.D.	TR 168	WHISKEY CR	1.1 MI S. CH 10	331	3	3P	1929	0
038-4502	3	IROQUOIS	9	TWSP/R.D.	TR 55B	MARTINTON DCH NO 3	1.25 MI E MARTINTON	124	3	3P	1929	0
038-5500	3	IROQUOIS	3	COUNTY	FAS 334 CH 9	SUGAR CR	3.25 MI E MILFORD	312	3	1	1904	0
039-0034	9	JACKSON	1	IDOT	ILL 151	KINKAID LAKE	4.6 MI N OF ILL 3	351	3	3P	1935	0
040-3084	7	JASPER	9	TWSP/R.D.	TR-164	EMBARRAS RIVER	N EDGE NEWTON	350	1	1P	1890	0
040-3087	7	JASPER	9	TWSP/R.D.	TR-186A	BRUSH CREEK	0.75 MI E NEWTON	111	3	1P	1909	0
041-3090	9	JEFFERSON	9	TWSP/R.D.	TR-183	CASEY FORK	1.7 MI N MT VERNON	302	4	1A	1957	0
042-3079	8	JERSEY	9	TWSP/R.D.	TR 154	PIASA CK	1.2 M SE NEW DELHI	351	4	1A	1901	0
042-6000	8	JERSEY	4	MUNICIPAL	MILL ST.	CREEK	ELSAH	505	5	1P	1984	0
043-0001	2	JODAVIESS	8	ADJ STATE	US 20	MISS RV,BN RR,ILL 35	EAST DUBUQUE	412	1	1	1943	1992
043-3001	2	JODAVIESS	3	COUNTY	E STAGECOACH ROAD	W FORK APPLE RIVER	3 MI SW APPLE RIVER	101	3	3P	1934	0
043-3019	2	JODAVIESS	3	COUNTY	WILLOW ROAD	MUDDY PLUM RIVER	6 M S STOCKTON	124	3	1P	1910	0
043-3034	2	JODAVIESS	9	TWSP/R.D.	SO.ELMOVILLE ROAD	N FORK PLUM RIVER	6 MILES S STOCKTON	124	3	3P	1934	0

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Structure No.	County	Agency	Structure Name	Waterway	Location	Year	Span	Material	Status
043-3099	JODAVIESS	9	TWSP/R.D. W GEORGTOWN RD	APPLE RIVER	.3 MI NW ELIZABETH	1890	3	1P	0
043-3154	JODAVIESS	9	TWSP/R.D. TOWNSHIP RD NO 197	PLUM RIVER	4.5 MI SO STOCKTON	1925	4	2A	0
044-0015	JOHNSON	9	TWSP/R.D. SBI 146	DUTCHMAN CREEK	1.5 MI E OF ILL 37	1930	4	3A	0
045-0012	KANE	4	MUNICIPAL NEW YORK STREET	FOX RIVER	STOLP ISLAND	1931	2	1P	1992
045-0049	KANE	3	COUNTY MAIN ST	BLACKBERRY CREEK	MAIN ST & ILL 47	1925	4	1A	1975
045-0054	KANE	1	IDOT ILL RTE 56	FOX RIVER	0.1 MI E OF IL 31	1931	4	1A	1972
045-0056	KANE	4	MUNICIPAL GALENA BLVD	FOX RIVER, W CHANNEL	STOLP ISLAND	1926	2	2	1996
045-0057	KANE	4	MUNICIPAL GALENA BLVD	FOX RIVER, E CHANNEL	STOLP ISLAND	1910	2	1P	1997
045-0058	KANE	4	MUNICIPAL EB CHGO ST	FOX RIVER	0.06 MI E. OF IL-31	1939	3	1P	0
045-0059	KANE	4	MUNICIPAL US 20B WB HIGHLND AV	FOX RIVER	0.06M,E.OF IL-31	1940	3	1P	0
045-6000	KANE	4	MUNICIPAL BENTON STREET	FOX RIVER E. BRANCH	300 FT W ILL RTE 25	1924	2	2	1996
045-6001	KANE	4	MUNICIPAL BENTON STREET	FOX RIVER W. BRANCH	1200 FT W ILL RTE 25	1924	2	2	1996
045-6002	KANE	4	MUNICIPAL NORTH AV	FOX RIVER	900 FT W ILL RTE 25	1926	3	1P	1974
045-6005	KANE	4	MUNICIPAL DOWNER PLACE	FOX RIVER E. BRANCH	400 FT W ILL RTE 25	1924	2	2	0
045-6006	KANE	4	MUNICIPAL DOWNER PLACE	FOX RIVER W. BRANCH	1000 FT W ILL RTE 25	1924	2	2	0
046-0069	KANKAKEE	4	MUNICIPAL STATION ST	KANKAKEE RIVER	800' SO OF IL 17	1924	4	1A	1979
048-1999	KNOX	1	IDOT PEDESTRIAN BRIDGE	CREEK	I74EB SPOON R REST A	1934	4	3A	0
048-3097	KNOX	4	TWSP/R.D. TR 116	COURT CREEK	1 MI E GALESBURG	1928	3	3P	0
048-9919	KNOX	6	RAILROAD TR 176	AT&SF RR (004639U)	SW-19-T11NR3E	1903	4	1A	0
049-3048	LAKE	4	MUNICIPAL ROCKLAND RD	DESPLAINES RIVER	1.5 MI W I-94	1990	6	1A	0
049-6554	LAKE	4	MUNICIPAL CENTRAL AVE	RAVINE	0.1 W LAKE MICHIGAN	1935	3	3P	0
049-6856	LAKE	4	MUNICIPAL WALDEN FIDGE DRIVE	RAVINE	WALDEN AT WESTLEIH	1914	3	1	1995
049-6860	LAKE	4	MUNICIPAL WALDEN LANE	RAVINE	WALDEN AT WESTLEIH	1914	3	1	1995
049-7000	LAKE	4	MUNICIPAL LAKE STREET	BULL CREEK	0.5 M W 21-0.5 M N 1	1935	4	2A	0
049-8000	LAKE	4	MUNICIPAL GENESEE ST	WAUKEGAN RIVER	ON GEN ST S OF WATER	1913	4	1A	1984
050-0058	LASALLE	1	IDOT US ROUTE 52	FOX RIVER	2.10 MI W OF ILL 71	1931	4	1A	1980
050-0096	LASALLE	1	IDOT ILL 178	VERMILION RIVER	3.6 MI S OF ILL 71	1934	4	1A	1989
050-0180	LASALLE	1	IDOT ILL 71 AND ILL 23	IL RV & ACC RD	1 MILE SOUTH US 6	1981	5	3P	0
050-9999	LASALLE	7	PRIVATE PVT RD, OLD US-52	INDIAN CREEK	1.5 M W OF SERENA	1912	3	1P	0
051-0018	LAWRENCE	1	IDOT FAP-327EB (US 50)	BEAVERS POND DITCH	3 MI E LAWRENCEVILLE	1957	5	1P	0
051-0019	LAWRENCE	1	IDOT FAP-327WB (US-50)	BEAVER POND DITCH	3 MI E LAWRENCEVILLE	1957	5	1P	0
051-0036	LAWRENCE	8	ADJ STATE FAP-783 (BUS US 50)	TR-209 & WABASH RV	VINCENNES IND	1931	3	1P	1992
051-0046	LAWRENCE	1	IDOT FAS 1808/FR 550	STREAM	JCT SBI-12 & US-50B	1925	4	2A	0
051-3025	LAWRENCE	3	COUNTY FAU-8455	EMBARRAS RIVER	N EDGE LAWRENCEVILLE	1885	3	1P	0
051-3036	LAWRENCE	9	TWSP/R.D. TR 5	BRUSHY FORK	1 MI NW BIRDS	1916	4	1A	0
051-3069	LAWRENCE	6	RAILROAD TR-92	B & O RR	0.5 MI W BRIDGEPORT	1920	3	1P	0
051-6000	LAWRENCE	4	MUNICIPAL FAS-806	STREAM	BRIDGEPORT	1922	3	1P	0
052-6101	LEE	4	MUNICIPAL ICG RR (ABANDONED)	1ST ST. IN DIXON	0.4 MI W OF IL 26	1854	1	1	1999
052-6102	LEE	4	MUNICIPAL ICG RR (ABANDONED)	2ND ST IN DIXON	.4 MI W OF IL 26	1854	1	1	1999
052-9904	LEE	4	MUNICIPAL ICG RR(ABANDONED)	3RD ST-DIXON	.4 MI W JCT ILL 26	1854	1	1	1999
053-0003	LIVINGSTON	1	IDOT OLD RT 66 FAS 294	ROOKS CR	4.45 MI S ILL 116	1939	0	3P	1997
053-0165	LIVINGSTON	1	IDOT FAP 786 / IL 170	BR OF BAKER RUN	6.94 MI S OF ILL 17	1990	6	1A	0
054-5423	LOGAN	0	UNKNOWN FIELD ENTRANCE	PRAIRIE CR DITCH	NEAR SAN JOSE	1900	4	1A	0
056-3040	MCHENRY	9	TWSP/R.D. COUNTY LINE ROAD	KISHWAUKEE RIVER	0.4 MI N OF US 20	1921	4	2A	0
057-3204	MCCLEAN	3	COUNTY FAS 487 CH 36	SANGAMON RIVER	1.5 MI E ARROWSMITH	1941	4	1A	0
057-3207	MCCLEAN	3	COUNTY FAS 491 CH 15	SANGAMON RIVER	ARROWSMITH SEC 27-28	1932	4	3A	0
057-4700	MCCLEAN	3	COUNTY FAS 473	MONEY CREEK	BLOOMINGTON SPLWAY	1929	3	2P	0
057-4916	MCCLEAN	7	PRIVATE RAINBOW BR - CLOSED	MACKINAW RIVER	.5 E PLEASANT HILL	1868	3	1	0
057-6310	MCCLEAN	6	RAILROAD SOUTHERN PACIFIC RR	MARKET ST FAU6359	100 FT W OF MORRIS	1889	3	1	0
057-7821	MCCLEAN	4	MUNICIPAL VIRGINIA AVE-FAU6356	PED. & BIKE PATH	400 FT W OF LINDEN	1906	1	1	2001
058-0020	MACON	1	IDOT US 36(FAP 320)	LAKE DECATUR	IN DECATUR	1955	5	3P	1987
059-0031	MACOUPIN	1	IDOT OLD IL 4	HURRICANE CREEK	3M N IL108-CARLINVLE	1921	3	2P	0
059-3038	MACOUPIN	3	COUNTY CH 34	OTTER CREEK	HAGAMAN	1936	4	3A	0
059-3049	MACOUPIN	9	TWSP/R.D. TR 4	APPLE CRK.	2 MI W SCOTTVILLE	1900	3	3P	0
059-3080	MACOUPIN	9	TWSP/R.D. TR 93	JOES CRK	2.5 W .5 S PALMYRA	1957	5	1P	0
059-3111	MACOUPIN	9	TWSP/R.D. TR 170	MACOUPIN CRK	BEAVER DAM ST. PARK	1900	3	1P	0
060-0061	MADISON	1	IDOT US 67	LITTLE PIASA CREEK	9.3 M S JERSEYVILLE	1939	4	3A	0
060-0156	MADISON	6	RAILROAD PENN CENTRAL RR	ILL 160	E OF HIGHLAND	1927	3	2P	0
060-0170	MADISON	1	IDOT FAIRMONT LANE	FAI 70	1.86 MI W OF IL 157	1960	5	1	1984
060-6000	MADISON	4	MUNICIPAL OLD US 66/CLOSED	MISSISSIPPI RIVER	S I-270 RIVER BRIDGE	1929	3	1	0
060-6002	MADISON	1	IDOT SALISBURY ST/FAU9105	MISS RIVER	VENICE	1910	3	1	2005
061-3038	MARION	3	COUNTY CH-30	SKILLET FORK	1 MI SW HELM	1915	4	2A	0
061-3058	MARION	9	TWSP/R.D. TR-15	NORTH FORK	3.5 MI NW KINMUNDY	1909	4	1A	0
061-3128	MARION	9	TWSP/R.D. TR 270	NORTH FORK	4 MI NW KINMUNDY	1918	4	1A	0
062-0011	PEORIA	1	IDOT FRONTAGE RD	BARRVILLE CR	2MI S SPARLAND	1924	3	2P	0
062-3246	MARSHALL	9	TWSP/R.D. TR 77 (TH-C68)	SENACHWINE CREEK	T12N-R9E-4PM SEC 20	1925	4	2A	0
062-4811	MARSHALL	9	TWSP/R.D. TR 82 (TH-S30)	CROW CREEK	T29N-R2W-3PM SEC 27	1924	3	2P	0
063-0006	MASON	1	IDOT OLD US 136	COUNTY DITCH	S US136, 1.2M E IL10	1928	4	3A	0
064-0035	MASSAC	18	IDOT INTERSTATE 24	OHIO RIVER *	1.5 MI S US 45	1973	5	2	0
064-3046	MASSAC	9	TWSP/R.D. KINNEMAN LAKE ROAD	STREAM N OF OHIO RIV	.5 MI N OHIO RIVER	1900	3	1P	0
064-9901	MASSAC	8	ADJ STATE US 45	OHIO RIVER	BROOKPORT	1929	3	1	0
066-5512	MERCER	4	TWSP/R.D. TR 75A	ELIZA CREEK	SW-30-T15NR5W	1893	4	1A	0
067-0019	MONROE	8	ADJ STATE FAI 255 EB	MISSISSIPPI RIVER *	3.0MI W OF COLUMBIA	1986	5	2	0
067-0020	MONROE	8	ADJ STATE FAI255WBMDR#1850	MISSISSIPPI RIVER *	N.W.OF COLUMBIA	1984	5	2	0
067-3036	MONROE	9	TWSP/R.D. GALL RD TR 68	TRIB CARR CK	0.5 MI S COLUMBIA	1898	4	2A	0
067-6001	MONROE	4	MUNICIPAL MAEYSTOWN RD	MAEYSTOWN CREEK	MAEYSTOWN	1881	1	2P	1938
067-9000	MONROE	7	PRIVATE ABAND RD, PVT CLOSED	FOUNTAIN CREEK	2.5 MI W. WATERLOO	1849	1	1	0
067-9001	MONROE	7	PRIVATE MAEYSTOWN RD ABAND	WATERLOO WTR WK CHN	N.W. EDGE WATERLOO	1898	4	1A	0
068-3162	MONTGOMERY	9	TWSP/R.D. TR 0257	E FK SHOAL CK	3.0 MI SE IRVING	1953	6	1P	0
069-0001	MORGAN	1	IDOT IL 78	LITTLE INDIAN CREEK	.23M S CASS CO. LINE	1929	3	2P	0
069-0003	MORGAN	1	IDOT IL 78	INDIAN CR	3.7M S CASS CO. LINE	1929	4	1A	1959
069-0016	MORGAN	1	IDOT IL 104	ILLINOIS RIVER	W EDGE MEREDOSIA	1936	3	1	0
069-3126	MORGAN	9	TWSP/R.D. TR 322	TERRE CRK.	3.5 MI N W ALEXANDER	1953	6	1A	0
069-6012	MORGAN	4	MUNICIPAL GLADSTONE STREET	TOWN BROOK	ON GLADSTONE @ BROOK	1935	3	2	0
070-0009	MOULTRIE	1	IDOT US 36(FAP 323)	DITCH #4	2.4 MI W HAMMOND	1927	4	2A	0

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071-9912	2	OGLE	6	RAILROAD	COLUMBIAN RD	BN RR	3 MI S MT MORRIS	702	3	1P	1930	0
072-4415	4	PEORIA	0	UNKNOWN	WEST WHITE RD	ABNDND	SPOON RIVER	330	4	1A	1910	0
072-7000	4	PEORIA	0B	LOCAL PK	PARK ROAD		DRY RUN CR	361	3	1	1898	0
073-0021	9	PERRY	1	IDOT	ILL 127		OPOSSUM CREEK	107	3	2P	1936	0
074-3044	5	PIATT	9	TWSP/R.D.	TR 51		SANGAMON RIVER	350	4	1A	1900	0
075-0122	6	PIKE	1	IDOT	I-72 (EB)		ILLINOIS RIVER	228	5	1	1988	0
075-0123	6	PIKE	1	IDOT	I-72 (WB)		ILLINOIS RIVER	228	5	1	1988	0
075-3047	6	PIKE	9	TWSP/R.D.	TR 47		MCKEE CREEK	330	3	2P	1920	1930
075-6002	6	PIKE	4	MUNICIPAL	PUBLIC RD I/MS 6060		HILL CREEK	336	3	2	1934	1997
075-9900	6	PIKE	81	ADJ STATE	US 54		MISS. R./BNSF RR(MO)	357	3	1	1926	1983
076-0007	9	POPE	1	IDOT	ILL 146		HILLS BRANCH	125	5	1P	1928	1975
076-3000	9	POPE	3	COUNTY	FAS 0930		LUSK CREEK	351	4	3A	1934	0
078-0006	3	BUREAU	1	IDOT	ILL 89		ILLINOIS RIVER	357	3	1	1934	1989
079-4290	8	RANDOLPH	9	TWSP/R.D.	TR 256		PINEY BRANCH	333	3	1P	1895	0
079-6001	8	RANDOLPH	8	ADJ STATE	ILL 150		MISS RIV/FAU 9416	358	3	1	1942	1946
079-9000	8	RANDOLPH	1	IDOT	COVERED BRIDGE		LITTLE MARY'S RIVER	302	1	1P	1854	0
080-3057	7	RICHLAND	9	TWSP/R.D.	TR-101		BUGABOO CREEK	302	4	1A	1909	0
080-3135	7	RICHLAND	9	TWSP/R.D.	TR-211		E FK BONPAS CREEK	302	3	1P	1909	0
081-0081	2	ROCK ISLAND	1	IDOT	ILL 5		MILL CREEK	101	6	3A	1932	2000
081-9901	2	ROCK ISLAND	8	ADJ STATE	I 74 NB		MISSISSIPPI RIVER	413	3	1	1935	1975
081-9902	2	ROCK ISLAND	8	ADJ STATE	I 74 SB		MISSISSIPPI RIVER	413	5	1	1960	1975
081-9903	2	ROCK ISLAND	8H	ADJ STATE	ARSENAL ISLAND RD		MISS. RIVER,RR&ST	317	3	1	1895	0
081-9905	2	ROCK ISLAND	1	IDOT	US 67		ILL 92, RR & MISS R	312	3	2	1940	2003
081-9911	2	ROCK ISLAND	7	PRIVATE	BOB WATT BR (CLOSED)		HECK CREEK	312	3	1	1870	0
081-9912	2	ROCK ISLAND	7	PRIVATE	ABANDONED ROADWAY		FORMER SWAMP	811	3	2P	1881	0
082-0004	8	ST. CLAIR	8	ADJ STATE	FAI 55,64,70;US 40		MISSISSIPPI RIVER *	408	5	1	1963	0
082-0010	8	ST. CLAIR	1	IDOT	FAI 55,64,70;US 40WB		BROADWAY & METRO LN	402	5	1	1965	1990
082-0011	8	ST. CLAIR	1	IDOT	FAI 55,64,70;US 40EB		BROADWAY & METRO LN	403	5	1	1965	1990
082-0268	8	ST. CLAIR	1	IDOT	OLD US 50		ROCK SPRING BROOK	505	5	1P	1952	1981
082-6000	8	ST. CLAIR	6	RAILROAD	FAU 5212 (CLOSED)		MISS RIV,RR,ILL 3	357	3	1	1917	0
082-6001	8	ST. CLAIR	1	IDOT	M.L. KING BRIDGE		MISS R, RR	359	3	1	1950	1988
082-6007	8	ST. CLAIR	4	MUNICIPAL	32ND ST - E,ST LOUIS		SCHOENBERGER CREEK	204	3	1P	1935	0
082-6009	8	ST. CLAIR	4	MUNICIPAL	40TH ST - E ST LOUIS		SCHOENBER GER CREEK	204	4	1A	1935	0
082-6109	8	ST. CLAIR	4	MUNICIPAL	CLEVELAND STREET		RICHLAND CREEK	104	3	1P	1914	0
082-9000	8	ST. CLAIR	7	PRIVATE	PRIVATE RD		MILL CREEK	104	3	1P	1918	0
082-9929	8	ST. CLAIR	8	ADJ STATE	FAU 9187A & MET LINK		MISS RIV/RR/MSS6000	325	1	1	1874	0
083-3153	9	SALINE	3	COUNTY	CH 7		BLACKMAN CREEK	124	4	3A	1930	0
084-0035	6	SANGAMON	1	IDOT	IL 29 W FRONTAGE RD		SANGAMON R OVERFLOWN	302	3	2P	1933	1982
084-0093	6	SANGAMON	4	MUNICIPAL	SBI 4		JCT LICK CR& L SPFLD	124	4	1A	1919	0
084-0114	6	SANGAMON	1	IDOT	COVERED BRIDGE PATH		SUGAR CREEK	770	1	1P	1885	1994
084-0118	6	SANGAMON	1	IDOT	IDOT SVC RD (OLD 66)		FANCY CREEK	201	3	1P	1943	0
084-3108	6	SANGAMON	9	TWSP/R.D.	TR 176 (4.75W)		LICK CREEK	333	4	1A	1900	0
084-3214	6	SANGAMON	9	TWSP/R.D.	TR 518 16 E		SANGAMON RIVER	352	3	1	1901	0
084-9915	6	SANGAMON	4	MUNICIPAL	FAU 7998, E LAKE DR		LAKE SPFLD	103	3	1	1934	0
084-9916	6	SANGAMON	4	MUNICIPAL	FAU 8003 LONG BAY DR		LAKE SPFLD	103	3	1	1933	0
084-9940	6	SANGAMON	4	MUNICIPAL	PEDESTRIAN WALKWAY		ICG RR	702	4	1A	1903	1994
085-0024	6	SCHUYLER	1	IDOT	OLD US 24		CROOKED CR TRIB	104	3	2P	1924	0
085-3051	6	SCHUYLER	3	COUNTY	FAS 583		S FORK OF CEDAR CR.	107	4	2A	1936	0
086-3218	6	SCOTT	9	TWSP/R.D.	TR 86		LITTLE SANDY BRANCH	124	3	1P	1914	0
087-0019	7	SHELBY	1	IDOT	TR-389A		KASKASKIA RIVER	710	1	1P	1868	1967
087-3020	7	SHELBY	9	TWSP/R.D.	TR 385		LITTLE WABASH	351	4	2A	1924	0
087-3073	7	SHELBY	9	TWSP/R.D.	TR 55 (CLOSED)		STREAM	338	3	1	1900	0
087-3079	7	SHELBY	9	TWSP/R.D.	TR 66		LONG GROVE CREEK	101	3	2P	1922	0
087-6002	7	SHELBY	4	MUNICIPAL	CEMETERY RD(MS 2112)		GULLEY	302	3	1P	1909	0
088-1999	4	STARK	1	IDOT	PEDESTRIAN WALKWAY		REST AREA	331	3	3P	1929	1982
088-3107	4	STARK	3	COUNTY	FAS 376-CH 7		WALNUT CREEK	402	4	2A	1936	0
089-3159	2	STEPHENSON	9	TWSP/R.D.	N AFOLEY ROAD		BRUSH CREEK	101	4	1A	1914	1963
089-3187	2	STEPHENSON	9	TWSP/R.D.	S MILL GROVE ROAD		YELLOW CREEK	331	3	3P	1931	0
089-6000	2	STEPHENSON	4	MUNICIPAL	VAN BUREN AV(CLOSED)		PECATONICA RIVER	356	3	1	1885	0
089-9915	2	STEPHENSON	6	RAILROAD	CC&P RR		YELLOW CREEK RD	303	4	2A	1922	0
090-0030	4	TAZEWELL	1	IDOT	ILL 8-29-116		ILLINOIS RIVER	364	3	1	1932	0
090-0057	4	TAZEWELL	9	TWSP/R.D.	SBI 122(OLD SBI)		INDIAN CR	104	4	3A	1932	0
090-0087	4	TAZEWELL	1	IDOT	OLD ILL 121		MACKINAW RIVER	310	3	2	1932	1971
090-6008	4	TAZEWELL	4	MUNICIPAL	CANDLEWOOD LN		FARM CREEK	811	1	2P	1894	0
090-9910	4	TAZEWELL	6	RAILROAD	G M & O RR		TR 222 & STREAM	811	3	2P	1889	0
090-9912	4	TAZEWELL	4	MUNICIPAL	THIRD ST		CITY PARK	337	3	1	1900	2003
091-0053	9	UNION	9	TWSP/R.D.	PRIV ENTR OFF ILL127		CANY CREEK	702	3	1P	1942	0
092-0074	5	VERMILION	3	COUNTY	FAS 331(CH 21)		COLLISON BRANCH	104	4	3A	1936	0
092-0098	5	VERMILION	1	IDOT	OLD DAM RD:SBI 1 SPR		LITTLE VERMILION R	111	3	2	1917	0
092-0111	5	VERMILION	9	TWSP/R.D.	TR 42A		MIDDLE FORK VERM RIV	370	3	1P	1910	1970
092-0112	5	VERMILION	9	TWSP/R.D.	TR 42A		STREAM	124	4	1A	1916	0
092-3025	5	VERMILION	9	TWSP/R.D.	TR 6B		LITTLE VERMILION R	505	5	1P	1953	0
092-6000	5	VERMILION	1	IDOT	US 136 MAIN ST		STONY CREEK	811	1	2P	1896	1981
092-6012	5	VERMILION	4	MUNICIPAL	WILLIAMS(FAU 7003)		STONY CREEK	302	3	2P	1938	2001
092-6015	5	VERMILION	4	MUNICIPAL	NORTH ST(MS 2400A)		STONY CREEK	204	4	1A	1941	0
092-6018	5	VERMILION	4	MUNICIPAL	WASH. ST(MS 8160)		GRAPE CR	104	3	3P	1939	0
092-9001	5	VERMILION	7	PRIVATE	FIELD ENT RD		NEAR COLLISON	101	4	1A	1900	0
092-9002	5	VERMILION	4	MUNICIPAL	MILL ST(ABANDONED)		VERMILION RIVER	125	4	1A	1900	0
093-0008	7	WABASH	1	IDOT	FAP-332 (ILL-1)		GREATHOUSE CREEK	107	3	2P	1935	0
094-4505	4	WARREN	9	TWSP/R.D.	TR 108		BR CROOKED CR	101	4	1A	1916	0
094-4810	4	WARREN	9	TWSP/R.D.	TR 152		CEDAR CR	336	3	1P	1900	0
094-9909	4	WARREN	4	MUNICIPAL	PEDESTRIAN PATH		CITIZEN LAKE	950	3	1P	1895	0
095-3035	8	WASHINGTON	9	TWSP/R.D.	TR 33		BR LITTLE CROOKED CR	104	4	1A	1916	0
095-3074	8	WASHINGTON	9	TWSP/R.D.	TR 160		COON BRANCH	104	4	1A	1917	0
096-0018	7	WAYNE	1	IDOT	FAP-821/FR-1686		STREAM	124	4	2A	1923	0
096-0027	7	WAYNE	3	COUNTY	SBI-15		UNNAMED STREAM	101	3	2P	1921	0

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096-3148	7	WAYNE	9	TWSP/R.D.	TR-383	LITTLE DRY FORK	3 MI NE SIMS	336	4	1A	1910	0
097-0069	9	WHITE	1	IDOT	FIELD ENTRANCE ROAD	N&S RR ABANDONED	.75 M SW BROWNSVILLE	107	3	1	1906	0
097-3099	9	WHITE	9	TWSP/R.D.	TR-252 (BR CLOSED)	LITTLE WABASH	1 MI N CARMÍ	350	4	1A	1891	0
097-3116	9	WHITE	9	TWSP/R.D.	TR-308 (BR CLOSED)	LITTLE WABASH	2 MI WNW CROSSVILLE	370	3	1	1900	0
098-6003	2	WHITESIDE	1	IDOT	US 30	MISSISSIPPI RIVER	1 MI W OF ILL 84	313	5	1	1956	1999
098-9904	2	WHITESIDE	6	RAILROAD	C&NW RR	CHASE RD	1.5 MI SE FULTON	305	3	1	1910	0
099-0090	1	WILL	1	IDOT	IL 53 NB	PRAIRIE CR	4.0 MI N OF ILL 102	402	3	1P	1942	2008
099-0166	1	WILL	1	IDOT	US 30 EAST BOUND	DESPLAINES RIVER	0.8 MI W OF ILL 171	316	4	3A	1933	1941
099-0224	1	WILL	6	RAILROAD	EJ&E RR	ILL 171	1.4M N OF US 6	303	4	2A	1918	0
099-0239	1	WILL	1	IDOT	JACKSON ST	DES PLAINES RIVER	1.5 MI NO. OF I-80	316	3	3P	1932	0
099-3120	1	WILL	9	TWSP/R.D.	RENWICK RD	DUPAGE RIV	2 MI SW PLAINFIELD	350	4	1A	1900	0
099-3140	1	WILL	9	TWSP/R.D.	PATTERSON RD	CEDAR CR	0.8MI N GAS PLANT RD	402	0	1	1900	0
099-3147	1	WILL	7	PRIVATE	DIVISION (16TH ST)	DES PLAINES RIVER	.25 E. ILL 53	352	3	1	1899	0
099-3149	1	WILL	0D	LOC-OTHER	16TH ST	DEEP RUN CREEK & RR	LOCKPORT	309	3	1	1907	0
099-6454	1	WILL	4	MUNICIPAL	SECOND AVENUE	HICKORY CREEK	0.5 MI E RICHARD ST	602	4	1A	1935	2002
099-6455	1	WILL	4	MUNICIPAL	LANDAU AV	SPRING CREEK	0.25 MI N JACKSON ST	111	4	1A	1911	0
099-6458	1	WILL	4	MUNICIPAL	OHIO ST	SPRING CREEK	.125 MI N JACKSON ST	111	3	1P	1912	0
099-6459	1	WILL	4	MUNICIPAL	ABE STREET	SPRING CREEK	0.25 MI N JACKSON ST	111	4	1A	1911	0
099-6460	1	WILL	4	MUNICIPAL	GARNSEY AV	SPRING CREEK	0.25 MI N JACKSON ST	111	4	1A	1911	0
099-9901	1	WILL	1	IDOT	ILL RTE 53	DESPLAINES RIVER	1.2 MI S IL 7	316	3	3P	1935	1972
099-9902	1	WILL	4	MUNICIPAL	CENTENNIAL BIKE TR	POND OF CS&S CANAL	ROMEDEVILLE	317	3	1	1899	0
099-9940	1	WILL	0I	IDNR	ACCESS ROAD	GRANT CR CUTOFF	DES PLAINES CONSV AR	330	3	1P	1900	0
101-0085	2	WINNEBAGO	1	IDOT	SHIRLAND ROAD	SUGAR RIVER	0.6 MI NORTH RT 75	351	3	2P	1922	1988
101-0093	2	WINNEBAGO	3	COUNTY	PECATONICA RD.	GROVE CREEK	0.5 MI S US 20	111	3	3P	1927	0
101-0133	2	WINNEBAGO	1	IDOT	I-39 & US 51 SB	KISHWAUKEE RIVER	0.75 MI S BLKHAWK RD	B28	0	1	1980	0
101-0134	2	WINNEBAGO	1	IDOT	I-39 & US 51 NB	KISHWAUKEE RIVER	0.75 MI S BLKHAWK RD	B28	0	1	1981	0
101-3006	2	WINNEBAGO	3	COUNTY	MONTAGUE ROAD	E BRANCH MILL CR	1 MI W WESTFIELD RD	107	4	2A	1936	0
101-6043	2	WINNEBAGO	4	MUNICIPAL	8TH AV	KEITH CREEK	0.05 MI E KISHWAUKEE	101	3	2P	1919	0
101-6053	2	WINNEBAGO	4	MUNICIPAL	12TH ST	KEITH CREEK	0.27 MI S CHARLES ST	101	3	1P	1912	0
101-6110	2	WINNEBAGO	1	IDOT	SOUTH MAIN ST	KENT CREEK	0.5 MI S OF STATE ST	811	4	2A	1905	1961
101-6132	2	WINNEBAGO	4	MUNICIPAL	MORGAN ST	ROCK RIVER & BN RR	0.2 MI E OF MAIN ST	125	3	1P	1916	1984
101-6135	2	WINNEBAGO	4	MUNICIPAL	JEFFERSON ST	ROCK RIV& MADISON ST	0.1 MI E OF N MAIN	125	4	1A	1925	1994
101-9930	2	WINNEBAGO	0B	LOCAL PK	HONONEGAH PRES RD	DRY RUN CREEK	1 MI SE OF ROCKTON	112	3	1	1925	0
102-0029	4	WOODFORD	1	IDOT	ILL 89	SNAG CREEK	9.5 MI N OF ILL 116	201	4	3A	1928	0
102-3094	4	WOODFORD	9	TWSP/R.D.	TR 202	PANTHER CR	1.5 MI N US 24	309	3	1	1925	0

# Property Information Report

## Name/Location

**Significant Name:** Savanna-Sabula Bridge

**Other Name:**

**Location:** State Highway 64/U.S. Highway 52 over Mississippi River

**City:** Savanna

**PIN:**

**Vicinity:** False

**HARGIS Ref:** 219031

**County:** Carroll



## National Register Evaluation

This Property is Listed in the National Register

## National Register Information

None

**Significant Criteria:**

C

**Criteria Considerations:**

[This property is part of a Multiple Property Listing](#)

**Multiple Property Listing:** Highway Bridges in Iowa 1868-1945

**Areas of Significance:**

**Property Category:** Engineering

**Significant Person:**

**Period of Significance**

**Begin Date:**

1931

**Period of Significance**

**End Date:**

1932

**Type:** U

**Contributing:**

**Non-Contributing:**

**Buildings:**

0

0

**Sites:**

0

0

**Structures**

1

0

**Objects:**

0

0

**Totals:**

1

0

**Owner Type:**

**Acreage:**

**NR Cert No:**

**Date Entered:**

Public-state

<1

## Property Information Source

**Survey Date(s)**

8/31/1994

**Source:** [View Survey](#)

## Property Details

**Unit Ext:** 1  
**Current Function:** Transportation - road-related (vehicular)  
**Historic Function:** Transportation - road-related (vehicular)  
**Category:** structure  
**Arch Class:** Bridge - Cantilever through truss  
**Condition:**  
**Integrity:** Minor alterations

**Notes (Unit):**

**Wall Materials:**

**Foundation Materials:**

**Architect:** Maney, G. A.

**Activity:** Original or most significant construction

**Begin Year:** 1931

**Notes (Date):**

**Architect:** Maney, G. A.

**CLG:**

**Local Landmark Certified:**

**Comments:**

**Roof Materials:**

**Other Materials:** Steel; Concrete

**Builder:** Minneapolis Bridge Co.

**Unit Ext:** 1

**End Year:** 1932

**Year Modifier:** Circa

**Builder:** Minneapolis Bridge Co.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

### 1. Name of Property

historic name Savanna-Sabula Bridge

other names/site number \_\_\_\_\_

### 2. Location

street & number State Hwy 64 / U.S. Hwy 52 over Mississippi River  not for publication

city or town Sabula  vicinity

state Iowa / Illinois code IA / IL county Jackson / Carroll code 097/015 zip code 52070

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this \_\_\_ nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria. I recommend that this property be considered significant \_\_\_ nationally \_\_\_ statewide \_\_\_ locally. ( \_\_\_ See continuation sheet for additional comments.)

Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

In my opinion, the property  meets \_\_\_ does not meet the National Register criteria. ( \_\_\_ See continuation sheet for additional comments.)

William L. Wheeler / SHPO, IL 6/30/99

Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

Illinois Historic Preservation Agency

State or Federal agency and bureau \_\_\_\_\_

### 4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register \_\_\_\_\_  
 See continuation sheet \_\_\_\_\_
- determined eligible for the National Register \_\_\_\_\_  
 See continuation sheet \_\_\_\_\_
- determined not eligible for the National Register \_\_\_\_\_
- removed from the National Register \_\_\_\_\_
- other, (explain): \_\_\_\_\_

Savanna-Sabula Bridge

Carroll County, Illinois  
Jackson County; Iowa

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing

(Enter 'N/A' if property is not part of a multiple property listing)

Highway Bridges of Iowa

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/road-related

Current Functions

(Enter categories from instructions)

TRANSPORTATION/road-related

7. Description

Architectural Classification

(Enter categories from instructions)

other: cantilever through truss

Materials

(Enter categories from instructions)

foundation N/A  
walls N/A  
roof N/A  
other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

Located near Sabula, the Savanna-Sabula Bridge spans the Mississippi River in a setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 1; 2                      construction date: 1931-32  
span length: 520'; 390'              construction cost: \$750,000.00 (approximate)  
total length: 2461'                    current condition: good  
roadway wdt.: 20.0'                    alterations: deck replaced

superstructure: steel, rigid-connected cantilever through truss  
substructure: concrete abutments, wingwalls and piers  
floor/decking: steel grid decking over steel stringers  
other features: upper chord / inclined end post: wide flange; lower chord: 2 channels with batten plates; vertical: 2 channels with lacing (4 angles with lacing at hip); diagonal: 4 angles with lacing; lateral bracing: 2 angles with lacing; strut: 4 angles with lacing; floor beam: I-beam; guardrail: deep steel channel

Other than maintenance-related repairs and alterations, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Savanna-Sabula Bridge today retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association.

Savanna-Sabula Bridge

Carroll County, Illinois  
Jackson County; Iowa

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
 B Property is associated with the lives of persons significant in our past.
 C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
 D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions)

ENGINEERING

Period of Significance

1931-32

(The period of significance is derived from the original construction date.)

Significant Dates

1931-32 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer:

G.A. Maney, Evanston IL

fabricator:

Minneapolis Bridge Co., Minneapolis MN

builder:

Minneapolis Bridge Co., Minneapolis MN

Narrative Statement of Significance

(Explain the significance of the property on continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey
 recorded by Historic American Engineering Record

Primary location of additional data:

- State Historic Preservation Office
 other State agency
 Federal agency
 Local government
 University
 other
name of repository:

Carroll County, Illinois

Savanna-Sabula Bridge

Jackson County; Iowa

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet)

1 15 734250 4665000  
zone easting northing

2 15 734970 4665060  
zone easting northing

Verbal Boundary Description

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 22 feet by 2,461 feet, which is centered on the UTM point(s) listed above. Included within this rectangular parcel are the bridge's superstructure, substructure, approach spans and floor system.

Boundary Justification

(Explain why the boundaries were selected)

The nominated structure includes the bridge's superstructure, substructure, floor system, any approach spans and the property on which they rest. These boundaries encompass, but do not exceed, all of the property that has been historically associated with the bridge.

11. Form Prepared By

name/title Clayton B. Fraser

organization Fraserdesign date 31 August 1994

street & number 1269 Cleveland Avenue telephone 303-669-7969

city or town Loveland state Colorado zip code 80537

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7½ or 15 minute series) indicating the property's location

A Sketch map for historic districts and properties having large acreage or numerous resources

Photographs

Representative black and white photographs of the property

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO)

name/title Iowa Department of Transportation

street & number 800 Lincoln Way telephone 515-239-1639

city or town Ames state Iowa zip code 50010

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section Number 8 Page 1 Savanna-Sabula Bridge Carroll County, Illinois  
Jackson County, Iowa

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Bridging the Mississippi river between the two riverfront towns of Savannah (Illinois) and Sabula (Iowa), this long-span through truss carries U.S. Highway 52 and State Highway 64. The main section of the Savannah-Sabula Bridge is comprised of a series of three rigid-connected through trusses, with a 520-foot, cantilevered center span flanked on both sides by 390-foot anchor spans. All are supported by spill-through concrete piers. The bridge abuts directly into the cliffs on the east side; on the west side a simply supported, 280-foot through truss and a series of steel stringer spans form the approach. Although local citizens had been promoting the construction of a highway bridge at this location since the completion of the CM&StP Railroad bridge here in 1881, it was not until the early 1930s that the highway bridge finally began to appear feasible. The Savannah-Sabula Bridge Company was organized by local businessmen, stocks were sold in the summer of 1931 to fund the construction, and Evanston, Illinois, consulting engineer G.A. Maney was hired to design the proposed structure. The Minneapolis Bridge Company was hired to fabricate and build the bridge. Work on the substructure began on the Iowa side in 1931. The construction progressed through that year and the next. The bridge was opened to traffic in a dedication ceremony held on December 2, 1932. "Realizing the necessity of providing more adequate transportation facilities to keep up with the ever increasing demands of traffic," a dedication plaque states, "and desiring to stimulate still further commercial intercourse between the states of Iowa and Illinois as well as to provide for the comfort and convenience of the motor-traveling public, the citizens of the communities along this route have banded together in a common effort to turn their dreams into a reality." The Savannah-Sabula Bridge functioned for years as a toll bridge, until the stocks were eventually paid off and the structure was acquired by the states of Iowa and Illinois. Today it carries interstate traffic as a free structure, with the replacement of its deck as the only alteration of note.

"Construction of the Sabula-Savanna bridge across the Mississippi added employment in the first three years of the depression," the Iowa Writers' Project reported in 1942, "besides greatly augmenting the flow of east-west traffic through the county and thereby opening a new source of revenue - the tourist trade." Costing about \$750,000, the bridge played a pivotal role in the development of transportation and commerce in the region, and for this it is historically significant. The Savannah-Sabula Bridge is technologically significant as a well-preserved example of large-scale highway truss design. Bridges over the Mississippi River comprise some of America's longest representatives of vehicular steel truss construction, and Iowa possesses a number of notable Mississippi River bridges. Eight of these, including the Savannah-Sabula Bridge, are included in the statewide historic bridge inventory. Although typically configured for a structure of its scale, the Savannah-Sabula Bridge ranks among Iowa's most monumental examples of steel truss construction.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section Number   9   Page   2  

Savanna-Sabula Bridge

Carroll County, Illinois  
Jackson County, Iowa

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Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 029940.

(Maquoketa) Jackson Sentinel, "Savannah over the Top with Bridge Pledges," (19 May 1931), "Toll Bridges Are Necessary to Fill Popular Design," (26 June 1931), "Sale of Bridge Stock Goes Merrily On," (10 July 1931), "Sale of Bridge Stock Is Making Good Progress," (21 July 1931), "Toll Bridge Increase Earnings," (24 July 1931), "Advance Bridge Men View Site," (24 August 1931), "Iowa Man Gets Road Contract for Sabula Roadway," (8 December 1931), "Rapid Progress Being Made on Bridge Project," (5 January 1932), "Clinton Firm to Furnish Steel for New Bridge," (8 March 1932), "Many Visitors Watch Progress on New Bridge," (31 May 1932), "Can You Think of a Good Name for New Bridge?" (19 July 1932), "Will Complete Sabula Bridge by October 15," (20 September 1932), "New Bridge to be Open to Public on December 9," (18 November 1932), "New Savannah-Sabula Bridge Is Dream Come True," (2 December 1932), located at Maquoketa Public Library, Maquoketa IA.

Iowa Writers' Project, "Jackson County History, Iowa," typewritten report, 1942.

Field inspection by Clayton Fraser, 10 December 1989.

**APPENDIX E**

**MEMORANDUM OF AGREEMENT (MOA)**

**MEMORANDUM OF AGREEMENT  
AMONG  
THE FEDERAL HIGHWAY ADMINISTRATION,  
ILLINOIS DEPARTMENT OF TRANSPORTATION,  
AND ILLINOIS STATE HISTORIC PRESERVATION OFFICER  
REGARDING THE REPLACEMENT OF  
THE U.S. 52/IL 64 BRIDGE OVER THE MISSISSIPPI RIVER  
(STRUCTURE NO. 008-6000)  
IN THE CITY OF SAVANNA, CARROLL COUNTY, ILLINOIS**

**WHEREAS**, the Illinois Department of Transportation (IDOT) plans to replace the U.S. 52/IL 64 Bridge over the Mississippi River, Sequence #16154 (Project) in the City of Savanna, Carroll County, Illinois; and

**WHEREAS**, the Federal Highway Administration (FHWA) plans to fund the Project, thereby making the Project an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. Section 470f, and its implementing regulations, 36 CFR Part 800; and

**WHEREAS**, the FHWA has defined the undertaking's area of potential effect (APE) as the footprint of the existing bridge; and

**WHEREAS**, the FHWA has determined that the undertaking will have an adverse effect on the U.S. 52/IL 64 Bridge over the Mississippi River (Structure Number 008-6000), which is listed on the National Register of Historic Places, and has consulted with the Illinois State Historic Preservation Officer (Illinois SHPO) pursuant to 36 C.F.R. Part 800; and

**WHEREAS**, the FHWA has invited the IDOT to participate in consultation and to become signatory to this memorandum of agreement (MOA); and

**WHEREAS**, the public was given an opportunity to comment on the undertaking's adverse effect in a notice published on January 21, 2013 in the Herald-Leader; and

**WHEREAS**, pursuant to 23 USC 144(o)(4), there were no responsible parties who expressed an interest in taking ownership of the bridge to maintain and preserve the bridge in perpetuity; and

**WHEREAS**, the FHWA has notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect, pursuant to 36 CFR Section 800.6(a)(1), in a letter dated October 9, 2013; and

**WHEREAS**, the ACHP declined to enter into consultation in a letter dated November 19, 2013; and

**WHEREAS**, the FHWA has invited consultation of the following Tribes: the Ho-Chunk Nation, the Iowa Tribe, the Miami Tribe of Oklahoma, the Peoria Tribe of Indians in Oklahoma, the Potawatomi Nation, and the Sac and Fox Nation; only the Iowa Tribe of Kansas and Nebraska expressed an interest in the project and is invited to be a concurring party to this MOA; and

**NOW, THEREFORE**, the FHWA, IDOT, and the Illinois SHPO agree that the undertaking shall be implemented in accordance with the following stipulations to take into account the effect of the undertaking on historic properties.

## STIPULATIONS

The FHWA, in coordination with the IDOT, shall ensure that the following measures are carried out:

1. Prior to beginning of construction activities, the IDOT Bureau of Design & Environment shall submit documentation concerning the U.S. 52/IL 64 Bridge over the Mississippi River to the Illinois SHPO to the standards of the Illinois Historic American Engineering Record at Level 3. The IDOT Bureau of Design & Environment shall coordinate the recordation with the Illinois SHPO. The Illinois SHPO must review and approve the documentation in writing prior to the demolition of the existing bridge.

### 2. DURATION

This MOA will be null and void if its stipulations are not carried out within ten (10) years from the date of its execution. At such time, and prior to work continuing on the undertaking, the FHWA shall either (a) execute a MOA pursuant to 36 C.F.R. § 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 C.F.R. § 800.7. Prior to such time, the FHWA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation 6 below. The FHWA shall notify the signatories as to the course of action it will pursue.

### 3. POST-REVIEW DISCOVERIES

If potential historic properties are discovered or unanticipated effects on historic properties found, the FHWA, in coordination with the Illinois SHPO, shall make reasonable efforts to avoid, minimize, or mitigate adverse effects to such properties and follow the requirements of 36 CFR Section 800.13(b).

### 4. DISPUTE RESOLUTION

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection cannot be resolved, the FHWA will:

A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories and provide them with a copy of this written response. The FHWA will then proceed according to its final decision.

B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories to the MOA, and provide them and the ACHP with a copy of such written response.

C. The FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

5. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

6. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation 6 above. If within thirty (30) days an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA must either (a) execute an MOA pursuant to 36 CFR § 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The FHWA shall notify the signatories as to the course of action it will pursue.

EXECUTION of this MOA by the FHWA and Illinois SHPO and implementation of its terms are evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

FEDERAL HIGHWAY ADMINISTRATION

By: Max Tuttle Date: 1/9/2014

ILLINOIS STATE HISTORIC PRESERVATION OFFICER

By: Jane Elliott Date: 12-23-13

INVITED SIGNATORY

ILLINOIS DEPARTMENT OF TRANSPORTATION

By: Paul C. G. Date: 12/18/13.

CONCURRING PARTY

IOWA TRIBE OF KANSAS AND NEBRASKA

By: \_\_\_\_\_ Date: \_\_\_\_\_



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

March 3, 2014

3250 Executive Park Dr.  
Springfield, IL 62703  
(217) 492-4640  
[www.fhwa.dot.gov/ildiv](http://www.fhwa.dot.gov/ildiv)

In Reply Refer To:  
HPER-IL

Mr. Reid Nelson, Director  
Office of Federal Agency Programs  
Advisory Council on Historic Preservation  
1100 Pennsylvania Ave, NW, Suite 803  
Washington, DC 20004

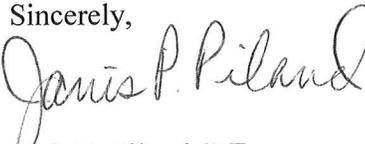
Subject: Memorandum of Agreement, US 52/Illinois 64 Bridge  
Carroll County, Illinois

Dear Mr. Nelson:

The Illinois Department of Transportation proposes to use Federal-aid funding to replace the US 52/Illinois 64 bridge over the Mississippi River in the City of Savanna, Carroll County, Illinois. The Federal Highway Administration (FHWA), in consultation with the Illinois State Historic Preservation Officer, has determined the undertaking will have an adverse effect on this bridge (Structure Number 008-6000) which is listed on the National Register of Historic Places. We notified the Council of the adverse effect determination and the Council declined to participate in a letter dated November 19, 2013.

The public was given an opportunity to comment on the undertaking's adverse effect, and pursuant to 23 USC 144(o)(4), there were no responsible parties who expressed an interest in taking ownership of the bridge to maintain and preserve the bridge in perpetuity. The FHWA has notified the Tribes who have an interest in this project area. The Iowa Tribe of Kansas and Nebraska expressed an interest in the project and were invited to be concurring parties to the MOA, but no response was received.

This adverse effect will be mitigated through the stipulations as described in the enclosed Memorandum of Agreement (MOA). We are submitting an executed MOA Pursuant to 36 Code of Federal Regulations 800.6. If you have any questions, please call me at (217) 492-4989.

Sincerely,  


Janis P. Piland, P.E.  
Environmental Engineer

Enclosure

ecc: Mr. John Baranzelli, Bureau of Design and Environment, IDOT  
Mr. Paul Leote, Region 2 Engineer, IDOT District 2  
Mr. Brad Koldehoff, Bureau of Design and Environment, IDOT

cc: Ms. Anne Haaker, Illinois Historic Preservation Agency

***U.S. 52/IL 64 over the Mississippi River  
Environmental Assessment***

**Appendix C**

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**Wetland Impact Evaluation Form**

# Wetlands

**Submittal Date:** 03/04/2011 **Sequence No:** 16154  
**District:** 2 **Requesting Agency:** DOH **Project No:**   
**Contract #:** 64G59 **Job No.:** P-92-001-11  
**Counties:** Carroll, IL & Jackson Co, IA  
**Route:** FAP 17 **Marked:** US 52/IL 64  
**Street:**  **Section:** 104B-2  
**Municipality(ies):** Savanna **Project Length:** 3.2187 km 2 miles  
**FromTo (At):** IL 84 - Savanna to 1,500' of the causeway in Iowa & on IL 84 - 1000' N. of Bridge to Randolph St, Savan  
**Quadrangle:** Savanna & Blackhawk **Township-Range-Section:** T24N R3E Sec 4; T25N R3E Sec 21, 28, 33  
**Anticipated Design Approval:** 11/21/2011 **Cleared for Design Approval:**   
**Cleared for Letting:**  **Mitigation:**

## Wetland Impacts Evaluation

<b>Submittal Date:</b>	09/28/2012	<b>Submitted By:</b>	<input type="text"/>
<b>Does the project have wetland impacts?</b>	Yes <input type="checkbox"/>	<b>Type:</b>	Both <input type="checkbox"/>
<b>Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands:</b>	The new bridge is being built as close to the existing bridge as possible to minimize impacts to the adjacent wetlands and wildlife refuge.		
<b>Summarize briefly why there are no practicable alternatives to the use of the wetland(s):</b>	The wetlands are adjacent to the existing roadway and bridges, so any work will impact them. The bridge must be replaced on new alignment so that a detour will not be required during construction. The detour would require a 50 mile round trip detour.		
<b>Wetland mitigation is being proposed:</b>	unknown <input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Reviewed</b>

<b>Memo Date:</b>	10/01/2012	<b>Memo By:</b>	Felecia Hurley
<b>Memo:</b>	This memorandum is in response to the Wetland Impact Evaluation (WIE) form dated September 28, 2012. According to the WIE there will be no impacts to wetlands in Illinois. All of the wetland impacts will be in Iowa. The wetland delineations and impacts have been coordinated with Iowa in order for Iowa to determine the correct mitigation ratios to apply and where mitigation will occur.		
<b>Memo Date:</b>	09/28/2012	<b>Memo By:</b>	C. Rodgers
<b>Memo:</b>	<p>The proposed bridge project will replace the existing bridge on new alignment. This is to avoid the need for a detour of 50 miles round trip for people using the bridge. The proposed bridge will be constructed as close to the existing bridge as possible to minimize wetland impacts and impacts to the wildlife refuge. Since the wetlands are adjacent to the existing bridge impacts are unavoidable.</p> <p>This bridge project will impact two wetlands on the Iowa side of the Mississippi River. These are sites numbers 10 and 11. Site No. 10 will have 0.37 ac of permanent and 2.22 ac. of temporary impacts. Site No. 11 will have 0.06 ac. of permanent and 0.30 ac. of temporary impacts. The total impacts will be 0.43 ac. of permanent impacts and 2.52 ac. of temporary impacts.</p> <p>After the existing bridge is removed, the area beneath it will be restored to wetland vegetation. Since all of the wetland impacts for this bridge project are in Iowa, the Iowa agencies will determine the mitigation ratios and location. There are no wetland impacts in Illinois.</p>		

## Wetland Impacts and Mitigation Required

***U.S. 52/IL 64 over the Mississippi River  
Environmental Assessment***

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**Appendix D  
PESA Response**

# LOCATION MAP



## PROJECT INFORMATION

IDOT SEQUENCE # 16154B  
ISGS: 2387V1

LETTING DATE: 6/12/2015

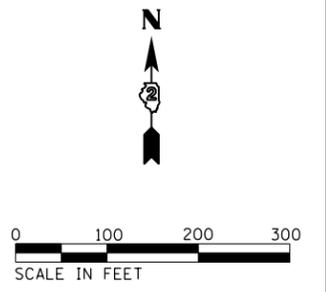
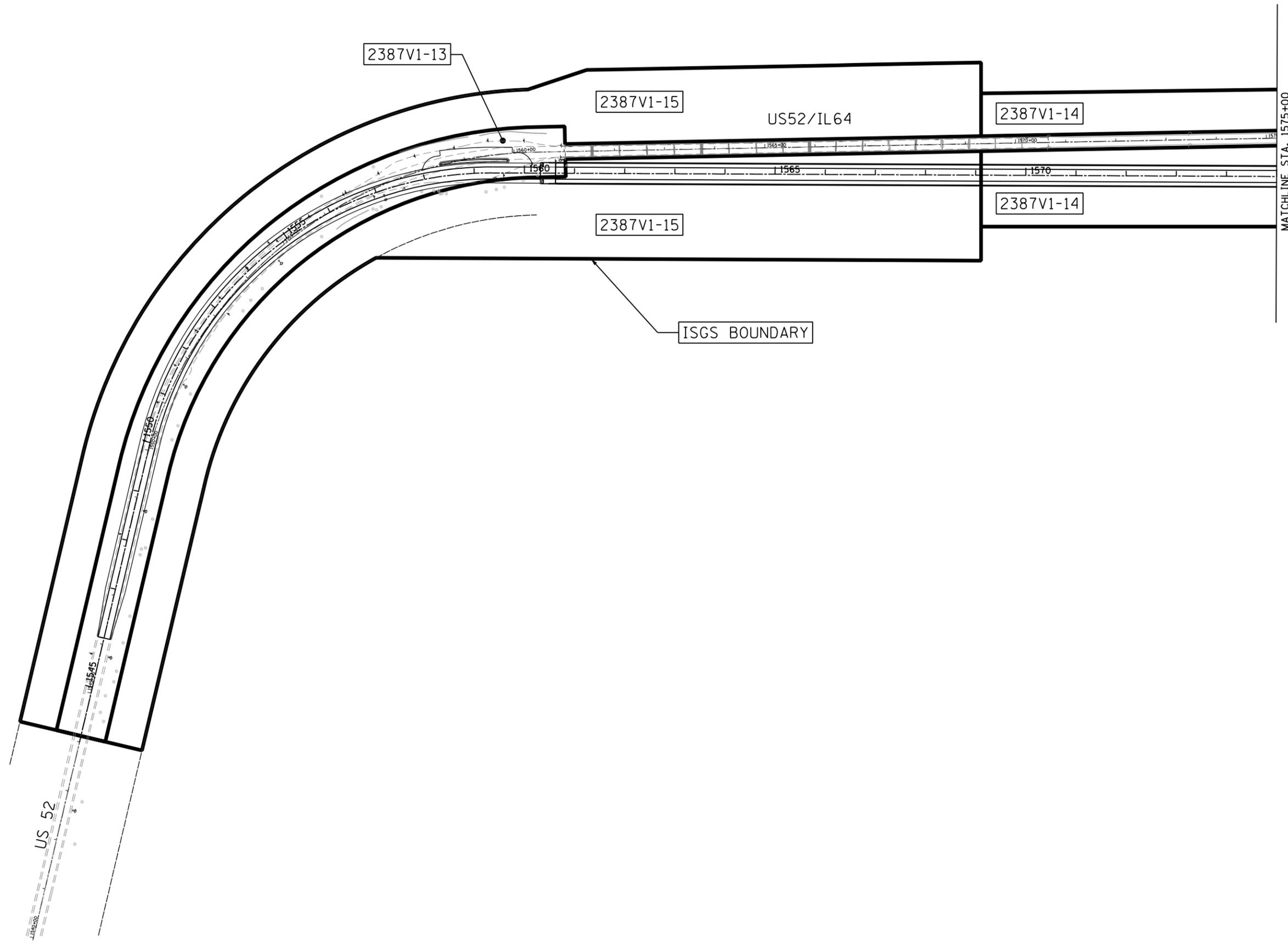
FAP 17 (U.S. 52 / IL 64)  
SECTION 104B-2  
CARROLL COUNTY, ILLINOIS  
AND JACKSON COUNTY, IOWA  
JOB NO. P-92-001-11  
CONTRACT NO. 64G59

REMOVAL AND REPLACEMENT OF STRUCTURE  
(EX SN 008-6000; PR SN 008-0052)  
CARRYING US ROUTE 52 / ILLINOIS ROUTE 64  
OVER MISSISSIPPI RIVER  
BETWEEN SAVANA, ILLINOIS AND SABULA, IOWA

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNMENT CHECKED		
	NOTE BOOK NO.		
	FIELD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO.		

FILE NAME = p:\1\trp\02\pwr\01\oper\son\com\illinois\state\documents\US52\IL64 - 647512\Design\CADD\Environmental\PhaseII\PESA\Exhibits\PESA-SHT-PLN\_200.dgn



USER NAME = P005728B	DESIGNED - RB	REVISED -
	DRAWN - SO	REVISED -
PLOT SCALE = 200.0000' / in.	CHECKED - JC	REVISED -
PLOT DATE = 9/3/2014	DATE - 08/29/2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

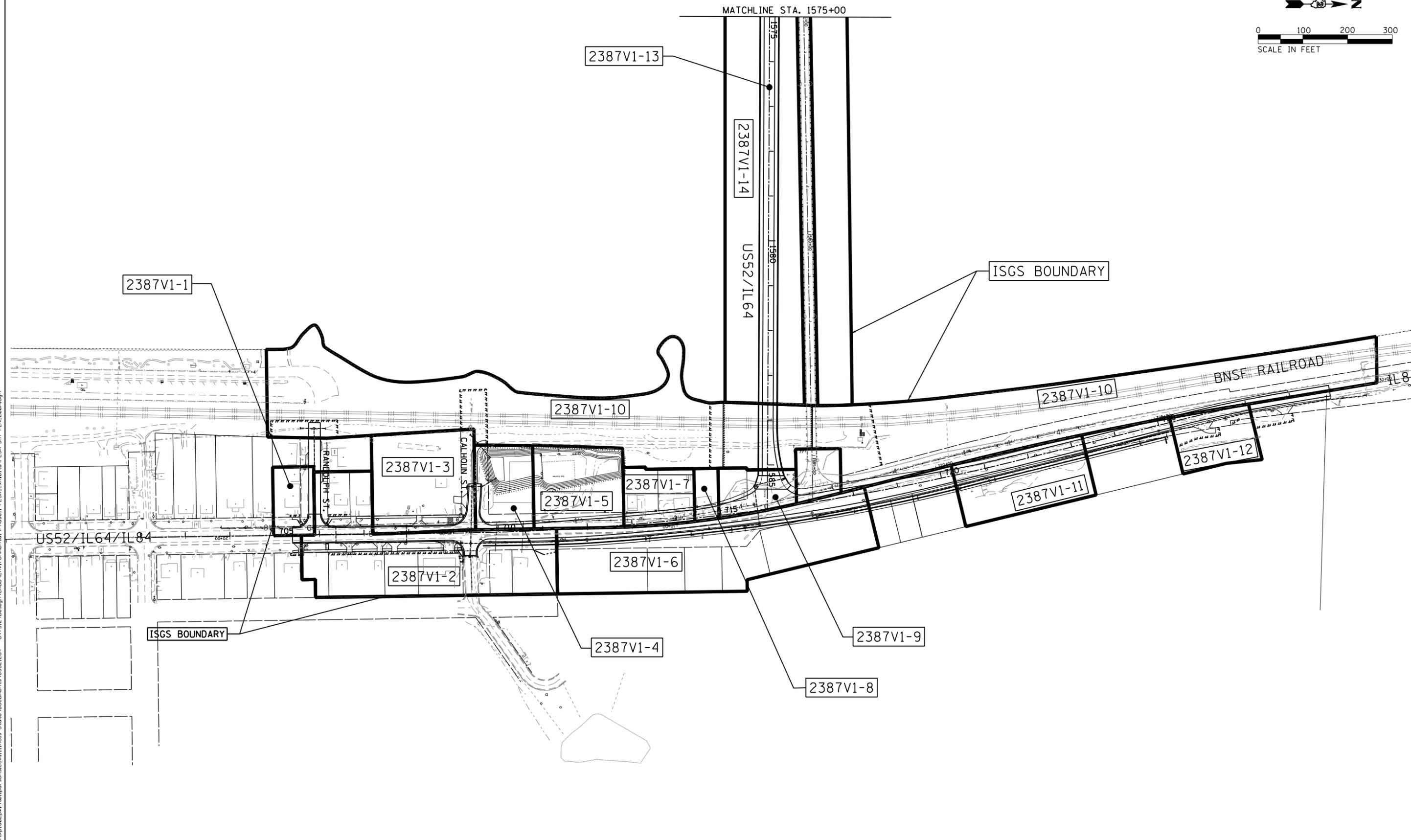
<b>US ROUTE 52/IL ROUTE 64 PESA RESPONSE EXHIBIT</b>			
SCALE: 1"=100'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	104B-2	CARROLL/JACKSON	2	1
CONTRACT NO. 64G59				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	CADD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NO.	

FILE NAME = p:\1\trp\02\pwr\02\pwr\son\com\Illinois State\Documents\US52\LE4 - 647512 Design\CADD\Environmentals\PhaseII\PESA-Exhibits\PESA-SHT-PLN-200A.dgn



USER NAME = P005720B	DESIGNED - RB	REVISED -
	DRAWN - SO	REVISED -
PLOT SCALE = 200.0000' / 1" =	CHECKED - JC	REVISED -
PLOT DATE = 9/3/2014	DATE - 08/29/2014	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 52/IL ROUTE 64  
PESA RESPONSE EXHIBIT**

SCALE: 1"=100' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	104B-2	CARROLL/JACKSON	2	2
CONTRACT NO. 64G59				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

 <b>Illinois Department of Transportation</b>	<b>Environment</b> _____	<b>Date:</b> 8/29/2014
	<b>Squad leader</b> _____	<b>Contract:</b> 64G59
	<b>County</b> Carrol County, IL and Jackson County, IA	<b>Seq. No.</b> 16154B
	<b>Letting Date</b> 6/12/2015	<b>PESA</b> 2387V1
<b>I.D.O.T. District #2</b>	Project No: P-92-001-11, D-92-001-11	
	Project Description: <u>Removal and replacement of structure carrying US Route 52/Illinois Route 64 over Mississippi River between Savanna, IL and Sabula, IA.</u>	

Subject: **PESA Excavation Report**  
 Sheet: **1 OF 1**

PROPERTY NAME	Excavation Qty	ISGS SITE #	NEW ROW	MAX DEPTH	
				OF EX. (FT)	TYPE OF EXCAVATION
City Of Savanna Municipal Building 1123 N. Main Street, Savanna, IL	560	2387V1-3	Work on property by Agreement	16	Excavation for reconstruction of roadway, sidewalk and storm sewer.
Tomei Commercial Building 1203 N. Main Street Savanna, IL	5,055	2387V1-4	Proposed ROW	16	Excavation for reconstruction of roadway, detention pond and storm sewer.
Morris Residence 1247 N. Main Street, Savanna, IL	95	2387V1-8	Proposed ROW	1	Excavation for reconstruction of roadway.
Rail Road Property BNSF Railroad 1200-1300 blocks of N. Main Street, Savanna, IL	1,975	2387V1-10	YES (permanent and temporary easements)	1	Excavation for roadway reconstruction and bridge slope wall.
US 52/IL 64 Bridge and Causeway no address available, Sabula, IA and Savanna, IL	8,795	2387V1-13	Work by agreement	5	Excavation for causeway widening, roadway reconstruction, abutment and storm sewer. The existing structure will be removed.
Mississippi River no address available, Sabula, IA and Savanna, IL	700	2387V1-14	NO, but work by permit	Approx. 131	Excavation for bridge pier drilled shafts and foundations. Actual pier depth to be determined in the field.
<b>TOTAL</b>	<b>17,180</b>				

***U.S. 52/IL 64 over the Mississippi River  
Environmental Assessment***

**Appendix E**

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**Section 4(f) De Minimis Documentation**

## **Section 4(f) De Minimis Documentation**

U.S. 52/IL 64 over the Mississippi River  
Sabula, IA and Savanna, IL  
Job No. P-92-001-11 (Seq. #16154)  
Contract No. 64G59

### Project Description

The U.S. 52/IL 64 over the Mississippi River Project involves the removal and replacement of the existing U.S. 52/IL 64 Bridge over the Mississippi River between Savanna, Illinois and Sabula, Iowa (See Exhibit 1). The existing U.S. 52 Bridge across the Mississippi River is a historic bridge with structural and capacity deficiencies. The project involves the construction of a new bridge directly south of the existing bridge. The project also includes reconstruction of the U.S. 52 and IL 84 intersection, approximately 1,100 feet of IL 84 north of the new bridge, 1,100 feet of IL 84 south of the new bridge, and 1,500 feet of the causeway on the Iowa side. This project will result in the removal of the historic U.S. 52 Bridge and permanent use of the Upper Mississippi River National Wildlife and Fish Refuge (herein after referred to as the Refuge). Although the historic US 52 Bridge also represents a Section 4(f) resource, the project's impacts to the bridge require a Programmatic Section 4(f) Evaluation that is addressed in a separate document. The purpose of this document is to address the project's de minimis Section 4(f) impacts to the Refuge that are associated with the Preferred Alternative that will be identified and evaluated in the Environmental Assessment (EA).

### Section 4(f) Resource

The Refuge is located on the western end of the project within Iowa and abuts both sides of the U.S. 52/IL 64 causeway and viaduct right-of-way. The portion of the Refuge in the project area consists of a mixture of riparian habitat, forested wetlands, marshes, and open backwater. The Refuge, which is located within the Mississippi Flyway, was established in 1924 for the purpose of providing a refuge and breeding ground for migratory birds, fish, and other wildlife and plants. The entire Refuge covers 240,220 acres and extends 261 river miles from north to south at the confluence of the Chippewa River in Wisconsin to near Rock Island, Illinois. In addition to providing refuge and habitat for wildlife and fish, the Refuge is also used for fishing, hunting, boating, hiking, environmental education, and wildlife observation and photography.

The Refuge is under the jurisdiction of the U.S. Fish and Wildlife Service (USFWS) and the U.S. Department of Interior (USDOI).

### Description of Intended Section 4(f) Resource Use

The Preferred Alternative will require the construction of a new bridge south of and adjacent to the existing bridge. It will also include removal of the existing bridge. The right-of-way for the new bridge and its approach along the causeway will require approximately 1.44 acres of Refuge

property, which will result in a permanent use of a Section 4(f) property. In addition, during construction of the new bridge and the demolition of the existing bridge, temporary access will be required for construction equipment and vehicles. In the backwater portion of the Refuge, a temporary earth embankment causeway or prefabricated modular bridges (e.g., Bailey Bridge) will be used for construction access. This temporary access will result in the temporary use of approximately 3.67 acres of Refuge property. Within both the existing bridge/causeway right-of-way and the Refuge property, the Preferred Alternative will permanently impact a total of 0.43 acre of wetlands, 0.37 acre of forested wetlands (Wetland #10) and 0.06 acre of marsh (Wetland #11). It will also result in a total of 2.52 acres of temporary wetland impacts, 2.22 acres of forested wetlands (Wetland #10) and 0.30 acre of marsh (Wetland #11) (See Exhibit 2). The remaining areas that will be temporarily impacted consist primarily of backwater.

#### Description of Efforts to Avoid, Minimize, and Mitigate or Enhance Resource

Multiple alternatives were evaluated and dismissed for this project. Although the Rehabilitation and Reconstruction Alternatives would have avoided impacts to the Refuge, they were dismissed because they did not meet the project's purpose and need. This was also the case for the No-Build Alternative. Of the six build alternatives evaluated, the Preferred Alternative identified and evaluated in the EA best met the project requirements and purpose and need while minimizing overall environmental impacts.

Although the project will result in the permanent use of 1.44 acres of Refuge property, this impact will be offset by transferring the 1.01 acres of right-of-way associated with the existing bridge to Refuge property, resulting in a net permanent use of only 0.43 acre. In addition, the actual loss of Refuge wildlife habitat associated with the viaduct portion of the new bridge will be limited primarily to the placement of the bridge piers and will, therefore, be significantly less than the actual loss of Refuge property needed for the new bridge right-of-way. Furthermore, this portion of the new bridge will include significantly fewer piers (5) than the existing bridge (16). To the extent practicable, the permanent wetland impacts will be mitigated on site along the location of the existing bridge after it has been removed. As previously mentioned, this area and the remaining right-of-way associated with the existing bridge will be transferred to Refuge property. The remaining permanent wetland impacts will be mitigated either through purchase of credits at a wetland bank or through wetland creation. As for the 3.67 acres of temporary use and 2.52 acres of temporary wetland impacts, these areas will be restored to their original grade and hydrology and revegetated with native species. The project will also include a wildlife viewing area on the north side of the causeway where it connects with the bridge. This area will include parking spaces and provide views of the Refuge backwaters and wetlands.

#### Evidence of Opportunity for Public Review and Comment

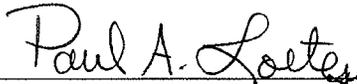
A Public Notice was published on January 31, 2013, in the Savanna Times Journal, Northwestern Illinois Dispatch, Carroll County Mirror Democrat, Quad City Times, Bellevue Herald Leader, and Maquoketa Sentinel-Press. The Public Notice provided opportunities for the public to review and comment on the effects of the project on the activities features, and attributes that quality the Refuge for protection under Section 4(f). Comments were requested to be received by March 1, 2013 (See Attachment 1). No comments were received.

Evidence of Coordination with Officials with Jurisdiction

The Illinois Department of Transportation (IDOT) requested USFWS/USDOJ concurrence that the project will result in de minimis impacts to the Refuge. The USFWS/USDOJ responded with a letter dated June 21, 2013 that they concur with the de minimis impact finding (See Attachment 2).

Based on the project's impacts to the Refuge, the efforts made to avoid, minimize, and mitigate these impacts, the public comments, and the USFWS/USDOJ concurrence, IDOT has determined that the project will result in no adverse effects to the Refuge, and requests FHWA de minimis impact determination.

Signed:



\_\_\_\_\_  
Illinois Department of Transportation  
Deputy Director of Highways  
Region Two Engineer

7-2-13

\_\_\_\_\_  
Date

U.S. 52/IL 64 over the Mississippi River  
Sabula, IA and Savanna, IL  
Job No. P-92-001-11 (Seq. #16154)  
Contract No. 64G59  
De Minimis Impact Finding

The Federal Highway Administration (FHWA) has determined that this project meets all requirements for processing under amended Section 4(f) legislation at Section 138 of Title 23 and Section 303 of Title 49, U.S. Code, to simplify the processing and approval of projects that have only De Minimis impacts on land protected by Section 4(f). The removal and replacement of the U.S. 52/IL 64 bridge over the Mississippi River and the Upper Mississippi River National Wildlife and Fish Refuge, a Section 4(f) resource, will result in minor impacts. FHWA hereby make a De Minimis impact finding for this use as it will not adversely affect the resource's activities, features and attributes. The De Minimis impact finding is based upon impact avoidance, minimization, and mitigation or enhancements measures detailed in the subject documentation.

  
Federal Highway Administration

  
Date

Exhibit 1  
 US 52/IL 64 Over The Mississippi River  
**PROJECT LOCATION**

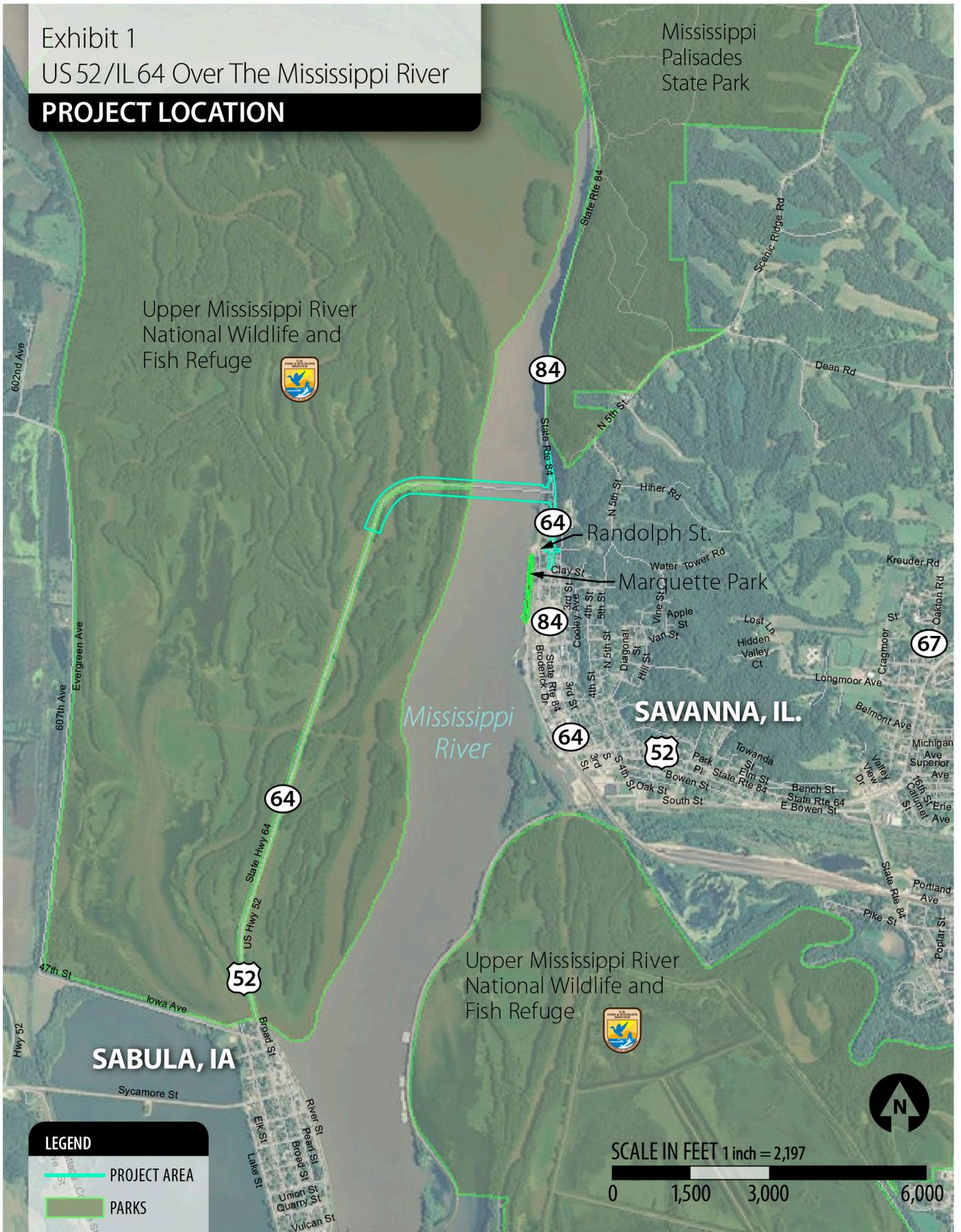
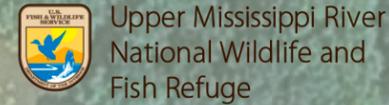


Exhibit 2  
US 52/IL 64 Over The Mississippi River

**SECTION 4(f) DE MINIMIS IMPACTS**



Upper Mississippi River  
National Wildlife and  
Fish Refuge

Iowa

Existing Bridge

Existing Bridge R/W  
to be Converted to  
Refuge Property

Temporary  
Use

Proposed Wildlife  
Viewing Area

1.65 Acres

1.01 Acres

0.93 Acres

2.02 Acres

US 52/IL 64

Bridge Piers

Preferred  
Alternative

Permanent  
Use

0.07 Acres

Wetlands  
Site #10

Permanent  
Use

Wetlands  
Site #11

0.40 Acres

0.04 Acres

Mississippi  
River

**Total Temporary Use - 3.67 Acres**  
**Total Permanent Use - 1.44 Acres**  
**Existing Bridge R/W to be  
Converted to Refuge Property - 1.01 Acres**

PROJECT LIMIT

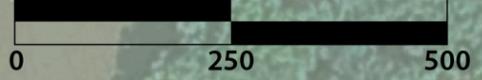


**LEGEND**

- PROJECT AREA
- CONSTRUCTION LIMITS
- REFUGE BORDER
- PERMANENT WETLAND IMPACTS
- TEMPORARY WETLAND IMPACTS
- WETLANDS



SCALE IN FEET



Upper Mississippi River  
National Wildlife and  
Fish Refuge

# Attachment 1



## Illinois Department of Transportation

### Public Notice

The Illinois Department of Transportation (IDOT) is seeking public comments on the effects that proposed improvements to US Route 52 over the Mississippi River will have on the Upper Mississippi River Wildlife Refuge. The Upper Mississippi River Wildlife Refuge, which is under the jurisdiction of the U.S. Fish and Wildlife Services, is a significant, publicly owned wildlife refuge and recreational area. As such, it is subject to protection under Section 4(f) of the US Department of Transportation Act of 1966. For the US Route 52 project, IDOT intends to seek a Section 4(f) "*de minimis*" impact finding from the Federal Highway Administration based on a determination that the project will not adversely affect the features, attributes or activities that qualify the Upper Mississippi River Wildlife Refuge for protection under Section 4(f).

Effects of the US Route 52 project on the Upper Mississippi River Wildlife Refuge will include the construction of a new Tied Arch bridge carrying US Route 52 over the BNSF Railroad, Mississippi River, and portions of the backwaters of the Mississippi River. Mitigation will include the construction of a viewing area overlooking the Mississippi and its backwards. Detailed documentation describing the impacts and mitigation associated with the effects of the US Route 52 project on the Upper Mississippi River Wildlife Refuge are available at the following location from January 31, 2013 through March 1, 2013 during normal business hours.

Illinois Department of Transportation, District 2  
819 Depot Avenue  
Dixon, Illinois 61021  
(815) 284-2271  
Normal Hours: 8:00 a.m. to 4:30 p.m.

Written comments may be submitted at the IDOT office, mailed to the IDOT office, or submitted electronically to ([mark.nardini@illinois.gov](mailto:mark.nardini@illinois.gov)). Comments must be received March 1, 2013 to be considered as a part of the public record.

All correspondence regarding this project should be addressed to:

Mr. Paul Loete, PE  
Deputy Director of Highways, Region Two Engineer  
819 Depot Avenue  
Dixon, Illinois 61021  
Attn: Mark Nardini

## Attachment 2



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

5600 American Boulevard West, Suite 990  
Bloomington, Minnesota 55437-1458



IN REPLY REFER TO:

FWS/R3/NWRS

JUN 21 2013

Mr. Mark Nardini  
Illinois Department of Transportation  
819 Depot Avenue  
Dixon, Illinois 61021

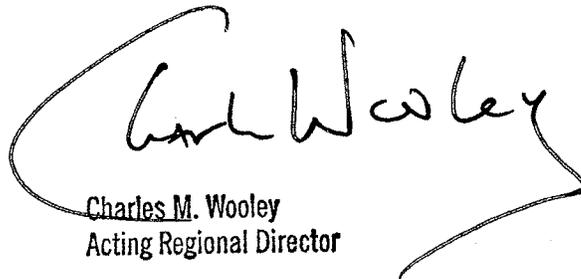
Dear Mr. Nardini:

This letter is to advise the Illinois Department of Transportation that the U.S. Fish and Wildlife Service concurs with the Section 4(f) *De Minimus* Impact Finding for the bridge replacement project on Highway 52/64 in Savanna, Illinois. This project will impact wetland and forest habitats within the Upper Mississippi River National Wildlife and Fish Refuge (Refuge). A Memorandum of Understanding between the Illinois Department of Transportation, Iowa Department of Transportation and U.S. Fish and Wildlife Service is being developed to identify measures which the Illinois and/or Iowa Departments of Transportation will undertake to address impacts to wetland and forest habitats on the Refuge. The Memorandum of Understanding is currently in the review stage and must be approved by all parties prior to any impacts being incurred on Refuge lands.

The field contact person for this project is: Savanna District Manager Ed Britton, 7071 Riverview Road, Thomson, Illinois 61285; telephone 815-273-2732 x111 and email: [ed\\_britton@fws.gov](mailto:ed_britton@fws.gov).

Should you have additional questions or concerns relative to this matter, please feel free to contact me.

Sincerely,



Charles M. Wooley  
Acting Regional Director

cc: Ed Britton, Savanna District Manager

***U.S. 52/IL 64 over the Mississippi River  
Environmental Assessment***

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**Appendix F  
Agency Coordination**



# Illinois Department of Transportation

## Memorandum

---

To: Eric Therkildsen                      Attn: Jay Howell  
From: Scott E. Stitt                      By: J. A. Walthall  
Subject: Cultural Resource Concurrence  
Date: September 15, 2011

---

**Carroll County**  
**FAP 17, US 52, IL 64**  
**Sec. 104B-2**  
**Job No. P-92-001-11**  
**Seq. #16154**

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that the proposed project referenced above will have no effect on significant cultural resources.

This completes the necessary coordination relative to evaluating the impact of this project on significant cultural resources.

A handwritten signature in cursive script, appearing to read "J. A. Walthall".

Attachment

JAW:km



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 12, 2011

Carroll County  
FAP 17, US 52, IL 64  
Savanna  
Mississippi River

IDOT Seq. # 16154  
ISAS# 11051

FEDERAL 106 PROJECT

**NO ARCHAEOLOGICAL PROPERTIES AFFECTED**

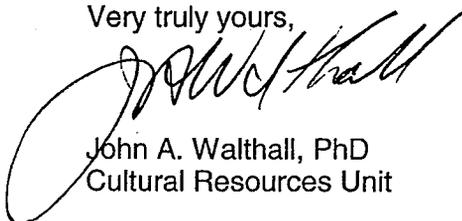
Ms. Anne Haaker  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
Springfield, Illinois 62701

Dear Ms. Haaker:

Attached is a report from the Illinois State Archaeological Survey concerning the results of survey of the 32 acre project area referenced above. No archaeological sites were identified within the proposed project rights-of way. The existing bridge, **Structure # 008-6000 is listed in the Illinois Historic Bridge Survey and will require separate Section 4(f) / Section 106 coordination which will be submitted to your office at a later date.**

In accordance with the established procedure for coordination of proposed Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no archaeological properties, subject to protection under Section 106 of the National Historic Preservation Act of 1966 as amended, will be affected by the proposed construction activities.

Very truly yours,



John A. Walthall, PhD  
Cultural Resources Unit

**CONCUR**

By:   
Deputy State Historic Preservation Officer

Date: 9-15-11

NEPA/404 Merger Meeting  
 March 1, 2012  
 Chicago, IL

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217 492 4625	matt.fuller@dot.gov
Cary D. Lewis	IDOT- P&ES	847-705-4724	cary.lewis@illinois.gov
Vanessa Ruiz	IDOT - D-1	847-705-4627	vanessa_ruiz.@illinois.gov
Jim Novak	HUFF+HUFF, Inc	630-684-4411	jnovak@huffnhuff.com
Christian Troume	IDOT - P&ES	847-705-4330	christian.troume@illinois.gov
Marty Morse	IDOT-P&ES	847-705-4107	Martell.Morse@Illinois.gov
Kimberly Murphy	IDOT-P&ES	847-705-4791	Kimberly.Murphy@illinois.gov
ROBERT STERN	EXP	312 616-7420	Robert.Stern@exp.com
MARK DVORAN	EXP	312 616 6397	mark.dvoran@exp.com
SOREN HALL	USACE	312 846 5532	soren.g.hall@usace.army.mil
Norm West	US EPA	312-353-5692	west.norman@epa.gov
JOHN BACZEK	IDOT D1	847 705 4104	john.baczek@illinois.gov
Dave Hestlinga	V3 Companies	630-729-6289	dhestlinga@v3co.com
Patrick Rinoso	IDOT - D1	847-705-4186	patrick.rinoso@illinois.gov
Scott Czapliski	IDOT/consultant	(847) 705-4074	scott.czapliski@illinois.gov
JARROD CEBULSKI	PATRICK ENGINEERING	630-795-7468	JCEBULSKI@PATRICKCO.COM



NEPA/404 Merger Meeting  
 March 1, 2012  
 Springfield, IL

Name	Organization	Phone No.	E-mail
Dennis Bachman	FHWA Illinois Div	217-492-4283	dennis.bachman@dot.gov
Jan Piland	FHWA-IL	217-492-4989	janis.piland@dot.gov
Steve Hamer	IDNR	217-785-4862	Steve.hamer@illinois.gov
ROBIN HELMERICKS	FHWA	217-492-4615	robin.helmericks@dot.gov
NORM STONE	FHWA	217 492 4650	NORMAN.STONE@DOT.GOV
Tom Brooks	IDOT-BDE	785 2943	thom.brooks@illinois.gov
Susan Dees Hargrove	IDOT-BDE	785-0150	Susan.Hargrove@illinois.gov
Jon-Paul Kohler	FHWA	217/492-4988	jon.paul.kohler@dot.gov
Walt Zyzanski	IDOT-BDE	217-725-4453	Walter.Zyzanski@illinois.gov
MICHAEL HINE	FHWA	217-492-4634	Mike.Hine@dot.gov

NEPA/404 Merger Meeting  
 March 2, 2012  
 Chicago, IL

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217 492 4625	matth.fuller@dot.gov <del>matth</del>
Jeppan Payonk	CLARK DIETZ, WC	217.373.8900	JEPPAN.PAYONK@CLARKDIETZ.COM
Jamie Bents	Huff & Huff	630-684-4409	jbents@huffnhuff.com
Eric Schmitt	McLean County Highway	309-663-9445	eric.schmitt@mcleancountyil.gov
Janice Reid	HDR	773-380-7919	janice.reid@hdrinc.com
Antonio Acevedo	CDI		antonio.acevedo@clardietz.com
Faith Duncan	IDOT D2	815-284-5364	faith.duncan@illinois.gov
Becky Marruffo	IDOT D2	815 284 5902	rebecca.marruffo@illinois.gov
Cassandra Rodgers	IDOT D2	815-284-5455	Cassandra.Rodgers@illinois.gov
Mark Nardini	IDOT D2	815-284-5460	Mark.Nardini@illinois.gov
Linda Huff	Huff & Huff	630-684-4401	lhuff@huffnhuff.com
Norm West	U.S. EPA	312-353-5692	west,norman@epa.gov

NEPA/404 Merger Meeting  
 March 2, 2012  
 Springfield, IL

Name	Organization	Phone No.	E-mail
HEIDI LISE	FHWA	217.492.4637	heidi.liske@dot.gov
DAVID SPEICHER	IDOT D5	217/866-7252	david.speichere@illinois.gov
Terry Savko	IL Dept of Agr	217.785.4458	terry.savko@illinois.gov
Heidi Woelber	<del>IL</del> USFWS	309 757 5800	heidi.woelber@fws.gov
Steve HAMEA	IDNR	217-785-4862	Steve.hamea@illinois.gov
Betsy Tracy	FHWA	217/492-4642	betsy.tracy@dot.gov
Charles Perino	IDOT-BDE	217/785-2130	charles.perino@illinois.gov
DARLA LATHAM	IDOT D5	217/466-7358	darla.latham@illinois.gov
JOHN BETKER	CORPS OF ENG	(309) 794-5380	JOHN.G.BETKER@USACE.ARMY.MIL
Jan Piland	FHWA-IL	217-492-4989	janis.piland@dot.gov
Mike Staggs	FHWA-IL	217-492-4630	mike.staggs@dot.gov
Jim Allen	FHWA-IL	217-492-4649	jim.p.allen@dot.gov

## Illinois NEPA/404 Merger Meeting

March 1 and 2, 2012

**Federal Transit Administration**  
200 West Adams Street  
Third Floor Conference Room  
Chicago, IL 60606

**Federal Highway Administration**  
3250 Executive Park Drive  
Conference Room  
Springfield, IL 62703

### March 1, 2012

10:00 – 12 noon

- ~~IL 131 from Russell Road to Sunset Avenue (District 1, Lake County)~~
  - ~~Concurrence – Preferred Alternative~~
  - ~~ESA – “No Effect”~~
- Illinois Route 173 from IL 59 to US 41 (District 1, Lake County)
  - Concurrence – Purpose and Need
  - ESA – Anticipated “No Effect” Determination

12:00 noon

Lunch

1:00 – 4:00 pm

- I-55 at IL 126/Essington Road and Airport Road (District 1, Will County)
  - Concurrence - Purpose and Need
  - ESA – “No Effect”
- I-80 from Ridge Road to US Route 30 (District 1, Will, Grundy, and Kendall Counties)
  - Concurrence – Purpose and Need (revised)
  - Information – Alternatives
  - ESA – “No Effect”
- Illinois Route 31 from IL Route 176 to IL Route 120 (District 1, McHenry County)
  - Concurrence – Purpose and Need
  - ESA – Eastern Prairie Fringed Orchid studies in 2012

### March 2, 2012

10:00 – 12 noon

- East Side Highway (District 5, McLean County)
  - Concurrence – Range of Alternatives
  - ESA – Studies have not been completed
- US Route 52/Illinois Route 64 Mississippi (Savannah Sabula Bridge) - (District 2, Carroll County)
  - Concurrence – Purpose and Need
  - ESA – Studies have not been completed

12:00 noon

Adjourn

**IDOT District 2, Carroll County  
Savannah Sabula Bridge  
Environmental Assessment  
Concurrence – Purpose and Need  
ESA – Studies have not been completed**

**DECISIONS:**

USACE, USEPA, USFWS, IDNR, and IDOA gave concurrence on the purpose and need.

USACE, USEPA, USFWS, IDNR, and IDOA agreed with FHWA and IDOT to remove the project from the NEPA-404 merger process because the project lacks complexity that warrants taking the project through the process.

**NEXT STEPS:**

None noted.

**DISCUSSION:**

After concurrence on purpose and need was achieved, the discussion focused on the reasonable range of alternatives and whether the project should proceed in the NEPA-404 merger process. IDOT suggested that the reasonable range of alternatives include the “no-build” and building a new bridge near the existing location. USEPA asked if alternatives downstream made sense to pursue, however, due to topographical and natural resource features, those alternatives were not deemed to be reasonable to pursue.

Because the only reasonable alternatives are the “no build” and building a new bridge adjacent to the existing location, the agencies agreed the project was not of sufficient complexity to warrant going through the merger process.

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Eighth Coast Guard District

1222 Spruce Street  
St. Louis, MO 63103  
Staff Symbol: (dwb)  
Phone: 314-269-2380  
Fax: 314-269-2737  
Email: peter.j.sambor@uscg.mil

16593.1/537.81 UMR  
June 13, 2012

Mr. Robert Magliola  
Parsons Transportation Group  
10 South Riverside Plaza  
Suite 400  
Chicago, IL 60606

Subj: SAVANNA (U.S. 52) REPLACEMENT BRIDGE, MILE 537.81, UPPER MISSISSIPPI RIVER

Dear Mr. Magliola:

We have completed our navigation channel placement review and clearance requirements for the subject bridge project. After careful consideration we have determined it to be acceptable for the replacement channel to be shifted 150 feet towards the right descending bank. Horizontal clearance of the new navigation span must be at least 508 feet from pier-face to pier-face. Vertical clearance at the left descending bank channel pier must be at least 60 feet above normal pool and 64.6 feet above normal pool at the right descending bank channel pier.

Upon issuance of a Coast Guard bridge permit and approved construction workplan; construction of the replacement bridge will require a temporary navigation channel width of at least 350 feet. As part of an approved workplan, cofferdam installation will only be allowed outside of the temporary channel. Superstructure erection falsework will not be authorized within the navigation span. During periods of high flow and/or high water level an assist vessel may be required to aid tows transiting the construction site.

We appreciate the opportunity to comment on this project at this early stage. You may contact Mr. Peter Sambor at the above number if you have questions.

Sincerely,

ERIC A. WASHBURN  
Bridge Administrator, Western Rivers  
By direction of the District Commander

Copy: Ms. Faith Duncan (IDOT)

RSS

12-228



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 27, 2012

Re: FAP 17 (US 52/IL 64)  
Savanna-Sabula Bridge  
Job No. P-92-001-11  
Carroll County, IL & Jackson County, IA  
BDE Seq. No. 16154

Mr. Richard Nelson  
U.S. Fish and Wildlife Service  
1511 47<sup>th</sup> Avenue  
Moline, IL 61265

Dear Mr. Nelson:

The proposed project involves the complete replacement of the structure carrying US 52/IL 64 over the Mississippi River at Savanna, IL. The new structure will be built just south of the existing structure. After construction has been completed the existing structure will be removed. The proposed project is being processed as an Environmental Assessment.

The U.S. Fish and Wildlife Service Region 3 list of threatened or endangered species in Illinois (<http://www.fws.gov/midwest/endangered/lists/illinois-cty.html>) lists Indiana bat (*Myotis sodalis*), Higgins eye pearly mussel (*Lampsilis higginsii*), and Eastern prairie fringed orchid (*Platanthera leucophaea*) as occurring in Carroll County.

The Indiana bat hibernates in caves and mines. After hibernation, Indiana bats migrate to their summer habitat in wooded areas where they usually roost under loose tree bark on dead or dying trees. Appendix 2 of the Indiana bat (*Myotis sodalis*) Draft Recovery Plan: First Revision lists no range wide distribution for the Indiana bat in Carroll County. There are also no records of occurrences for the Indiana bat within Carroll County. A bat survey was performed on the existing bridge and no Indiana bats were found. We conclude that there will be no effect on the Indiana bat.

The Higgins eye pearly mussel is a freshwater mussel of larger rivers, specifically the Mississippi River, where it is usually found in areas with deep water and moderate currents. A mussel survey will be performed this summer, 2012. Results will be coordinated once received.

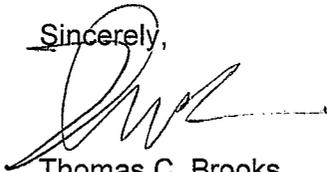
The Eastern Prairie Fringed Orchid is a plant of open-canopied mesic to wet prairies and wetlands. There are no prairie or high quality wetlands within the project area. Therefore, we conclude absence of the Eastern prairie fringed orchid in the project area.

Mr. Richard Nelson  
U.S. Fish and Wildlife Service  
Page Two  
June 27, 2012

An Illinois Department of Transportation (IDOT) employee notified the District 2 environmental personnel that there were bats roosting under the existing Iowa approach span of the structure to be replaced (please see map). Joseph Merritt, the Illinois Natural History Survey Mammalogist surveyed the bridge and found approximately 100 little brown bats (*Myotis lucifugus*) roosting under the existing Iowa approach structure. This original structure is proposed to be demolished after construction is completed on the new structure.

The results of the mussel survey will be coordinated once received. If you have any comments, questions, or concerns about this project please contact Felecia Hurley at (217) 782-9129 or [felecia.hurley@illinois.gov](mailto:felecia.hurley@illinois.gov).

Sincerely,



Thomas C. Brooks  
Natural Resources Unit  
Bureau of Design and Environment

Cc: Steve Hamer, IDNR

**Grayburn, Cory**

---

**From:** Heidi\_Woeber@fws.gov  
**Sent:** Wednesday, July 25, 2012 11:15 AM  
**To:** Hurley, Felecia A  
**Subject:** Re: Savanna-Sabula Bridge

Felecia:

I have reviewed the letter dated June 27, 2012, and the inspection report for the Savanna-Sabula bridge for the presence of roosting bats for the subject project. We understand that no Indiana bats were observed during this inspection. All bats observed were little brown bats (*Myotis lucifugus*). We recommend that plans to raze the current bridge include measures to avoid direct impacts to these bats. This could be accomplished through consideration of dates for this activity. If the bridge is deconstructed when bats are not there then impacts would be avoided. This species is not listed, but bat populations are dwindling due to loss of habitat and other environmental factors.

Heidi Woeber  
Fish and Wildlife Biologist  
Ecological Services, Rock Island Field Office  
1511 47th Avenue  
Moline, Illinois 61265  
309/757-5800 Ext. 209  
309/757-5806 Fax  
[heidi\\_woeber@fws.gov](mailto:heidi_woeber@fws.gov)

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"Any river is the summation of the whole valley. To think of it as nothing but water, is to ignore the greater part." - Hal Borland



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED  
AUG 01 2012

June 27, 2012

ENVIRONMENT  
SECTION

Re: FAP 17 (US 52/IL 64)  
Savanna-Sabula Bridge  
Job No. P-92-001-11  
Carroll County, IL & Jackson County, IA  
BDE Seq. No. 16154

CONCUR

By Steve Hamer  
Division of Impact Analysis

~~IDOC~~

IDNR 7-31-12

Mr. Richard Nelson  
U.S. Fish and Wildlife Service  
1511 47<sup>th</sup> Avenue  
Moline, IL 61265

Dear Mr. Nelson:

The proposed project involves the complete replacement of the structure carrying US 52/IL 64 over the Mississippi River at Savanna, IL. The new structure will be built just south of the existing structure. After construction has been completed the existing structure will be removed. The proposed project is being processed as an Environmental Assessment.

The U.S. Fish and Wildlife Service Region 3 list of threatened or endangered species in Illinois (<http://www.fws.gov/midwest/endangered/lists/illinois-cty.html>) lists Indiana bat (*Myotis sodalis*), Higgins eye pearly mussel (*Lampsilis higginsii*), and Eastern prairie fringed orchid (*Platanthera leucophaea*) as occurring in Carroll County.

The Indiana bat hibernates in caves and mines. After hibernation, Indiana bats migrate to their summer habitat in wooded areas where they usually roost under loose tree bark on dead or dying trees. Appendix 2 of the Indiana bat (*Myotis sodalis*) Draft Recovery Plan: First Revision lists no range wide distribution for the Indiana bat in Carroll County. There are also no records of occurrences for the Indiana bat within Carroll County. A bat survey was performed on the existing bridge and no Indiana bats were found. We conclude that there will be no effect on the Indiana bat.

The Higgins eye pearly mussel is a freshwater mussel of larger rivers, specifically the Mississippi River, where it is usually found in areas with deep water and moderate currents. A mussel survey will be performed this summer, 2012. Results will be coordinated once received.

The Eastern Prairie Fringed Orchid is a plant of open-canopied mesic to wet prairies and wetlands. There are no prairie or high quality wetlands within the project area. Therefore, we conclude absence of the Eastern prairie fringed orchid in the project area.

## Pakeltis, Anthony

---

**From:** Rodgers, Cassandra S [Cassandra.Rodgers@illinois.gov]  
**Sent:** Monday, August 06, 2012 10:08 AM  
**To:** Pakeltis, Anthony  
**Cc:** Duncan, Faith A  
**Subject:** FW: Savanna-Sabula Bridge

FYI

**Cassandra S. Rodgers, Ph.D.**  
*District 2 Environment Unit*  
*Illinois Department of Transportation*  
*819 Depot Ave.*  
*Dixon, IL 61021*  
*Ph. 815-284-5455*  
*e-mail: [Cassandra.Rodgers@illinois.gov](mailto:Cassandra.Rodgers@illinois.gov)*

---

**From:** Hurley, Felecia A  
**Sent:** Monday, August 06, 2012 9:19 AM  
**To:** Rodgers, Cassandra S  
**Subject:** FW: Savanna-Sabula Bridge

The same dates used for Indiana bat will work for the little brown bats. The bridge should not be taken down between April 1 through September 30.

---

**From:** [Heidi Woeber@fws.gov](mailto:Heidi.Woeber@fws.gov) [<mailto:Heidi.Woeber@fws.gov>]  
**Sent:** Monday, August 06, 2012 8:25 AM  
**To:** Hurley, Felecia A  
**Subject:** Fw: Savanna-Sabula Bridge

Felecia:

I have talked to our endangered species coordinator in our office, Daryl Howell (DNR - see below), and we ran the date question by our Indiana bat species lead in Ohio and all agree that the winter "avoidance" dates should work fine for the little browns under the bridge when it comes time to raze that bridge.

Heidi Woeber  
Fish and Wildlife Biologist  
Ecological Services, Rock Island Field Office  
1511 47th Avenue  
Moline, Illinois 61265  
309/757-5800 Ext. 209  
309/757-5806 Fax  
[heidi\\_woeber@fws.gov](mailto:heidi_woeber@fws.gov)

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"Any river is the summation of the whole valley. To think of it as nothing but water, is to ignore the greater

part." - Hal Borland

----- Forwarded by Heidi Woeber/R3/FWS/DOI on 08/06/2012 08:21 AM -----

**"Howell, Daryl [DNR]"**  
<[Daryl.Howell@dnr.iowa.gov](mailto:Daryl.Howell@dnr.iowa.gov)>

To "[Heidi\\_Woeber@fws.gov](mailto:Heidi_Woeber@fws.gov)"  
<[Heidi\\_Woeber@fws.gov](mailto:Heidi_Woeber@fws.gov)>

08/02/2012 01:26 PM

cc

SubjectRE: Savanna-Sabula Bridge

Heidi,

I think those dates should work for little browns.

Daryl

Daryl Howell  
Iowa Department of Natural Resources  
502 East 9th Street  
Des Moines, IA 50319-0034  
(515) 281-8524  
[daryl.howell@dnr.iowa.gov](mailto:daryl.howell@dnr.iowa.gov)



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Illinois Division**

September 25, 2012

3250 Executive Park Dr.  
Springfield, IL 62703  
(217) 492-4640  
[www.fhwa.dot.gov/ildiv](http://www.fhwa.dot.gov/ildiv)

In Reply Refer To:  
HPER-IL

To Tribes That Have Expressed Interest in Carroll County, Illinois

Subject: Section 106 Consulting Party Request  
U.S. Route 52 over the Mississippi River (Savannah-Sabula Bridge)  
Carroll County, Illinois and Jackson County, Iowa

Dear Primary Tribal Contact:

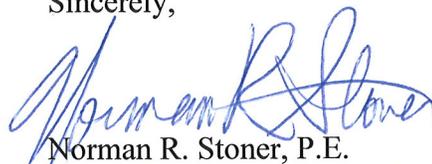
The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is preparing an Environmental Assessment (EA) for the proposed replacement of the U.S. Route 52 bridge over the Mississippi River between Savanna, Illinois and Sabula, Iowa (see enclosed map). The FHWA hereby invites you to be a Section 106 consulting party for this project pursuant to 36 CFR 800.3(f).

The FHWA and IDOT are developing the EA in accordance with the National Environmental Policy Act, and Section 106 of the National Historic Preservation Act. The EA will study alternatives to replace the functionally obsolete and structurally deficient bridge, built in 1932, that crosses the Mississippi River, a major navigable river. The existing environmental resources within the project study area include Upper Mississippi River National Wildlife and Fish Refuge, Mississippi Palisades State Park, wetlands, floodplains, and the existing bridge is on the National Register of Historic Places.

Since this portion of Illinois is an area in which your Tribe has expressed an interest, we are inviting you to be a Section 106 consulting party for this proposed project. If your Tribe has a Traditional Cultural Property, or a site of religious or cultural interest in this project area, we are requesting that you contact Mr. Brad Koldehoff, IDOT Archaeologist at (217) 785-7833 or by email at [brad.koldehoff@illinois.gov](mailto:brad.koldehoff@illinois.gov). However, if you prefer that FHWA maintain the lead role in all correspondence with your Tribe, please either respond accordingly to this letter, or contact Ms. Janis Piland of FHWA at (217) 492-4989 or by email at [janis.piland@dot.gov](mailto:janis.piland@dot.gov).

The FHWA and IDOT look forward to cooperating with your Tribe concerning your interest in this project.

Sincerely,



Norman R. Stoner, P.E.  
Division Administrator

Enclosure

cc: Mr. William Frey, Division of Highways, IDOT  
 Mr. Walt Zyznieuski, Bureau of Design and Environment, IDOT  
 Mr. Brad Koldehoff, Bureau of Design and Environment, IDOT  
 Mr. Paul Leote, District 2, IDOT  
 Ms. Anne Haaker, State Historic Preservation Office  
 Ms. Carol Legard, Advisory Council on Historic Preservation  
 Mr. Mike LaPietra, FHWA Iowa Division

*Identical letters were sent to:*

Ho-Chunk Nation [Bill Quackenbush - Bill.Quackenbush@ho-chunk.com]  
 Iowa Tribe of Kansas and Nebraska [Martin Fee - mfee@iowas.org]  
 Iowa Tribe of Oklahoma [Dr. Robert Fields - rfields@iowanation.org]  
 Miami Tribe of Oklahoma [George Strack - gstrack@miamination.com]  
 Peoria Tribe of Indians of Oklahoma [John Froman - jfroman@peoriatribe.com]  
 Potawatomi – Citizen Nation [John Barrett - jbarrett@potawatomi.org]  
 Potawatomi – Forest County [Gus Frank - gus.frank@fcpotawatomi-nsn.gov]  
 Potawatomi – Hannahville Indian Community [Earl Meshigaud - earlmeshigaud@hannahville.org]  
 Potawatomi – Pokagon Band [Steve Winchester - steve.winchester@pokagonband-nsn.gov]  
 Potawatomi – Prairie Band [Hattie Mitchell - hattiem@pbnation.org]  
 Sac and Fox Nation of Mississippi in Iowa [Homer Bear - coord.mpw@meskwaki-nsn.gov]  
 Sac and Fox Nation of Missouri [Michael Dougherty - mdougherty@sacandfoxcasino.com]  
 Sac and Fox Nation of Oklahoma [Sandra Massey - smassey@sacandfoxcasino-nsn.gov]





# Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271  
<http://dnr.state.il.us>

Pat Quinn, Governor  
Marc Miller, Director

February 06, 2013

Felecia Hurley  
Illinois Department of Transportation - CO  
2300 S. Dirksen Pkwy  
Springfield, IL 62764

**RE: Savanna-Sabula Bridge (Seq 16154)**  
**Project Number(s): 1309293 [16154]**  
**County: Carroll**

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Steve Hamer  
Division of Ecosystems and Environment  
217-785-5500



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 27, 2013

Re: FAP.17 (US 52/IL 64)  
Savanna-Sabula Bridge  
Job No.: P-92-001-11  
Carroll County, IL & Jackson County, IA  
BDE Seq. No. 16154

Mr. Richard Nelson  
U.S. Fish and Wildlife Service  
1511 47<sup>th</sup> Avenue  
Moline, IL 61265

Dear Mr. Nelson:

This letter is on behalf of the Federal Highway Authority and in accordance with section 7(a)(2) of the Endangered Species Act which directs all Federal agencies to insure that any action undertaken does not jeopardize the continued existence of an endangered or threatened species or critical habitat. The above referenced project involves the complete replacement of the structure carrying US 52/IL 64 over the Mississippi River at Savanna, IL. The new structure will be built just south of the existing structure. After construction has been completed the existing structure will be removed. The proposed project is being processed as an Environmental Assessment.

On June 27, 2012 a letter was coordinated with your office with regards to the federal species listed for Carroll County, IL. This letter will address the species listed by the U.S. Fish and Wildlife Service Region 3 in Jackson County, IA ([http://www.fws.gov/midwest/endangered/lists/iowa\\_cty.html](http://www.fws.gov/midwest/endangered/lists/iowa_cty.html)) which are Prairie bush clover (*Lespedeza leptostachya*), Western prairie fringed orchid (*Platanthera praeclara*), Eastern prairie fringed orchid (*Platanthera leucophaea*), Northern monkshood (*Aconitum novaboracense*), Higgins eye pearl mussel (*Lampsilis higginsii*), Iowa Pleistocene snail (*Discus macclintocki*). The June 27, 2012 letter addressed the Higgins eye pearl mussel and the Eastern prairie fringed orchid.

The Prairie bush clover lives in dry-gravel to dry-mesic prairies with gravelly soil. This habitat does not exist in the project area so there will be no impact to the prairie bush clover.

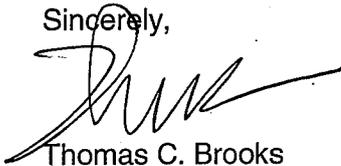
The Western prairie fringed orchid lives in mesic to wet unplowed tallgrass prairies and meadows. A botanical survey and wetland delineations were performed in the project corridor and neither this species nor this habitat was found. Therefore, there will be no impact to this species.

The Northern monkshood lives on shaded to partially shaded cliffs, algific talus slopes, or on cool, streamside sites. These areas have cool soil conditions, cold air drainage, or cold groundwater flowage. On algific talus slopes, these conditions are caused by the outflow of cool air and water from ice contained in underground fissures. These fissures are connected to sinkholes and are a conduit for the air flows. This habitat does not exist in the project corridor and thus there will be no impact to the Northern monkshood.

The Iowa plesitocene snail lives in the leaf litter of special cool and moist hillsides called algific talus slopes. Cool air and water, from underground ice, flow out of cracks in the slopes and keep the ground temperatures below 50 degrees F in summer and 14 degrees in winter. This habitat does not exist in the project corridor and thus there will be no impact to the Northern monkshood.

As stated in the June 27, 2012 the results of the mussel survey will be coordinated once received. This office requests a response to the determinations listed above. If you have any comments, questions, or concerns about this project please contact Felecia Hurley at (217) 782-9129 or [felecia.hurley@illinois.gov](mailto:felecia.hurley@illinois.gov).

Sincerely,



Thomas C. Brooks  
Natural Resources Unity  
Bureau of Design and Environment

From: Solberg, Marc [DOT] [<mailto:Marc.Solberg@dot.iowa.gov>]  
Sent: Monday, March 11, 2013 9:49 AM  
To: Duncan, Faith A  
Cc: Marler, Scott [DOT]  
Subject: RE: Sav/Sab - Mitigation Ratio - Status Update

Good morning Faith:

We are planning to use our standard wetland mitigation ratios for this project even though some of the impacts are to federal refuge property. Our standard mitigation ratios are 1.5:1 for emergent wetland and 2:1 for forested wetland. I spoke to the Corps and they said that this ratio would be okay unless the forested wetland being impacted is dominated by mature trees (>24" dbh), in which case they would require a higher 3:1 ratio. For now, let's go with the 1.5:1 and 2:1 ratios.

I have not spoken with the refuge manager yet to see if he has any additional concerns, but I will do so by Thursday's meeting and can give you an update on Thursday.

Please feel free to drop me a note or give me a call if you have any questions. Thanks.

Marc

**From:** [Woeber, Heidi](#)  
**To:** [Hurley, Felecia A](#)  
**Subject:** Savanna-Sabula Bridge - US 52/IL 64 (FAP 17), Job No: P-92-001-11 (Seq. No.: 16154)  
**Date:** Monday, April 08, 2013 9:38:34 AM

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Felecia:

It is our understanding that, in regard to potential impacts to refuge lands as a result of this project, coordination with Ed Britton, Manager of the Savanna District of the Upper Mississippi River National Wildlife and Fish Refuge, is ongoing.

On June 27, 2012, we received a letter which addressed species listed by the U.S. Fish and Wildlife Service, Region 3 (Service) in Carroll County, Illinois. A determination of no effect on the Eastern Prairie Fringed Orchid (*Platanthera leucophaea*) was provided based on absence of suitable habitat in the project area. We concur with this determination. No Indiana bats were present among those bats roosting under the bridge and no suitable habitat for this species will be impacted by this project.

Therefore, the Illinois Department of Transportation determined that the subject project will have no effect on the Indiana bat (*Myotis sodalis*). We concur with that determination.

Thank you for the opportunity to review your letter dated February 27, 2013. This letter addressed the species listed by the Service in Jackson County, Iowa. We have reviewed the survey reports enclosed with that letter regarding the subject project and have the following comments. The following surveys prepared by the Illinois Natural History Survey were included; an avifauna investigation report dated November 28, 2011, a survey for the presence of roosting bats underneath the bridge, dated June 1, 2012, and a freshwater mussel survey, dated November 1, 2012. A botanical survey, prepared by the Prairie Research Institute, Illinois Natural History Survey, University of Illinois, was dated November 15, 2011. We understand that the freshwater mussel survey and assessment dated November 1, 2012, was incomplete due to the loss of a brail during the survey work. Additional mussel survey work will be completed during the Summer of 2013 for this project and this information will be provided to us for review.

We concur with your determination that, based on the information contained in these surveys, the project will have no effect on the Prairie bush clover (*Lespedeza leptostachya*), Western prairie fringed orchid (*Platanthera praeclara*), Northern monkshood (*Aconitum novaboracense*), or Iowa pleistocene snail (*Discus macclintocki*). Suitable habitat for these species was absent in the project area.

We have had discussions with you regarding the presence of roosting bats under the Savanna/Sabula Bridge (as indicated in the June 1, 2012, survey report). This bridge will be demolished when the new bridge is constructed. It is our understanding that direct impacts to roosting bats will be avoided by removing the bridge when the bats are not present.

This precludes the need for further action on this project with regard to the Prairie bush clover, Western prairie fringed orchid, Northern monkshood, Iowa pleistocene snail, Indiana bat, or Eastern prairie fringed orchid, as required under Section 7 of the Endangered Species Act of 1973, as amended. Should this project be modified or new information indicate endangered species may be affected, consultation should be initiated.

If you have questions, please contact Heidi Woeber of my staff at extension 209.

Have a good day.

Heidi Woeber  
Fish and Wildlife Biologist  
Ecological Services  


**U.S. Fish and Wildlife Service**

1511 47th Avenue

Moline, IL 61265

309/757-5800, ext. 209

309/757-5807 Fax

[heidi\\_woeber@fws.gov](mailto:heidi_woeber@fws.gov)





# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62 764

028050213

April 29, 2013

**Carroll County  
Savanna  
US 52/IL 64 (FAP 17)  
Bridge over Mississippi River  
Structure # 008-6000  
Job # P-92-001-11  
IDOT Sequence # 16154**

**FEDERAL 106 PROJECT**

## ***ADVERSE EFFECT – HISTORIC BRIDGE***

Ms. Anne Haaker  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed, please find a Section 106/4(f) Report for your review and comment concerning a proposed structure replacement project in Savanna. The US 52 Bridge over the Mississippi River is listed on IDOT's Historic Bridge List and is listed in the National Register of Historic Places.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer (SHPO) in our determination that the replacement of the US 52 Bridge over the Mississippi River will constitute an adverse effect on this historic resource, which is subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended. Our office also requests SHPO concurrence that the bridge undergo Historic American Engineering Record (HAER) recordation as mitigation. FHWA and IL DOT will draft a Memorandum of Agreement to mitigate these adverse impacts which we will send to your office for review and eventual ratification.

Very truly yours,

Brad H. Koldehoff, RPA  
Cultural Resources Unit  
Bureau of Design & Environment

BK:ee

**CONCUR**

By: Anne E. Haaker  
Deputy State Historic Preservation Officer

Date: 5/23/13



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

5600 American Boulevard West, Suite 990  
Bloomington, Minnesota 55437-1458



IN REPLY REFER TO:

FWS/R3/NWRS

JUN 21 2013

Mr. Mark Nardini  
Illinois Department of Transportation  
819 Depot Avenue  
Dixon, Illinois 61021

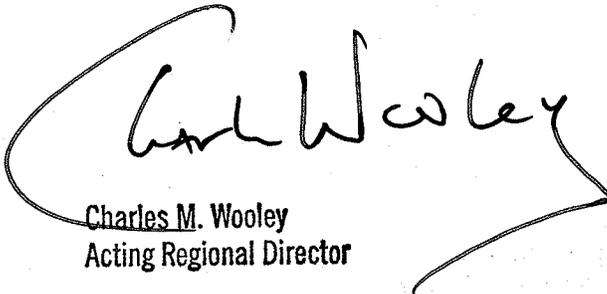
Dear Mr. Nardini:

This letter is to advise the Illinois Department of Transportation that the U.S. Fish and Wildlife Service concurs with the Section 4(f) *De Minimus* Impact Finding for the bridge replacement project on Highway 52/64 in Savanna, Illinois. This project will impact wetland and forest habitats within the Upper Mississippi River National Wildlife and Fish Refuge (Refuge). A Memorandum of Understanding between the Illinois Department of Transportation, Iowa Department of Transportation and U.S. Fish and Wildlife Service is being developed to identify measures which the Illinois and/or Iowa Departments of Transportation will undertake to address impacts to wetland and forest habitats on the Refuge. The Memorandum of Understanding is currently in the review stage and must be approved by all parties prior to any impacts being incurred on Refuge lands.

The field contact person for this project is: Savanna District Manager Ed Britton, 7071 Riverview Road, Thomson, Illinois 61285; telephone 815-273-2732 x111 and email: [ed\\_britton@fws.gov](mailto:ed_britton@fws.gov).

Should you have additional questions or concerns relative to this matter, please feel free to contact me.

Sincerely,

  
Charles M. Wooley  
Acting Regional Director

cc: Ed Britton, Savanna District Manager



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 22, 2014

Re: FAP 17 (US 52/IL64)  
Savanna-Sabula Bridge  
Job No. P-92-001-11  
Carroll County, IL & Jackson County, IA  
BDE Seq. No. 16154

Mr. Richard Nelson  
U.S. Fish and Wildlife Service  
1511 47<sup>th</sup> Avenue  
Moline, IL 61265

Dear Mr. Nelson:

The proposed project involves the complete replacement of the structure carrying US 52/IL64 over the Mississippi River at Savanna, IL. The new structure will be built just south of the existing structure. After construction has been completed the existing structure will be removed. The proposed project is being processed as an Environmental Assessment.

Coordination has occurred with your office regarding this project on June 27, 2012 and February 27, 2013. In the June 27, 2012 letter to USFWS there was a discussion on Higgins eye pearly mussel (*Lampsilis higginsii*) and it was stated that coordination would occur once mussel surveys were conducted.

Mussel surveys were conducted in 2012 and 2013 for this project. No live threatened or endangered mussels were found. The federally endangered Higgins eye pearly mussel is listed in Carroll County, IL and Jackson County, IA. The Higgins eye was not found during the surveys conducted in 2012 or 2013. Also, the only verified record of the species in Carroll County, IL was collected in 1907. However, two Illinois state threatened relict shells were found and they were the butterfly mussel (*Ellipsaria lineolata*) in 2012 and the Ebony shell mussel (*Fusconaia ebena*) in 2013. The last documented butterfly specimen collected from the river at Savanna was nearly 40 years ago. These two state listed species have not been found alive in the area. Due to the two years of mussel survey this office concludes that there are no threatened or endangered mussels present in the project area.

Mr. Richard Nelson  
U.S. Fish and Wildlife Service  
January 22, 2014  
Page Two

On October 2, 2013 the Northern long eared bat was proposed for listing as federally endangered. This project will require the removal of 0.5 acre of upland forest plus 2.59 acre of floodplain forest (wetland site #10). In order to protect the Northern long eared bat no tree removal shall occur between April 1 and September 30 of any given year. This office concludes that this project may affect, but not likely to adversely affect the Northern long eared bat.

This office requests USFWS and IDNRs concurrence with the determinations made regarding the musseis and the Northern long eared bat.

If you have any comments, questions, or concerns please contact Felecia Hurley at (217) 785-2130 or [Felecia.hurley@illinois.gov](mailto:Felecia.hurley@illinois.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Baranzelli', written over a horizontal line.

John Baranzelli  
Acting Engineer of Design and Environment

Cc: Steve Hamer - IDNR  
Paul Loete - D2



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 22, 2014

Re: FAP 17 (US 52/IL64)  
Savanna-Sabula Bridge  
Job No. P-92-001-11  
Carroll County, IL & Jackson County, IA  
BDE Seq. No. 16154

Mr. Richard Nelson  
U.S. Fish and Wildlife Service  
1511 47<sup>th</sup> Avenue  
Moline, IL 61265

Dear Mr. Nelson:

**CONCUR**

By Steve Name  
Division of Impact Analysis

1-24-14 IDOC  
IDNR

The proposed project involves the complete replacement of the structure carrying US 52/IL64 over the Mississippi River at Savanna, IL. The new structure will be built just south of the existing structure. After construction has been completed the existing structure will be removed. The proposed project is being processed as an Environmental Assessment.

Coordination has occurred with your office regarding this project on June 27, 2012 and February 27, 2013. In the June 27, 2012 letter to USFWS there was a discussion on Higgins eye pearly mussel (*Lampsilis higginsii*) and it was stated that coordination would occur once mussel surveys were conducted.

Mussel surveys were conducted in 2012 and 2013 for this project. No live threatened or endangered mussels were found. The federally endangered Higgins eye pearly mussel is listed in Carroll County, IL and Jackson County, IA. The Higgins eye was not found during the surveys conducted in 2012 or 2013. Also, the only verified record of the species in Carroll County, IL was collected in 1907. However, two Illinois state threatened relict shells were found and they were the butterfly mussel (*Ellipsaria lineolata*) in 2012 and the Ebony shell mussel (*Fusconaia ebena*) in 2013. The last documented butterfly specimen collected from the river at Savanna was nearly 40 years ago. These two state listed species have not been found alive in the area. Due to the two years of mussel survey this office concludes that there are no threatened or endangered mussels present in the project area.



# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
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IN REPLY REFER  
TO:

Felecia Hurley  
Illinois Department of Transportation:

Electronic Mail  
February 3, 2014

Thank you for the opportunity to provide comments. We have reviewed your letter dated January 22, 2014, regarding the BDE Seq. No. 16154 – FAP 17 (US 52/IL 64) Savanna-Sabula Bridge located in Carroll County, Illinois and Jackson County, Iowa. The proposed project involves the complete replacement of the structure carrying US 52/IL 64 over the Mississippi River at Savanna, IL. The new structure will be built just south of the existing structure. Coordination and informal consultation regarding threatened and endangered species has occurred previously regarding this project on June 27, 2012 and February 27, 2013.

As discussed in a letter dated June 27, 2012, ILDOT has provided mussel surveys conducted in 2012 and 2013 for this project. No live threatened or endangered mussels were found. The federally endangered Higgins eye pearly mussel (*Lampsilis higginsii*) is listed in Carroll County, IL and Jackson County, Ia. The Higgins eye pearly mussel was not found during the surveys conducted in 2012 or 2013. The only verified record of the species in Carroll County, IL was collected in 1907. ILDOT has concluded that due to the two years of mussel surveys that there are no threatened or endangered mussels present in the project area.

Because the Northern long-eared bat (*Myotis septentrionalis*) was proposed for listing on October 2, 2013, ILDOT has recently reviewed the project area and has determined that there may be suitable habitat for this species. This project will require the removal of 0.5 acre of upland forest plus 2.59 acres of floodplain forest (wetland site #10). In order to protect the Northern long-eared bat no tree removal shall occur between April 1 and September 30 of any given year. Tree clearing associated with this project is minimal and will not change the character of the forested habitat within the project area. ILDOT has determined that this project may affect, but is not likely to adversely affect the Northern long-eared bat. We concur with your determination that the project is not likely to adversely affect this species with the tree clearing restriction in place.

ILDOT has adequately addressed the potential impacts of the project alternatives on fish and wildlife resources and federally listed threatened and endangered species in the project area. This precludes the need for further action on this project as required under Section 7 of the

Endangered Species Act of 1973, as amended. Should this project be modified or new information indicate endangered species may be affected, consultation should be initiated.

Heidi Woeber  
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**From:** Solberg, Marykay [DOT] [<mailto:MaryKay.Solberg@DOT.iowa.gov>]  
**Sent:** Wednesday, March 05, 2014 8:55 AM  
**To:** Rodgers, Cassandra S  
**Cc:** Solberg, Marc [DOT]; Marler, Scott [DOT]  
**Subject:** Sabula/Savanna Bridge Over the Mississippi; Illinois DOT Project No.: P-92-001-11; Iowa DOT Project No.: BRF-

Cassandra-

Thank you for providing the Iowa Department of Transportation with a copy of the mussel survey report for the above referenced project. Staff here at the Iowa DOT have reviewed the report and agree with the determination that the likelihood of finding the federally endangered Higgins eye mussel is very small. In addition, we find nothing in the report to indicate the study area supports any populations of mussels that are considered threatened or endangered in Iowa. Based on the report, we have determined the bridge project will have no effect on any Iowa state threatened or endangered mussel species. As a general rule, when we find a project will have no effect on any state threatened or endangered species we do not coordinate with the Iowa Department of Natural Resources. Please let me know if you have any questions or need additional information.

Mary Kay Solberg  
Location and Environment  
Phone: 515-239-1741  
Cell: 515-509-0945

