

FEASIBILITY STUDY

**Lower Illinois River Regional Crossing Study
(LIRRC)**

SCOTT, PIKE, CALHOUN, AND GREENE COUNTIES

May 2013

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Purpose and Need of the Study

The Illinois Department of Transportation (IDOT) initiated the Lower Illinois Regional River Crossing Study (LIR RCS) to determine the feasibility for a replacement of the existing lift-span bridge Carrying Illinois Route 106 over the Illinois River at Florence. Illinois Route 106 is classified as a Minor Arterial on the 5-Year Functional Classification Map.

The existing structure is a lift-span bridge constructed in 1929. The age of the existing structure (>83 years), which is well beyond its design life, combined with the ever increasing maintenance costs currently being incurred by IDOT, has made this structure the focus of this feasibility study. The most recent sufficiency rating was 7(out of 100), and the bridge is currently on the BAMS critical backlog list. The nearest downstream crossing is the Kampsville Ferry, located approximately 25 miles south of Florence. The nearest crossing to the north is I-72, located approximately 4 miles north of Florence. Farm implements are not allowed on I-72. The movable bridge has very high operating and maintenance costs compared to costs for a similar fixed span bridge. In recent years barge collisions have damaged the bridge pier's protective dolphin contributing to maintenance costs. The most recent barge collision occurred in 2009. Additionally, in 2012 a routine inspection uncovered major structural issues with one of the towers that necessitated a nine month closure. The local economies' reliance on the structure for continuity between Florence and local communities, agribusiness and other businesses to the west were also assessed and considered. Because of the importance of this structure to local vitality, IDOT included Context Sensitive Solutions (CSS) principles in their public outreach to better understand the local opinion of the alternatives studied.

The dependency of the local economy on access across the river at the local level creates a need to economically maintain the local access across the Illinois River. The purpose of this study is to assess the feasibility of improved access across the Illinois River in west-central Illinois. The overall study area includes Scott, Pike, Calhoun, and Greene Counties. The study will be focused on potential measures to maintain access, reduce operations costs, reduce maintenance costs and improve safety for current and future users of the Florence Bridge crossing. The study considers the existing and future transportation patterns, land use and environmental issues, identifies and evaluates a variety of alternatives, and develops a recommendation for additional study while considering input from the public.

Existing Conditions

The existing bridge at Florence is a lift-span bridge with operating and maintenance costs around \$1.5 million per year. Barge collisions have damaged the bridge pier's protective dolphins in recent years, contributing to high maintenance costs. Additionally, the bridge was recently reopened after a nine month closure, due to structural issues detected during a routine inspection in June, 2012. The I-72 Valley City Bridges, just four miles north, are in good shape and have many years of service life left. However, there is no convenient access to I-72, especially on the west side, and slow moving agricultural traffic is not allowed on the Interstate Highway System.

Posted speeds are 45 mph on IL Route 106 for both approaches to the Florence Bridge. The Average Daily Traffic (ADT) of the bridge is 1,300; 250 of those are from trucks. There were no reported crashes on the bridge from 2009 – 2011. Significant businesses exist on both sides of the Florence Bridge which depend on the bridge to move grain, aggregate and asphalt. A Cargill plant and a quarry operate on the west side of the bridge, while a paving plant operates east of the bridge, just outside of the City of Winchester. Farm fields exist on both sides of the bridge, with some farmers owning land on both sides, necessitating a river crossing to access fields for farm operations. The Florence Guest House serves as a bed and breakfast destination for travelers. The nearest river crossing to the north is Interstate 72 (4 miles), and the nearest crossing to the south is in Kampsville (25 miles). The existing opening in the river is narrow and the US Coast Guard would prefer a wider channel.

The Florence Bridge has a history of closures for repairs. Routine maintenance was performed in 1999 (cleaning) and 2001 (washing). In December 2003 major renovation was completed. The substructure and truss steel were repaired; the grid floor and expansion joints were replaced; and the bridge tender house renovated. In February 2009 the Florence Bridge was closed for 20 days to rehabilitate the lower cord, replace expansion joints, and repair the bridge gate. In September 2009 the bridge was closed again to make repairs to the pier after a barge collision. During a June, 2012 routine inspection the buckling of a primary support column for the lift portion of the bridge was discovered (see Figure 1), and the bridge was closed for nine months. The June 2012 inspection also showed additional areas of structural concern that will likely need addressed in the near future. The most recent sufficiency rating was 7, and the bridge is currently on IDOT's Bridge Analysis Monitoring System (BAMS) critical backlog list (the list indicating the highest need for replacement).

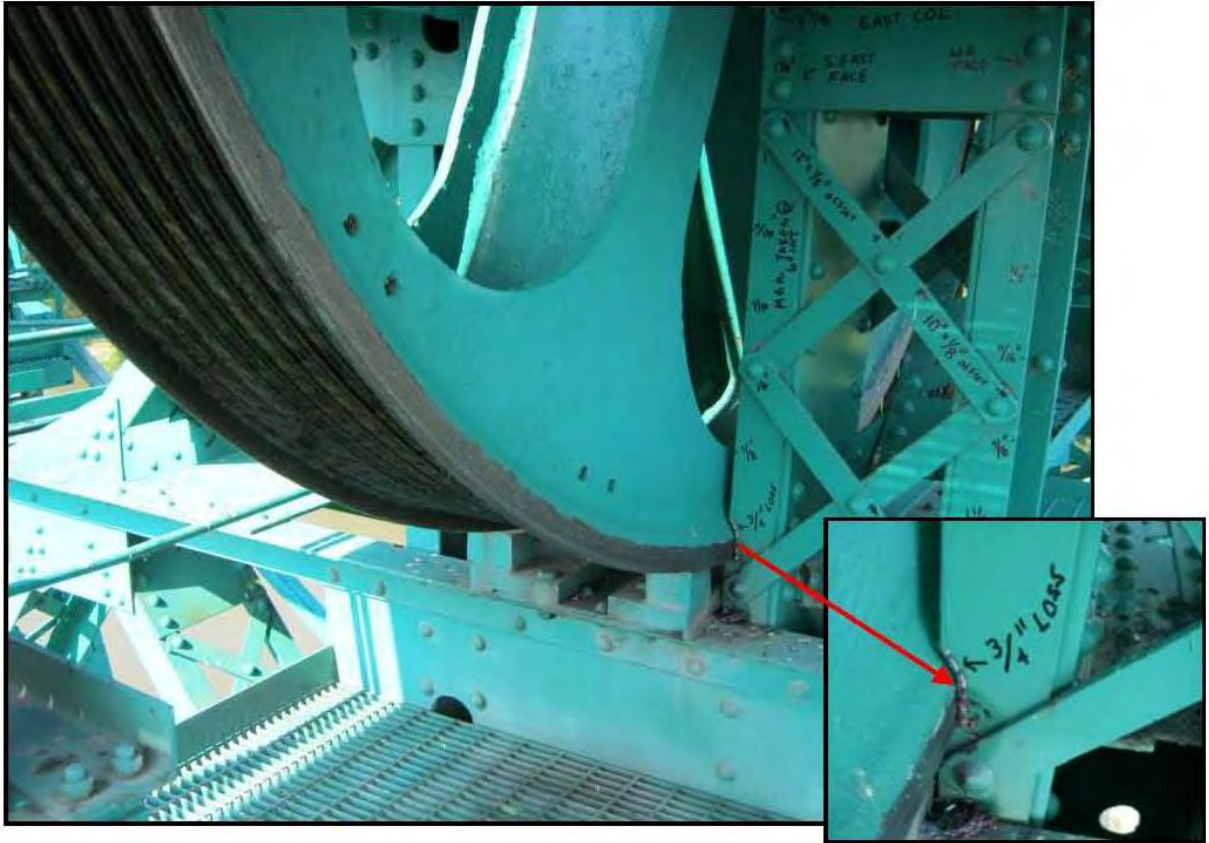


Figure 1 –Support column showing damage from wear from sheave wheel.

CSS/Public Involvement

Public involvement is important for any planning process, and was a critical component of the LIRRCS Feasibility Study. To fully and fairly assess the feasibility of the LIRRCS, an effort was initiated to fully engage the community and provide the opportunity to create and evaluate contextually sensitive alternatives. Therefore, a Context Sensitive Solution (CSS) approach to public involvement was implemented.

The public involvement activities associated with the LIRRCS were designed to broadly disseminate information and gather input from affected agencies and jurisdictions, as well as study area residents. Activities were scheduled to ensure timely consideration of public and agency input with respect to the technical work conducted.

Public involvement began at program initiation and continued throughout the duration of the study. Elements of the program included public meetings, development of a Community Advisory Group (CAG), conducting a Community Context Audit, distribution of the project newsletter, and a project website.

A fundamental outcome of one of the CAG meetings was the exercise for CAG members to rank the top three preferred alternatives. After dividing the CAG members into three groups, the results of the ranking (see Figure 2) showed that all three groups chose Option #4 as their first preference. Option #3 was selected as the second preference, with Option #5 selected as the overall third preference.

Alternative Ranking		Group 1	Group 2	Group 3
Preference #1	<i>Option #4: Remove and replace Florence Bridge (directly upstream or downstream of existing bridge)</i>	<i>Option #4: Remove and replace Florence Bridge (directly upstream or downstream of existing bridge)</i>	<i>Option #4: Remove and replace Florence Bridge (directly upstream or downstream of existing bridge)</i>	
Preference #2	<i>Option #5: Remove Florence Bridge and Replace at Pearl</i>	<i>Option #3: Remove Florence Bridge (improvements to CH 14 and an interchange at I-72)</i>	<i>Option #3: Remove Florence Bridge (improvements to CH 14 and an interchange at I-72)</i>	
Preference #3	-	<i>Option #1: No Action (operate lift bridge and repair as needed)</i>	<i>Option #5: Remove Florence Bridge and Replace at Pearl</i>	

Figure 2 – CAG Alternative Ranking Matrix

Appendix E presents a detailed overview of the CSS public involvement process for the LIRRCS Feasibility Study.

Development of Alternatives

The Citizens Advisory Group (CAG) provided input into the development of a problem statement for the Lower Illinois River region.

“The transportation problem associated with the existing crossing over the Illinois River at Florence, Illinois is that the bridge structure is reaching an age and condition such that the Department has determined making repairs is less cost effective than to consider replacement options.

Alternative bridge crossings are limited in the Lower Illinois River Valley making the Florence Bridge a critical point for local and regional traffic and economic sustainability. Additionally, the river channel curvature and narrow opening at the bridge crossing, results in reduced navigability for barge traffic and, therefore, an increased risk for barge-bridge collisions.”

With input from the CAG the Project Study Team identified five key points to address the problem statement.

- Accessibility along the existing route;
- Affect on existing traffic patterns;
- Impacts to social, cultural or environmental resources, travel efficiency;
- Safety for drivers; and
- Average Annual cost for each Alternative.

The alternatives reviewed are as follows:

- No action – Operate Lift bridge and repair as necessary
- Remove Florence bridge – no improvement
- Remove Florence bridge – construct new interchange at I-72 and improve County Highway 14
- Remove and replace Florence bridge directly upstream / downstream of existing bridge
- Remove Florence bridge and replace at Pearl

Alternate 1:

No action – operate lift bridge and repair as needed

This alternative maintains access to goods and services for local, commercial, and agricultural traffic. There would be no change to access along IL Route 106 or existing traffic patterns. Likewise, impacts to the social, cultural or environmental resources would be minimal. No improvement to travel efficiency is added with this alternative, which is also affected when farm implements attempt to cross the narrow bridge. However, travel efficiency would be reduced when traffic interacts with river traffic crossing under the bridge. Since it is a lift span bridge, barge traffic would cause the vehicle traffic to stop. If the piers are struck again by river traffic crossing the narrow opening in the river, the bridge may be closed for repair. Long closures could potentially be expected to repair the bridge. Continuing travel along the bridge could impact the safety of motorists and river traffic. Average annual cost for Alternative 1 is approximately \$2.5 million, and the costs have been rising every year. With the extensive repair history, these costs will continue to rise.

Alternate 2:

Remove Florence bridge – no improvement

This alternative removes the Florence bridge and will not replace a bridge in place or anywhere else. Accessibility along the existing IL Route 106 would be altered at the bridge location. Existing traffic patterns would change to provide alternate routes to cross the Illinois River. As mentioned earlier, I-72 is available 4 miles to the north of Winchester for traffic to cross the Illinois River, exiting at MM 35 north of Pittsfield. This is a 32 mile detour. However, farm implements are not allowed on the interstate. The second nearest route to travel across the Illinois River is 20 miles north, utilizing the IL Route 104 in Meredosia. This is a 47 mile detour utilizing various local roads and Illinois highways. This increased travel distance can have a social impact for residents accessing to and from Winchester and Florence. Local business would see additional delivery costs associated with daily operations, resulting in possible closure or relocation from the area. The temporary closing of the current bridge is demonstrating this impact currently. Removing the Florence bridge would cause minimal impacts to cultural or environmental resources compared to new construction. Travel efficiency will be drastically reduced compared to existing conditions. Safety hazards would be reduced for both river and roadway traffic when compared to maintaining the existing structure. Average annual cost for Alternative 2 is approximately \$29,000 and saves the annual operating costs for operating the lift span of the existing bridge. Figure 3 shows the location of the alternate routes for Alternate 2.

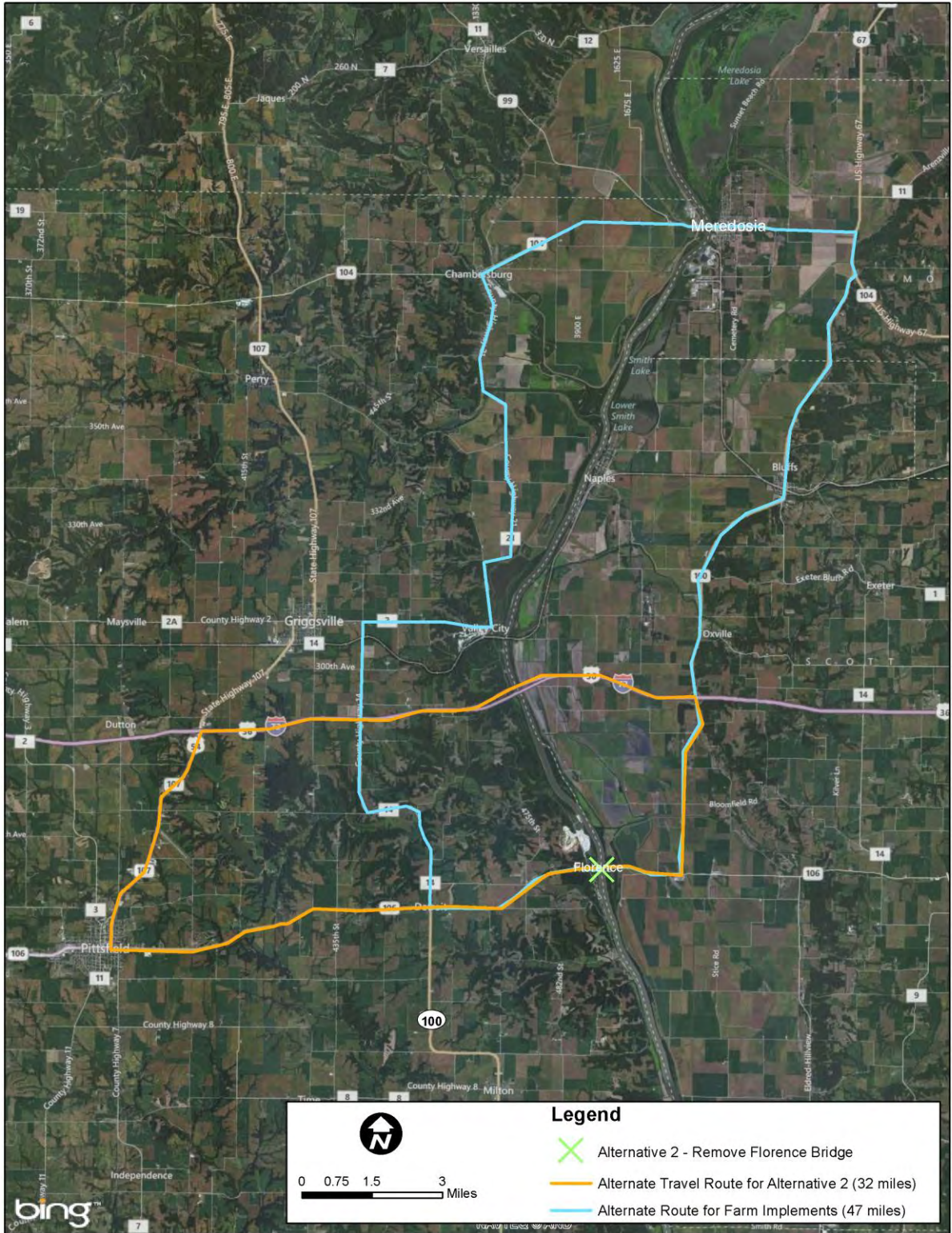


Figure 3 – Alternate 2 – Remove Florence Bridge – no Improvement

Alternate 3:

Remove Florence bridge – construct new interchange at I-72 and improve CH 14

This alternative removes the bridge in Florence, constructs a new interchange at the County Highway 14 crossing, and improves County Highway 14 south from I-72 to IL Route 106 in Detroit. Adding an intersection at CH 14 will expedite access to IL Route 106 west of the Illinois River. However, farm implements are still not allowed access along the interstate; still creating a 47 mile detour to access fields, similar to Alternate 2. Existing traffic patterns would change to provide alternate routes to cross the Illinois River. With a route flowing through Florence removed, drive-by accessibility will impact local businesses. Removing the Florence bridge would cause minimal impacts to cultural or environmental resources compared to new construction, but create new possible impacts from the new intersection. Travel efficiency will be drastically reduced compared to existing conditions. Safety hazards would be reduced for both river and roadway traffic when compared to maintaining the existing structure. Average annual cost for Alternative 3 is approximately \$223,000, while saving operating costs for the lift bridge. Figure 4 shows the location for Alternate 3 and the alternate routes for cars and farm implements.

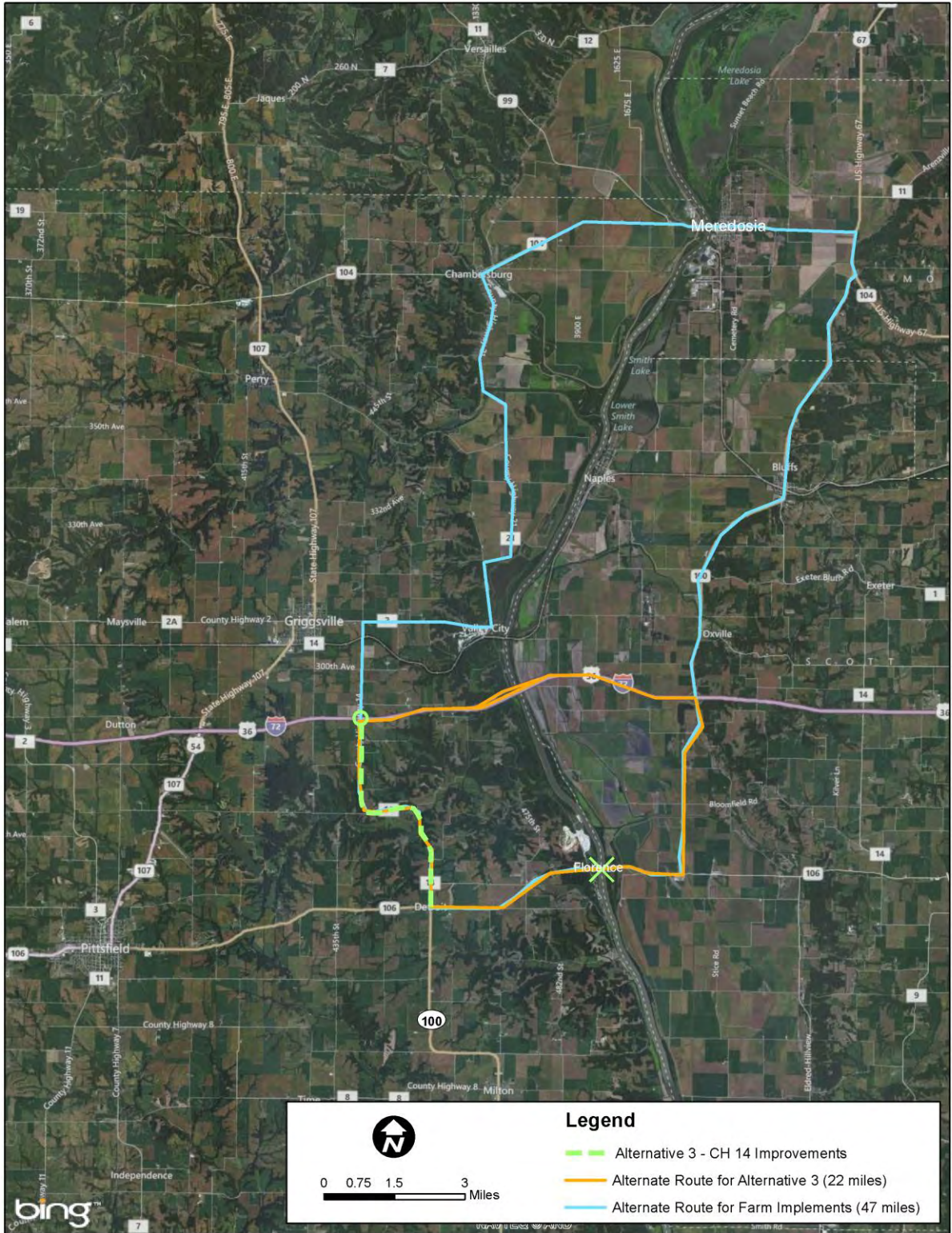


Figure 4 – Alternative 3 – Remove Florence Bridge – construct new interchange at I-72 and improve CH 14

Alternate 4:

Remove and replace Florence bridge directly upstream / downstream of existing bridge

This alternative removes the old Florence bridge and replaces it directly south of the existing bridge. This will continue the IL Route 106 roadway without interruption. Accessibility along IL Route 106 will remain unchanged. Traffic patterns will not be altered with this alternative. Travel efficiency will increase with an improved bridge type. The bridge would not be a lift-span bridge, allowing for continuous flow. Also, a modern bridge would allow for farm implements to pass without impacting opposing traffic. Impacts to social, cultural or environmental resources may be impacted by a slightly altered alignment. The Florence Cemetery is located approximately 0.2 miles south of IL Route 106, just west of 2nd Street in Florence (Figure 7). If this alternate is implemented, further research into the status and extent of the cemetery will be required. An improved bridge type will also create a safer thoroughfare for both river traffic and motorists. A modern bridge can also aid safe passage for farm implements. Average annual cost for Alternative 4 is approximately \$1.4 million. A cost savings will still be realized by not operating the lift span every year. Figure 5 shows the location of Alternate 2.



Figure 5 – Alternative 4 – Remove and replace Florence Bridge directly downstream of existing bridge

Alternate 5:

Remove Florence bridge and replace at Pearl

This alternative removes the old Florence bridge and replaces it south in the town of Pearl, Illinois, 12 miles downstream from the existing crossing. This alternative will cause adverse travel and reduced access to goods and services along the existing river crossing. Travel efficiency along the existing corridor will be reduced for the residents of Florence, utilizing longer alternate routes. With a route flowing through Florence removed, drive-by accessibility will impact businesses. Accessing the relocated bridge will be a shorter detour for farm machinery, but the roads accessing this are county highways compared to State highways. However, this will increase efficiency for motorists in Pearl who wish to cross the Illinois River. Impacts to social, cultural and environmental resources will be impacted by a new river crossing alignment. A small diffuse lithic scatter was encountered and collected near the location of Alternative 5 in Greene County (See Figure 7). Shovel testing would need to be conducted to determine the limits of the artifact scatter. Traffic patterns for local, commercial, and agricultural traffic along the existing river crossing will be impacted. This alternative will address safety hazards for both river and roadway traffic. Average annual cost for Alternative 5 is approximately \$1.6 million. A cost savings will still be realized by not operating the lift span every year. Figure 6 shows the location of Alternate 5 and the alternate routes for cars and farm implements.

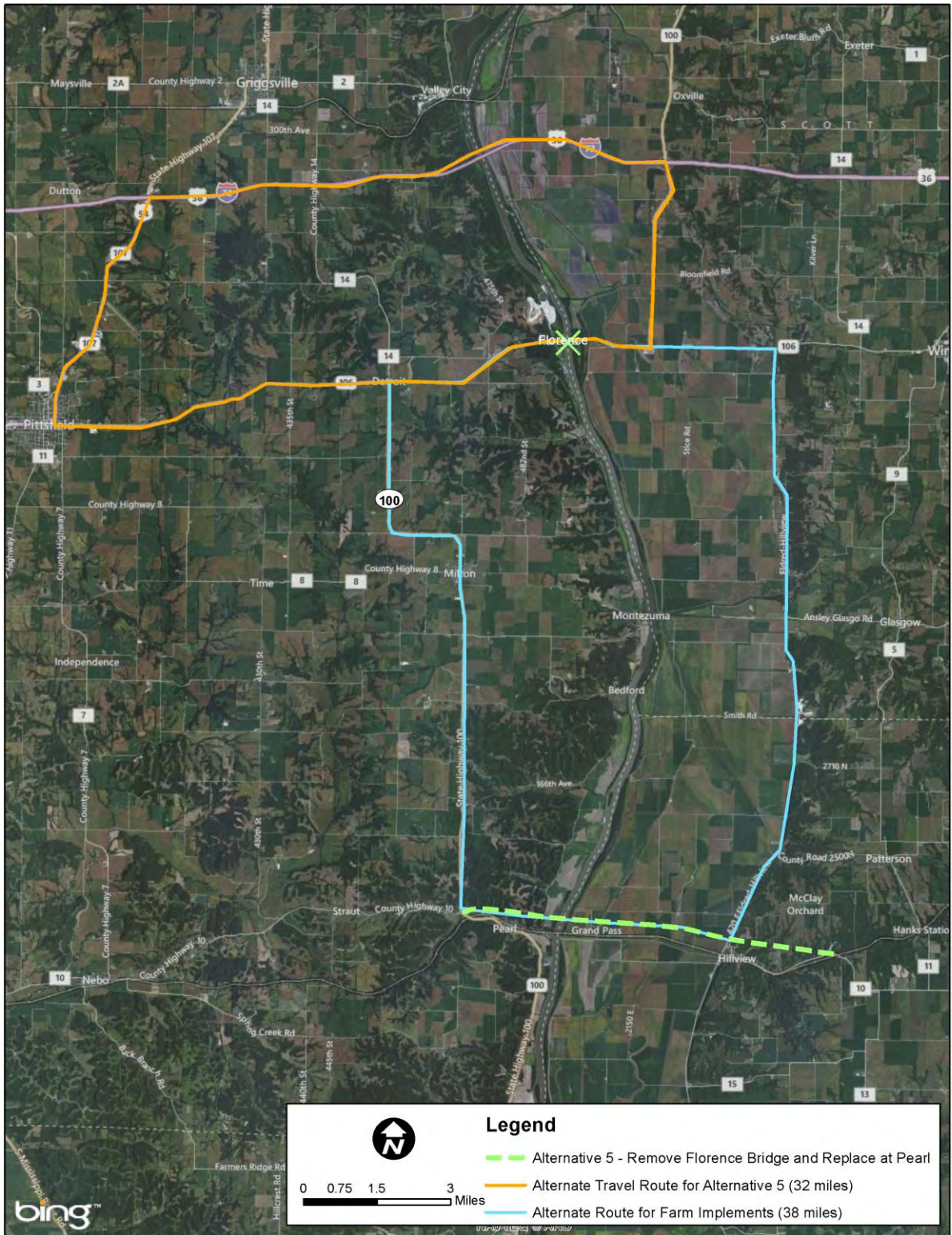


Figure 6 – Remove Florence bridge and replace at Pearl

Environmental Review

The following section presents the results of an initial environmental review of each of the three action alternatives (Alternative 3 Remove Florence Bridge - construct a new interchange at I-72 and improve CH 14, Alternative 4 Remove and replace Florence Bridge directly upstream / downstream of existing bridge and Alternative 5 Remove Florence Bridge and replace at Pearl) analyzed in the Florence Bridge - LIRRCs. The overall study area for this Feasibility Study includes Scott, Pike, and Greene Counties in west-central Illinois. When applicable to the analysis of environmental impacts, the study areas for each of the alternate alignments includes a corridor comprised of 1,000 feet on both sides of each alignment and potential borrow areas associated with implementation of the alternative.

The study area is rural in nature and existing development is minimal with agriculture as the predominant land use. Cultural, social, economic, and environmental resources located within the study area that may be impacted with implementation of any of the alternatives were inventoried and potential impacts to these resources were analyzed at a conceptual level. A range of unavoidable direct environmental impacts are anticipated with all of the alternatives identified.

A summary of the environmental review is presented in Table 1 below and the locations of some environmental constraints identified are shown on Figure 7. Should the study progress into an actual project planning and design process, the magnitude of these impacts would be furthered measured and evaluated using acceptable methods and procedures.

Appendix D presents a detailed overview of the potential environmental constraints identified below.

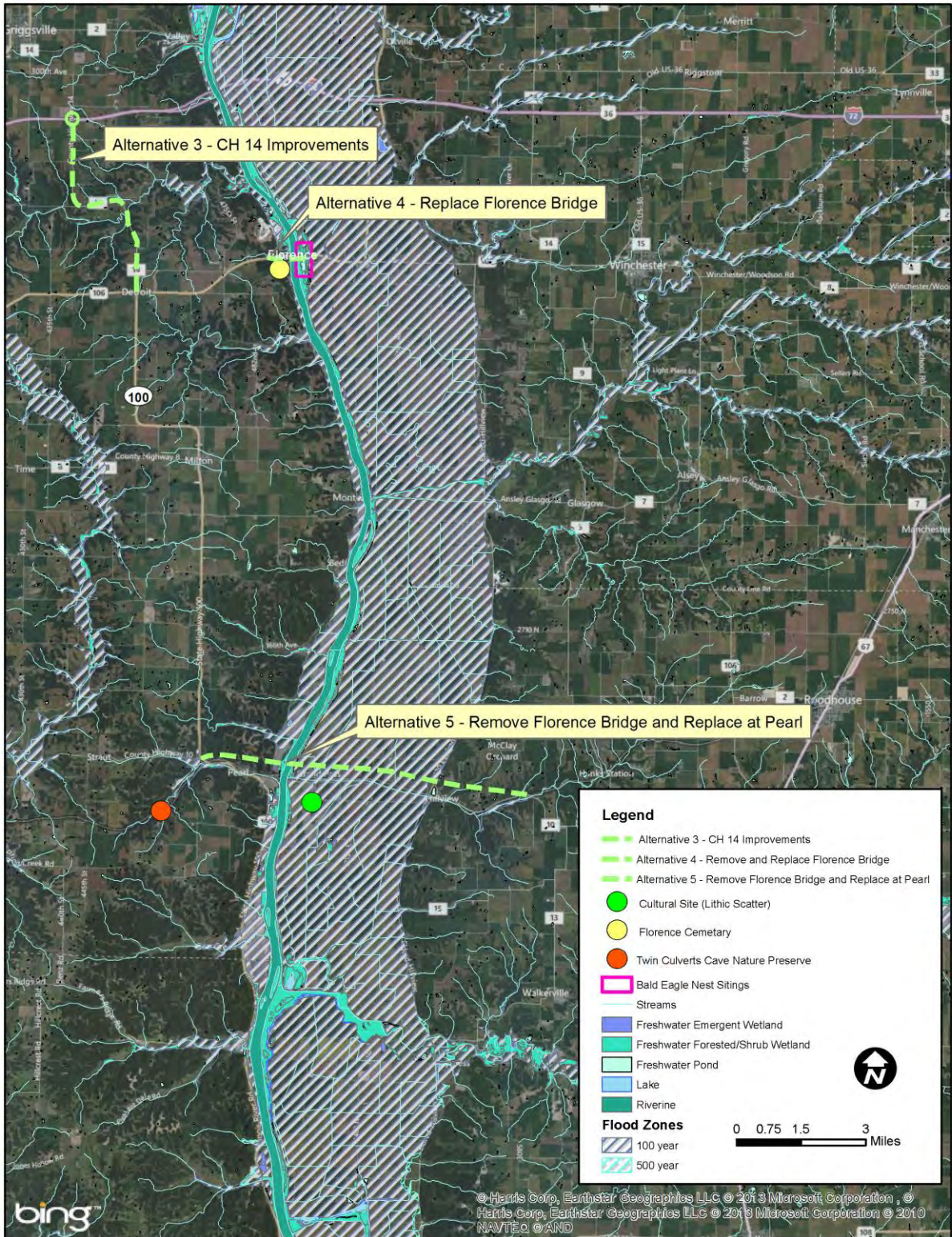


Figure 7 – Environmentally Sensitive Areas

Cultural Resources

Kaskaskia Engineering Group, LLC conducted a general environmental reconnaissance survey of the study area in December 2012. A small diffuse lithic scatter was encountered and collected in Greene County, near the location of Alternative 5 (Figure 7). The likelihood of encountering additional cultural artifacts or structures throughout the study area is moderate to high, since the floodplain of the Illinois River is, and has been, a resource-rich environment that was attractive to prehistoric populations. Presently, the floodplain of the Illinois River in Greene County contains several quite significant and well-documented archaeological sites. Therefore, once an alternative is selected, a Phase I Archaeological Survey of the impacted area will need to be conducted by professional archaeologists to determine if cultural deposits are present and to what extent they may be impacted. A cut bank investigation of the nearby bank of the Illinois River would also help to further understand the soil stratigraphy of the area.

According to the United States Geological Survey Florence Quadrangle map, the Florence Cemetery is located approximately 0.2 miles south of Il Route 106, just west of 2nd Street in Florence, Illinois (Figure 7). If Alternative 4 is implemented, further research into the status and extent of this feature will be required.

Socioeconomic Resources

Socioeconomic characteristics of the three-county study area were analyzed and are presented in Appendix D. The results of this analysis indicate that areas of high minority populations, high ethnicity, or low-income population are not present within the study area; therefore, Environmental Justice impacts associated with any of the proposed alternatives are not anticipated.

Since the Florence Bridge is a vital regional transportation link between Scott and Pike Counties, potential adverse impacts to the local economy and transportation network would occur with implementation of either Alternative 3 or Alternative 5. Alternative 4 would have no impacts since the Florence Bridge will remain in the same general location.

Prime Farmland

Land within the study area is primarily used for rural/agricultural uses, and soil classified as prime farmland or farmland of statewide importance is found throughout in the study area. Acres of prime or unique farmland within the study area of each alternative were estimated using the Natural Resources Conservation Service online web soil survey (<http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>). The percent of soil designated as prime farmland or farmland of statewide importance for each alternative is shown on Table 1.

Threatened and Endangered Species

The USFWS online database (<http://www.fws.gov/midwest/endangered/lists/illinois-spp.html>) identifies a total of five federally-listed species which may occur in the overall study area. The five listed species are the endangered Indiana bat (*Myotis sodalis*), endangered gray bat (*Myotis grisescens*), endangered Higgins eye pearl mussel (*Lampsilis higginsii*), endangered spectacle mussel (*Cumberlandia monodonta*),

threatened decurrent false aster (*Boltonia decurrens*), and threatened Eastern prairie fringed orchid (*Platanthaera leucophaea*). Twin Culverts Cave Nature Preserve is located within 1.25 miles of Alternative 5 (Figure 7). The cave has served as a migratory resting place for the state and the federally endangered gray bat (*Myotis grisescens*).

Habitat for each of the federally-listed species is present in the study area and therefore it is anticipated that: a) avoidance/minimization of potential impacts to species will be needed, b) surveys for the species for the project may be required, c) coordination with USFWS will be needed to establish Section 7 biological conclusions for the project, and d) seasonal construction limitations will likely be necessary with implementation of any of the alternatives.

In addition to federally listed threatened or endangered species, the Illinois Department of Natural Resources online database (<http://dnr.illinois.gov/EcoPublic/>) was consulted. According to the database, Pike County supports 33 state-listed threatened or endangered species, and Greene County and Scott County each support ten state-listed species.

Several bald eagle nests were observed during field reconnaissance surveys in December 2012. The nests were located in trees near the Illinois River on the east side of the Florence Bridge crossing (Figure 7). Bald eagles were removed from the federal list of threatened and endangered species on August 9, 2007, and are no longer protected under the Endangered Species Act. However, bald eagles remain protected under the Bald and Golden Eagle Protection Act of 1962 and the Migratory Bird Treaty Act of 1918.

The IDNR Ecological Compliance Assessment Tool (EcoCAT) would be used to further determine the presence or absence of federal- and state-listed threatened or endangered species within, or adjacent to, study areas for any future project activities.

Water Resources

The Clean Water Act of 1972 requires IDOT to evaluate every project and determine whether the project could have a negative impact on any waters of the U.S. including wetlands, streams, and special aquatic sites. An estimation of impacts to water resources from each alternative is shown in Table 1. Direct impacts to wetlands would be unavoidable under any of the alternatives. Alternatives 4 and 5 cross the base floodplain of the Illinois River. Alternative 5 also crosses the base floodplain of Hurricane Creek and Hill Creek.

In Illinois, wetland and stream mitigation typically consists of conditions related to Illinois Department of Natural Resources and/or U.S. Army Corps of Engineers authorizations or permits. In addition, any new right-of-way or easement or fill placed within the base floodplain will require a floodplain development permit from the State Federal Emergency Management Agency.

Table 1 - Potential Environmental Impacts - Florence Bridge Feasibility Study			
Resource Category	Alternative 3 - Remove Florence Bridge, New Interchange at I-72 and CH 14	Alternative 4 - Remove and Replace Florence Bridge	Alternative 5 - Remove Florence Bridge and Replace at Pearl
Cultural Resources	Potentially present.	Florence Cemetery in alternative study area. Potential for additional cultural resources.	Potentially present. Lithic scatter identified in alternative study area.
Social Impacts	None	None	None
Economic Impacts	Adverse impact to local and regional economy	None	Adverse impact to local and regional economy Positive impact to persons residing near the town of Pearl.
Prime farmland / farmland of statewide importance	Present	Present	Present
Threatened and Endangered Species	Potentially present	Potentially Present	Potentially present
Wetland Impacts: No. of crossings (acres)	Pond: 5 (3 acres) Forested/Shrub: 1 (0.5 acres) Emergent Wetland: 0	Pond: 4 (18 acres) Forested/Shrub Wetland: 2 (65 acres) Emergent Wetland: 2 (1 acres)	Pond: 18 (13 acres) Forested/Shrub Wetland: 6 (43 acres) Emergent Wetland: 5 (11 acres)
River/Stream Crossings:	River: 0 Stream: 1	River: 1 Stream: 2	River: 1 Stream: 2
Floodplain Crossings	0	1	3

Preferred Alternate

Figure 8 shows the ranking of all the alternates as ranked by the Citizens Advisory Group (CAG). The No Build Alternate was removed from consideration due to a strong desire from the public to have a long term solution for the Region. This concern was brought to the forefront of discussions with the most recent closure for emergency repairs to the Existing Florence Bridge (June 2012 to April 2013).

Alternate 4, removing and replacing the Florence Bridge directly downstream of the existing bridge, was the overwhelming choice by the CAG (See Exhibit D for CAG Alternative Ranking). Alternate 4 provides minimal impact to existing access and traffic patterns in the IL Route 100 & IL Route 106 corridors. It also provides the least impact to social, cultural, or environmental resources of the alternates, which include replacing the bridge. This alternate will also sustain the local economy. Alternate 4 should increase efficiency and safety for both river and roadway traffic by providing modern design standards. The average annual cost of Alternate 4 is \$1.4 million.

Alternate 3, removing the Florence Bridge and constructing an interchange at CH 14, was the next choice of the CAG. Alternate 3 has larger impacts to the existing access and traffic patterns; however, it has the least cultural and environmental impacts of all the alternates (except removing the existing bridge and the no action alternate). Additionally, the cost for this option is the lowest at an average annual cost of under \$225,000 (initial construction cost = \$12.3 million). Construction of a new interchange could also be implemented fairly quickly in the event of another unforeseen emergency closure of the Florence Bridge, such as being struck by river traffic or through natural deterioration. If alternate 3 is considered without removing the existing structure, the effect on the existing traffic patterns can be minimized while the existing structure is still operational. By allowing the existing structure to remain in place, the initial construction cost can be reduced by \$2.2 million (the cost of removing the structure at Florence), lowering the total to \$10.1 million.

Alternate 4 typically would take several years or more to get plans ready for a construction letting, from Phase I planning through final structure and roadway construction, if funding for all phases falls in place at the right time. Securing funding for a major project of this size often takes many years, and it also competes against all other structures in Illinois and nationally for these limited major bridge funding opportunities. Alternate 3 could be pursued much faster, and could potentially be implemented in less than three years.

The initial construction cost of alternate 4, replacing the bridge at Florence, has been estimated to be \$71.8 million. Funding for a major bridge project such as alternate 4 would typically be dependent on the availability of major bridge funding sources. The initial construction cost of alternate 3 without including the removal of the existing bridge at Florence (a new interchange at I-72) has been estimated to be \$10.1 million. A project at this initial construction cost is more likely to be included in the District's Multi-Year Highway Improvement Program and then eventually into the Annual Program than a project with a much larger initial construction cost such as alternate 4.

Based on the findings of this feasibility report, the project study team recommends Alternate 3 without removal of the existing structure at Florence and Alternative 4 being studied further, and recommends IDOT pursue a complete Phase I study. Also, applications should be made annually to pursue major bridge funds for this structure.

LIRCS DECISION MATRIX										
	Accessibility Along the Existing Route	Affect on Existing Traffic Patterns	Impacts to Social, Cultural/ Environmental Resources	Automobile Travel Efficiency	Farm Implement Travel Efficiency	Barge Traffic Travel Efficiency	Auto Safety	Average Annual Cost	Annual Operational Cost	Total
1 - No Action	4	4	4	4	3	1	1	3	1	24
2 - Remove Florence Bridge - No Improvement	1	1	5	2	1	5	2	5	5	22
3 - Construct New Interchange at I-72 and Improve CH14	3	3	3	3	2	5	4	4	4	27
4 - Remove and Replace Florence Bridge Directly Upstream / Downstream of Existing Bridge	5	5	2	5	5	3	5	2	4	32
5 - Remove Florence Bridge and Replace at Pearl	2	2	1	1	4	3	3	1	4	17

Legend	
Most Desirable	5
	4
	3
	2
Least Desirable	1

Figure 8 – Decision Matrix

Exhibits

Appendix A – Location Map

Appendix B – Study Area

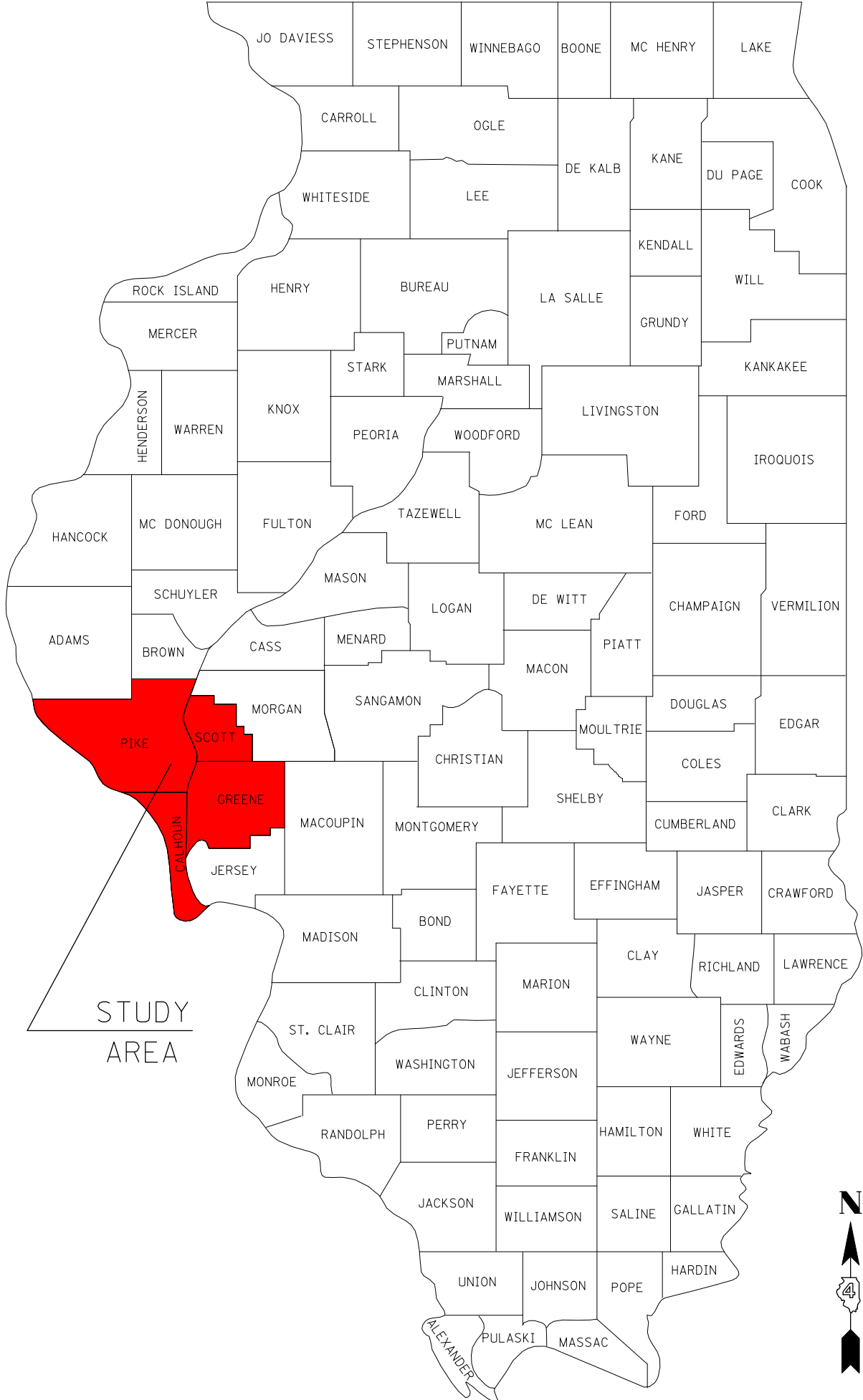
Appendix C – Annual Cost Comparison

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Appendix E – Context Sensitive Solution (CSS) Report / Public Involvement Record

APPENDIX A – LOCATION MAP



STUDY
AREA



LOCATION OF STUDY INDICATED THIS: -

APPENDIX B – STUDY AREA

Study Area



Scott County

Pike County

Calhoun County

Greene County

I-72 Crossing

IL Route 106
Florence Bridge
Crossing

IL Route 108
Kampsville Ferry Crossing

Legend

- County Boundary
- Major Highways
- Highways
- Major Roads
- Streets
- Railroads
- Rivers

"350" = 2009 Average Daily Traffic

0 0.5 1 2 3 Miles

Illinois Department of Transportation
Ann L. Schneider, Acting Secretary

APPENDIX C – ANNUAL COST COMPARISON



640 Pierce Boulevard, Suite 200

SHEET NO. 1 OF 5

JOB NO. 1019701

TITLE: LIRRCS LIFE CYCLE COST - Option 1
Repair Existing Structure with No Replacement

SUBJECT FILE: LIFE CYCLE COST ANALYSIS

BY BER/IDOT DATE 8/28/12

CHECK _____ DATE _____

LIRRCS - Option 1 - Repair existing structure no replacement

75 Design Life
0.0% Interest Rate

Assumed Interest Rate will cancel escalation of unit prices over time

Year	Unit	Quantity	Price	Total	Present Total	Activity Total
Year 0						
Repair existing structure	ls	1	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000.00	\$ 2,500,000.00
Year 15						
15 years of Operation and Maintenance of Existing Structure	ls	15	\$ 1,000,000	\$ 15,000,000	\$ 15,000,000.00	
Major Repair of existing structure	ls	1	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000.00	
New Deck	sqft	154112	\$ 150	\$ 23,116,800	\$ 23,116,800.00	\$ 53,116,800.00
Year 30						
15 years of Operation and Maintenance of Existing Structure	ls	15	\$ 1,000,000	\$ 15,000,000	\$ 15,000,000.00	
Major Repair of existing structure	ls	1	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000.00	
Deck Overlay	sqft	154112	\$ 25.00	\$ 3,852,800	\$ 3,852,800.00	\$ 33,852,800.00
Year 45						
15 years of Operation and Maintenance of Existing Structure	ls	15	\$ 1,000,000	\$ 15,000,000	\$ 15,000,000.00	
Major Repair of existing structure	ls	1	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000.00	
New Deck	sqft	154112	\$ 150	\$ 23,116,800	\$ 23,116,800.00	\$ 53,116,800.00
Year 60						
15 years of Operation and Maintenance of Existing Structure	ls	15	\$ 1,000,000	\$ 15,000,000	\$ 15,000,000.00	
Major Repair of existing structure	ls	1	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000.00	
Deck Overlay	sqft	154112	\$ 25.00	\$ 3,852,800	\$ 3,852,800.00	\$ 33,852,800.00
Year 75						
15 years of Operation and Maintenance of Existing Structure	ls	15	\$ 1,000,000	\$ 15,000,000	\$ 15,000,000.00	\$ 15,000,000.00
						\$ 191,439,200.00
Average Annual Cost over 75 years						\$2,552,522.67



640 Pierce Boulevard, Suite 200

SHEET NO. 2 OF 5

JOB NO. 1019701

TITLE: LIRRCS LIFE CYCLE COST - Option 2
Remove Existing Structure with No Replacement

SUBJECT FILE: LIFECYCLE COST ANALYSIS

BY BER/IDOT DATE 8/28/12

CHECK _____ DATE _____

LIRRCS - Option 2 - Remove existing structure no replacement

75 Design Life
0.0% Interest Rate

Assumed Interest Rate will cancel escalation of unit prices over time

Year	Unit	Quantity	Price	Total	Present Total	Activity Total
0	Is	1.00	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000.00	\$ 2,200,000.00
						\$ 2,200,000.00
						Average Annual Cost over 75 years \$29,333.33



TITLE: LIRRCS LIFE CYCLE COST - Option 3
CH #14 new I-72 Interchange

Improve

SUBJECT FILE:

LIFECYCLE COST ANALYSIS

BY BER/IDOT DATE 41389.00

CHECK _____ DATE _____

LIRRCS - Option 3 - Improve CH #14

CH #14 Pavement

75

Design Life

0.0%

Interest Rate

Assumed Interest Rate will cancel escalation of unit prices over time

Year	Unit	Quantity	Price	Total	Present Total	Activity Total
Year 0						
Improvement to CH #14	mi	5.25	\$ 500,000	\$ 2,625,000	\$ 2,625,000.00	
Remove existing Florence Structure	LS	1.00	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000.00	
Construction of typical diamond Interchange	ls	1.00	\$ 7,500,000	\$ 7,500,000	\$ 7,500,000.00	\$ 12,325,000.00
Year 10						
HMA Resurface 2"	mi	1.75	\$ 200,000.00	\$ 350,000	\$ 350,000.00	\$ 350,000.00
Year 20						
HMA Resurface 2"	mi	1.75	\$ 200,000.00	\$ 350,000	\$ 350,000.00	\$ 350,000.00
Year 30						
HMA Resurface 3 3/4"	mi	1.75	\$ 330,000.00	\$ 580,000	\$ 580,000.00	
Deck Replacement	sqft	7500	\$ 100.00	\$ 750,000	\$ 750,000.00	\$ 1,330,000.00
Year 40						
HMA Resurface 2"	mi	1.75	\$ 200,000.00	\$ 350,000	\$ 350,000.00	\$ 350,000.00
Year 50						
HMA Resurface 2"	mi	1.75	\$ 200,000.00	\$ 350,000	\$ 350,000.00	\$ 350,000.00
Year 60						
HMA Resurface 3 3/4"	mi	1.75	\$ 330,000.00	\$ 580,000	\$ 580,000.00	
Deck Replacement	sqft	7500	\$ 100.00	\$ 750,000	\$ 750,000.00	\$ 1,330,000.00
Year 70						
HMA Resurface 2"	mi	1.75	\$ 200,000.00	\$ 350,000	\$ 350,000.00	\$ 350,000.00
						\$ 16,735,000.00
Average Annual Cost over 75 years						\$223,133.33

Note: Maintenance costs only considered for additional bridge widening and ramps necessitated by the interchange



640 Pierce Boulevard, Suite 200

SHEET NO. 4 OF 5JOB NO 1019701TITLE: LIRRCS LIFE CYCLE COST - Option 4
Replace Bridge at Florence

SUBJECT FILE:

LIFECYCLE COST ANALYSIS

BY BER/IDOT DATE 8/28/12

CHECK _____ DATE _____

LIRRCS - Option 4 - Replace Bridge at Florence75 Design Life
0.0% Interest Rate

Assumed Interest Rate will cancel escalation of unit prices over time

Year	Unit	Quantity	Price	Total	Present Total	Activity Total
Year 0						
Construction of Roadway	mi	0.75	\$ 3,000,000	\$ 2,250,000	\$ 2,250,000.00	
Remove existing structure	ls	1.00	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000.00	
Construction of new structure at Florence (See Bridge Cost Analysis Sheet for details)	ls	1.00	\$ 67,344,078	\$ 67,344,078	\$ 67,344,078.34	\$ 71,794,078.34
Year 15						
Resurface	mi	0.75	\$ 200,000.00	\$ 150,000	\$ 150,000.00	\$ 150,000.00
Year 25						
Deck Overlay	sqft	154112	\$ 25.00	\$ 3,852,800	\$ 3,852,800.00	
Expansion Joints	ls	4	\$ 500,000.00	\$ 2,000,000	\$ 2,000,000.00	\$ 5,852,800.00
Year 30						
Resurface	mi	0.75	\$ 200,000.00	\$ 150,000	\$ 150,000.00	\$ 150,000.00
Year 40						
New Deck	sqft	154112	\$ 150.00	\$ 23,116,800	\$23,116,800.00	\$ 23,116,800.00
Year 45						
Resurface	mi	0.75	\$ 200,000.00	\$ 150,000	\$150,000.00	\$ 150,000.00
Year 60						
Resurface	mi	0.75	\$ 200,000.00	\$ 150,000	\$ 150,000.00	
Deck Overlay	sqft	154112	\$ 25.00	\$ 3,852,800	\$ 3,852,800.00	
Expansion Joints	ls	4	\$ 500,000.00	\$ 2,000,000	\$ 2,000,000.00	\$ 6,002,800.00
						\$ 107,216,478.34
Average Annual Cost over 75 years						\$1,429,553.04



640 Pierce Boulevard, Suite 200

SHEET NO. 5 OF 5

JOB NO. 1019701

TITLE: LIRRCS LIFE CYCLE COST - Option 5
Replace Bridge at Pearl

SUBJECT FILE: **LIFECYCLE COST ANALYSIS**

BY BER/IDOT DATE 8/28/12

CHECK _____ DATE _____

LIRRCS - Option 5 - Replace Bridge at Pearl

75 Design Life
0.0% Interest Rate

Assumed Interest Rate will cancel escalation of unit prices over time

Year	Unit	Quantity	Price	Total	Present Total	Activity Total
Year 0						
Construction of Roadway	mi	7.25	\$ 3,000,000	\$ 21,750,000	\$ 21,750,000.00	
Remove existing structure	ls	1.00	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000.00	
Construction of new structure at Pearl (See Bridge Cost Analysis Sheet for details)	ls	1.00	\$61,578,961	\$ 61,578,961	\$ 61,578,961.00	\$ 85,528,961.00
Year 15						
Resurface	mi	7.25	\$200,000.00	\$ 1,450,000	\$ 1,450,000.00	\$ 1,450,000.00
Year 25						
Deck Overlay	sqft	138739	\$ 25.00	\$ 3,468,475	\$ 3,468,475.00	
Expansion Joints	ls	4	\$500,000.00	\$ 2,000,000	\$ 2,000,000.00	\$ 5,468,475.00
Year 30						
Resurface	mi	7.25	\$200,000.00	\$ 1,450,000	\$ 1,450,000.00	\$ 1,450,000.00
Year 40						
New Deck	sqft	138739	\$ 150.00	\$ 20,810,850	\$ 20,810,850.00	\$ 20,810,850.00
Year 45						
Resurface	mi	7.25	\$200,000.00	\$ 1,450,000	\$ 1,450,000.00	\$ 1,450,000.00
Year 60						
Resurface	mi	7.25	\$200,000.00	\$ 1,450,000	\$ 1,450,000.00	
Deck Overlay	sqft	138739	\$ 25.00	\$ 3,468,475	\$ 3,468,475.00	
Expansion Joints	ls	4	\$500,000.00	\$ 2,000,000	\$ 2,000,000.00	\$ 6,918,475.00
						\$ 123,076,761.00
Average Annual Cost over 75 years						\$1,641,023.48

Lower Illinois River Regional Crossing Study - Bridge Replacement Construction Cost Analysis

Conceptual Bridge Location	Structure Cost									Roadway Cost			Total Cost	
	Width Feet	Total Bridge Length (FT) levee to levee	Arch			Approach			Construction Cost	Programming Cost +25% Eng. & Cont.	Miles Improved	Programming Cost/Mile Rural Section		Programming Cost
			Span Length (FT)	Cost / FT	Cost	Span Length (FT)	Cost / FT	Cost						
Florence	47.17	3267.17	540	600	\$15,283,080.00	2727.17	300	\$38,592,182.67	\$ 53,875,262.67	\$ 67,344,078.34	0.75	\$3,000,000	\$ 2,250,000	\$ 69,600,000
Pearl	47.17	2941.25	540	600	\$15,283,080.00	2401.25	300	\$33,980,088.75	\$ 49,263,168.75	\$ 61,578,960.94	7.25	\$3,000,000	\$ 21,750,000	\$ 83,400,000
Kampsville	47.17	2493.42	540	600	\$15,283,080.00	1953.42	300	\$27,642,846.42	\$ 42,925,926.42	\$ 53,657,408.03	1.25	\$3,000,000	\$ 3,750,000	\$ 57,500,000

APPENDIX D – ENVIRONMENTAL REVIEW

1.0 Introduction

The overall study area for this Feasibility Study includes Scott, Pike, and Greene Counties in west-central Illinois. The three action alternatives (Alternative 3 Remove Florence Bridge - construct a new interchange at I-72 and improve CH 14, Alternative 4 Remove and replace Florence Bridge directly upstream / downstream of existing bridge and Alternative 5 Remove Florence Bridge and replace at Pearl) analyzed in the Florence Bridge - LIRRCS were examined with respect to possible effects on the known environmental resources and surrounding communities. When applicable to the analysis of environmental impacts, the study areas for each of the alternative alignments includes a corridor comprised of 1,000 feet on both sides of each alignment and potential borrow areas associated with implementation of the alternative.

1.1 Cultural Resources

Kaskaskia Engineering Group, LLC conducted a general environmental reconnaissance survey of the study area in December 2012. A small diffuse lithic scatter was encountered and collected near the location of Alternative 5 (Remove existing bridge and replace at Pearl) (Figure D.1). The site consisted mostly of stone tool debitage, which is basically the waste material produced during the making of stone tools. Also collected from this area were: a core, a possible hammerstone, three biface fragments, and a broken biface. A core is simply a piece of stone, most often chert (or flint), from which pieces have been knocked off (or “knapped”) to fashion stone tools. A biface is a piece of stone that has been worked on both sides to produce a tool, such as a spearpoint or arrowhead.

The broken biface is tentatively identified as a Snyders or Norton type projectile point. These point types are attributed to the Middle Woodland period (2,200 to 1,800 years ago), a cultural period with several important representative sites recorded in Greene County, including the Koster site and the Mound House site.

The lithic scatter is situated on the rise of a slight terrace within the floodplain of the Illinois River Valley and is exposed on the plowed surface of a bean field. The eastern terminus of the artifact scatter is where the plowed exposed ground surface gives way to mowed lawn. The scatter likely extends into the lawn and possibly up to the level high ground where there is a complex of farm silos and a shed/garage. Shovel testing would need to be conducted to determine the limits of the artifact scatter.

According to the United States Geological Survey Florence Quadrangle map, the Florence Cemetery is located approximately 0.2 miles south of Il Route 106, just west of 2nd Street in Florence, Illinois. If Alternative 4 (Remove and replace Florence Bridge directly upstream / downstream of existing bridge) is implemented, further research into the status and extent of this feature will be required.

The likelihood of encountering additional cultural artifacts or structures is moderate to high since the floodplain of the Illinois River is, and has been, a resource-rich environment that was attractive to prehistoric populations. Presently, the floodplain of the Illinois River in Greene County contains several quite significant and well-documented archaeological sites. Therefore, once an Alternative is selected, a Phase I Archaeological Survey of the impacted area will need to be conducted by professional archaeologists to determine if cultural deposits are present and

to what extent they may be impacted. A cut bank investigation of the nearby bank of the Illinois River would also help to further understand the soil stratigraphy of the area.

In summary, given the site found during the December 2012 general environmental reconnaissance survey and the already quite significant and well-documented archaeological sites in this resource-rich area, the general area within the floodplain of the Illinois River holds a high potential for encountering cultural material. Additional survey work will be needed in future project phases to determine National Register of Historic Preservation eligibility for cultural resources that are potentially within the boundaries of the chosen alternative alignment.

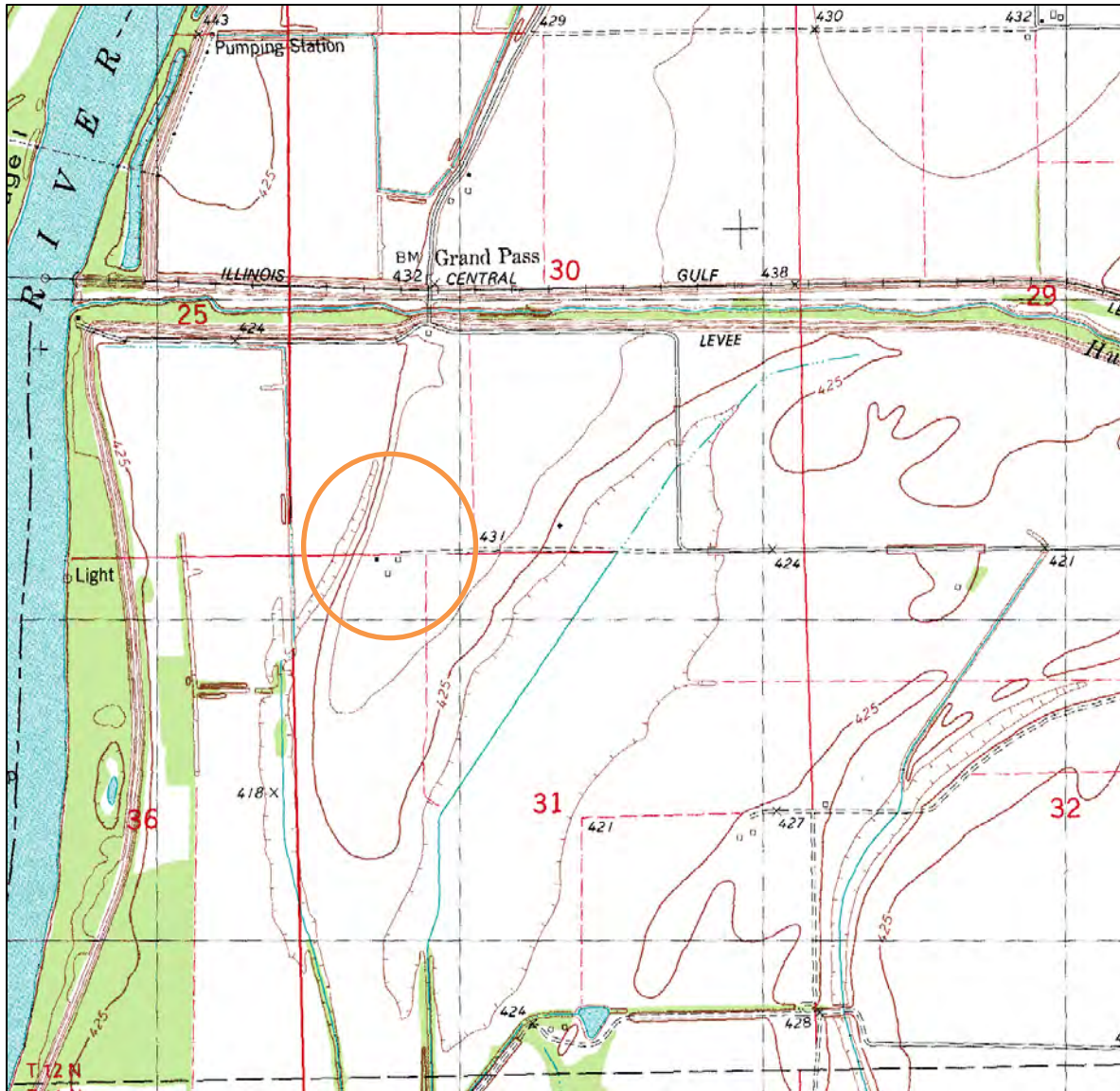


Figure D.1
General Location of Lithic Scatter South of Alternative 5
(Remove Existing Bridge and Replace at Pearl)

1.2 Socioeconomics

The study area impacted by the three alternatives analyzed in Florence Bridge - LIRRCS includes unincorporated land within three counties in west-central Illinois, Scott, Pike, and Greene Counties. This area is rural in nature and existing development is minimal with agriculture as the predominant land use.

Population

Selective demographic information for the counties within the study area, including population trends and household income characteristics are presented below. Table D.1 provides a general profile of the existing population, including population trends, in order to facilitate an understanding of potential impacts of the project.

County	1990*	2000**	2010**	Percent Change 1990-2000	Percent Change 2000-2010	Percent Change 20-Year Period
Scott	5,322	5,357	5,355	0.66	-0.04	0.62
Pike	17,577	17,384	16,430	-1.10	-5.49	-6.53
Greene	15,317	14,761	13,886	-3.63	-5.93	-9.34

Source:
U.S. Census Bureau, American FactFinder
<http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>.

In 2010, population in the three counties ranged from a low of 5,355 persons in Scott County to a high of 16,430 persons in Pike County. Between 1990 and 2010 the population in all three counties either declined or remained relatively stable. For comparison, population for the State of Illinois was 12.4 million in 2000 and 12.8 million in 2010. This statewide increase of 3.3 percent was substantially smaller than Illinois' increase of 8.6 percent during the 1990s.

Income and Racial Characteristics

Selected income and racial characteristics and the average annual unemployment rate for the three-county study area are shown in Table D.2 and D.3, respectively. The same statistics for the State of Illinois are also provided for comparison purposes.

County	Median Household Income (2007-2011)	Percent of Persons Below Census Poverty Level (2007-2011)	Percent Minority
Scott	\$50,702	8.0	2.3
Pike	\$40,668	16.2	4.1
Greene	\$42,193	12.8	3.0
Illinois	\$56,576	13.1	38.2

Source:
U.S. Census Bureau, State and County QuickFacts, <http://quickfacts.census.gov/qfd/states/>

The U.S. Department of Health and Human Services defined the 2012 poverty guideline for a family of four at \$23,050.00. According to the U.S. Census Bureau 5-Year estimates, the

median household income for the counties in the study area ranges from a low of \$40,668 in Pike County to \$50,702 in Scott County. Although the median household income in the study area is below the median income for the State of Illinois, the median income is well above the poverty threshold. The average percentage of minority populations for the three-county study area ranges from 2.3 percent to 4.1 percent, well below the statewide average of 38 percent.

County	2009	2010	2011
Scott	7.7	9.8	9.3
Pike	7.9	8.9	7.9
Greene	8.2	9.8	9.1
Illinois	10	10.5	9.8

Source: Illinois Department of Employment Security <http://www.ides.illinois.gov/page.aspx?item=31>

The average unemployment rate in the three-county study area has been relatively steady. Unemployment rates in Scott, Pike, and Greene County were lower than the State average in 2009, 2010, and 2011.

Areas of high minority populations, high ethnicity, or low-income population are not present within the study area; therefore, Environmental Justice impacts are not anticipated.

Regional Impacts

Relocations of people, businesses, or farms are not anticipated under any of the Alternatives. However, local industries make numerous trips across the Florence Bridge each day. The nearest existing downstream (south) crossing is the Kampsville Ferry, located 25 miles south of Florence, and the nearest crossings upstream (north) are the I-72 Valley City Bridges. Motorists on the east side of the Illinois River must travel approximately 10 miles one-way to access the nearest I-72 interchange; whereby, motorists on the west side of the river must travel approximately 23 miles one way to access the nearest I-72 interchange. In addition, farm implements are not allowed on I-72 and therefore must travel even further distances to cross the Illinois River.

Since the Florence Bridge is a vital regional transportation link between Scott and Pike Counties, potential adverse impacts to the local economy and transportation network would occur with implementation of Alternative 3 (Remove Florence Bridge, construct a new interchange at I-72 and CH 14). Implementation of Alternative 5 (Construct a new bridge at Pearl) would result in adverse travel impacts to current primary users of the Florence Bridge, as the new bridge would be built near the Town of Pearl. The new location for the bridge would require motorists on the west side of the Illinois River to travel approximately 18 miles, and motorists on the east side of the bridge to travel approximately 25 miles to access the new bridge. However, implementation of this Alternative would enhance travel for residents of the Village of Pearl.

In summary, Alternatives 3 and 5 would likely result in adverse travel impacts if implemented; however, Alternative 4 would have no impacts since the Florence Bridge will remain in the same general location.

1.3 Prime Farmland

The USDA, Natural Resources Conservation Service characterizes eligible farmlands as prime, unique, or of statewide or local significance. The designations, defined below, are based on NRCS soil type and are protected by federal legislation.

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, or oil-seed and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor without intolerable soil erosion. Prime farmland includes land that possesses the above characteristics and may include land currently used as cropland, pastureland, rangeland, or forestland. Prime farmland does not include land already in or committed to urban development or water storage.

Unique farmland is land other than prime farmland that is used for production of specific high-value food and fiber crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to economically produce high quality or high yields of specific crops when treated and managed according to acceptable farming methods.

Statewide or locally important farmland is land that has been designated of state or local importance for the production of food, feed, fiber, forage, or oil-seed crops but is not of national importance.

Land within the study area boundaries of the three alternatives is primarily used for rural/agricultural uses, and soil classified as prime farmland or farmlands of statewide importance are found within the study area of each of the three alternatives. Acres of prime or unique farmland within the study area of each alternative were estimated using the Natural Resources Conservation Service online web soil survey. Approximately 60 percent of the soils within the study area for Alternative 3, approximately 32 percent of the soils within study area for Alternative 4, and approximately 52 percent of the soil in Alternative 5 are designated as prime farmland or farmland of statewide importance. Therefore, potential impacts to prime farmland may occur with implementation of any of the three alternatives.



Photo D.1 - Representative photograph of farmland present throughout the Florence Bridge - LIRRCs Study Area

1.4 Wildlife Resources

The study area is located within three adjoining counties along the Illinois River. All of the proposed alternative corridors cross forested blocks of riparian corridor which provides habitat for a variety of terrestrial and aquatic species.

Threatened and Endangered Species

The Federal Endangered Species Act of 1973, later amended in 1978 and 1982, was enacted to protect species of plants and animals that were threatened with extinction if not protected. The U.S. Fish and Wildlife Service determine which species should be considered as threatened or endangered. The law requires federal agencies to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of any listed species, or result in the destruction or adverse modification of designated critical habitat of such species. The law also prohibits any action that causes a "taking" of any listed species of endangered fish or wildlife.

The U.S. Fish and Wildlife Service online database (<http://www.fws.gov/midwest/endangered/lists/illinois-spp.html>) identifies a total of five federally-listed species which may occur in the study area. The five listed species are the endangered Indiana bat (*Myotis sodalis*), endangered gray bat (*Myotis grisescens*), endangered Higgins eye pearlymussel (*Lampsilis higginsii*), threatened decurrent false aster (*Boltonia decurrens*), and threatened Eastern prairie fringed orchid (*Platanthaera leucophaea*). Twin Culverts Cave Nature Preserve is located within 1.25 miles of Alternative 5. The cave has served as a migratory resting place for the state and the federally endangered gray bat (*Myotis grisescens*). Table D.4, adapted from the U.S. Fish and Wildlife Service database webpage, summarizes the species, their federal status, and known habitat distribution within the three counties.

Table D.4 - Federally - Listed Threatened and Endangered Species Potentially Present in the Study Area			
Species	Status	Known Range within the Study Area	Habitat
Mammal			
Gray bat (<i>Myotis grisescens</i>)	Endangered	Pike County	Caves and mines; rivers & reservoirs adjacent to forests
Indiana bat (<i>Myotis sodalis</i>)	Endangered	Potential Habitat Statewide; Known Occurrences In: Pike, Scott County	Caves, mines (hibernacula); small stream corridors with well-developed riparian woods; upland forests (foraging)
Mussel			
Spectaclecase mussel (<i>Cumberlandia monodonta</i>)	Endangered	Pike County	Large rivers in areas sheltered from the main force of the current

Table D.4 - Federally - Listed Threatened and Endangered Species Potentially Present in the Study Area			
Species	Status	Known Range within the Study Area	Habitat
Plants			
<u>Decurrent false aster</u> (<i>Boltonia decurrens</i>)	Threatened	Greene, Pike, and Scott Counties	Disturbed alluvial soils
<u>Eastern prairie fringed orchid</u> (<i>Platanthera leucophaea</i>)	Threatened	Greene, Pike, and Scott Counties	Mesic to wet prairies

Habitat for each of the federally-listed species is present in the study area and therefore it is anticipated that: a) avoidance/minimization of potential impacts to species will be needed, b) surveys for the species for the project may be required, c) coordination with USFWS will be needed to establish Section 7 biological conclusions for the project, and d) seasonal construction limitations will likely be necessary with implementation of any of the alternatives.

In addition to federally listed T&E species, the State of Illinois' Endangered Species Act protects additional species that the Illinois Endangered Species Protection Board has determined to be in danger of extinction, or likely to become endangered. The Illinois Department of Natural Resources online database (<http://dnr.illinois.gov/EcoPublic/>) identifies, by county, species that are state-listed as threatened or endangered in Illinois. According to the database, Pike County supports 33 state-listed species and Scott and Greene County each supports ten state-listed species. As state-protected species are potentially present in the study area, potential impacts to state-listed species could occur with implementation of any of the proposed alternatives. The IDNR Ecological Compliance Assessment Tool (EcoCAT) would be used to further determine the presence or absence of federal- and state-listed threatened or endangered species within, or adjacent to, study areas for any future project activities.

Bald eagle (*Haliaeetus leucocephalus*)

The Bald eagle was removed from the federal list of threatened and endangered species on August 9, 2007, and is no longer protected under the Endangered Species Act. However, bald eagles remain protected under the Bald and Golden Eagle Protection Act of 1962 and the Migratory Bird Treaty Act of 1918.

Several bald eagle nests were observed during the December 2012 field reconnaissance surveys. The nests were located in trees near the Illinois River on the east side of the Florence Bridge crossing (Photo D.2). In general, when conducting a new transportation activity or project near an eagle nest, a permit for "non-purposeful" take is needed. To avoid the non-purposeful take of bald eagles or their young, the USFWS recommends the following (USFWS, 2013):

- (1) Maintain a buffer of at least 330 feet (100 meters) between project activities and the nest (including active and Alternative nests). If a similar activity is closer than 330 feet, then project activities may maintain a distance buffer as close to the nest as the existing tolerated activity.

- (2) Restrict all clearing, external construction, and landscaping activities within 660 feet of the nest to **outside the nesting season** (i.e., outside the nesting season is from August through mid-January in the Midwest).
- (3) Maintain established landscape buffers that screen the activity from the nest.



Photo D.2 - Bald Eagle Nest Observed Near the East Side of the Florence Bridge Crossing

1.5 Water Resources

The Clean Water Act of 1972 requires IDOT to evaluate every project and determine whether the project could have a negative impact on any waters of the U.S. including wetlands, streams, and special aquatic sites.

Surface Waters

Surface waters in the Florence Bridge study area consist of the Illinois River and several tributaries, creeks, and streams that flow to the river. The study area for Alternative 3 (Remove Florence Bridge, construct a new interchange at I-72 and CH 14) crosses Blue Creek. The study area for Alternative 4 (Remove and replace Florence Bridge) crosses the Illinois River and an unnamed stream twice. The study area for Alternative 5 (Remove Florence Bridge and Replace at Pearl) crosses the Illinois River, Hurricane Creek, and Hill Creek.

In Illinois, stream mitigation typically consists of conditions related to IDNR and/or U.S. Army Corps of Engineers authorizations or permits. Mitigation requirements will depend on the quality and quantity of impacts. The Compensatory Mitigation for Losses of Aquatic Resources Final Rule (40 CFR 230) governs compensatory mitigation for activities authorized by the Corps Individual Permits (IP) (i.e., wetland and waterway impacts). The amount of mitigation required is determined by functional or condition assessment, or a suitable metric (minimum 1:1 acreage or linear feet compensation), and be commensurate with project impacts.

Wetlands

Following the review of topographic, aerial, and National Wetland Inventory database maps and a general environmental reconnaissance survey of the study area in December 2012, it was

determined that wetlands are located within the corridors of each alternative. However, complete wetland site surveys and delineations would be required to verify this determination for any future project activities.

Wetlands in and around the Florence Bridge study area are mostly associated with Illinois River crossings. The largest wetlands are forested/shrub wetlands and ponds within the floodplain of the Illinois River. Most of the smaller ponds, not associated with rivers and streams, are constructed farm ponds. Photographs of wetlands within the study area are shown below.



Photo D.3 - Emergent Wetland East of Alternative 3



Photo D.4 - Emergent Wetland Southeast of Alternative 5



Photo D.5. - Typical Forested Wetland Near Alternative 4



Photo D.6 - Forested Wetland Near Alternative 4 (Florence Bridge in background)

Direct impacts to wetlands would be unavoidable under any of the alternatives. Alternative 4 would affect the least wetland acreage; while Alternative 3 would affect the most wetland acreage (see Table D.4). In Illinois, wetland mitigation typically consists of conditions related to Illinois Department of Natural Resources and/or U.S. Army Corps of Engineers authorizations or permits. Mitigation requirements will depend on the quality and quantity of impacts. The Compensatory Mitigation for Losses of Aquatic Resources Final Rule (40 CFR 230) governs compensatory mitigation for activities authorized by Corps Individual Permits (i.e., wetland and waterway impacts). The amount of mitigation required is determined by functional or condition assessment, or a suitable metric (minimum 1:1 acreage or linear feet compensation), and be commensurate with project impacts.

Floodplains

IDOT must evaluate every project and determine whether it could have a negative impact on the base (100-year) floodplain. The Federal Emergency Management Agency and the Federal highway Administration guidelines 23 CFR 650 identify the base flood as the flood having a one-percent probability of being equaled or exceeded in any given year. The land area covered by the floodwaters of the base flood is the Special Flood Hazard Area.

Alternatives 4 (Remove and replace Florence Bridge) and 5 (Remove Florence Bridge and Replace at Pearl) cross the base floodplain of the Illinois River. Alternative 5 also crosses the base floodplain of Hurricane Creek and Hill Creek. Any new right-of-way, easement, or fill placed within this Special Flood Hazard Area will require a floodplain development permit from the State Federal Emergency Management Agency.

1.6 Summary

A summary of the environmental review is presented in Table D.5 below. Should the study progress into an actual project planning and design process, the magnitude of these impacts would be furthered measured and evaluated using acceptable methods and procedures.

Resource Category	Alternative 3 - Remove Florence Bridge, New Interchange at I-72 and CH 14	Alternative 4 - Remove and Replace Florence Bridge	Alternative 5 - Remove Florence Bridge and Replace at Pearl
Cultural Resources	Potentially present.	Florence Cemetery in alternative study area. Potential for additional cultural resources.	Potentially present. Lithic scatter identified in alternative study area.
Social Impacts	None	None	None
Economic Impacts	Adverse impact to local and regional economy.	None	Adverse impact to local and regional economy Positive impact to persons residing near the town of Pearl.
Prime farmland / farmland of statewide importance	Present	Present	Present
Threatened and Endangered Species	Potentially present.	Potentially Present.	Potentially present.
Wetland Impacts: number of crossings (acres)	Pond: 5 (3 acres) Forested/Shrub: 1 (0.5 acres) Emergent Wetland: 0	Pond: 4 (18 acres) Forested/Shrub Wetland: 2 (65 acres) Emergent Wetland: 2 (1 acres)	Pond: 18 (13 acres) Forested/Shrub Wetland: 6 (43 acres) Emergent Wetland: 5 (11 acres)

Table D.5 - Potential Environmental Impacts - Florence Bridge Feasibility Study			
Resource Category	Alternative 3 - Remove Florence Bridge, New Interchange at I-72 and CH 14	Alternative 4 - Remove and Replace Florence Bridge	Alternative 5 - Remove Florence Bridge and Replace at Pearl
River/Stream Crossings:	River: 0 Stream: 1	River: 1 Stream: 2	River: 1 Stream: 2
Floodplain Crossings	0	1	3
Sources: USFWS, 2012; FEMA, 2013; and Google, 2013			



 Illinois Department of Transportation
Ann L. Schneider, Secretary

FLORENCE BRIDGE-LIRRCs SCOTT, PIKE, CALHOUN, AND GREENE COUNTIES

APPENDIX E **CONTEXT SENSITIVE SOLUTION (CSS) REPORT /** **PUBLIC INVOLVEMENT RECORD**

FINAL
JUNE 2013



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SECTION 1: INTRODUCTION

Public involvement is important for any planning process, and was a critical component of the Florence Bridge-Lower Illinois River Regional Crossing Study (LIRRCS). To fully and fairly assess the feasibility of the LIRRCS, an effort was initiated to fully engage the community and provide the opportunity to create and evaluate contextually sensitive alternatives. Therefore, a Context Sensitive Solution (CSS) approach to public involvement was implemented. This report presents an overview of the CSS public involvement process for the LIRRCS.

The IDOT CSS process (see **Figure 1.1**) is a strategy that seeks proactive engagement of project stakeholders in the identification of the issues and priorities related to a proposed project that informs the evaluation of analysis and options. This meant approaching stakeholders with an open mind, listening, and continually gaining feedback as the work leads to more plausible outcomes for the study.

Figure 1.1: IDOT CSS Process



The CSS public involvement activities associated with the LIRRCS were designed to broadly disseminate information and gather input from affected local, state, and federal agencies and jurisdictions, as well as study area residents. Activities were targeted to specific audiences and included a variety of activities. Public involvement activities were scheduled to ensure timely consideration of public and agency input with respect to the technical work conducted.

The CSS public involvement approach began at project initiation and continued throughout the duration of the study. Techniques included a mailing database, newsletter, project website, meetings with agency and government representatives, press advisories, newspaper advertisements, public meetings, and Community Advisory Group (CAG) meetings. In addition, a Community Context Audit was performed to provide stakeholders another opportunity to help the Study Team better understand the factors that were unique to the project community, culture, and history. Throughout the study, public involvement efforts were guided by input from the CAG and the Stakeholder Involvement Process (SIP).



1.1 Stakeholder Involvement Plan (SIP)

The SIP included an extensive and diverse set of public involvement strategies developed by the LIRRCS team. The SIP provided the framework for managing public outreach and communication activities during the LIRRCS. The following were outlined in the SIP:

- Defined goals and objectives for initiating the CSS process as outlined by Illinois Department of Transportation (IDOT);
- Identification of the study team and ground rules for how they would utilize the SIP;
- List of potential stakeholders;
- Clearly defined responsibilities and rules for the development and implementation of the CAG; and
- Outline of stakeholder notification techniques (i.e. news releases, website, etc.).

The SIP was referenced frequently during the course of the study to aid in determining the effectiveness of the CSS public involvement process. See **Attachment 1** for a completed version of the SIP.

SECTION 2: PUBLIC INVOLVEMENT TECHNIQUES

The following outlines the various public involvement techniques utilized throughout the LIRRCS.

2.1 Public Meetings

Those with an interest in the outcome of the LIRRCS were invited to participate in two CSS-based public meetings in an open house format. The issues and concerns expressed at the public open houses help to shape the analysis that was conducted as part of the study. A summary of each public meeting is provided below. Details of each public meeting are in **Attachment 2** and include the meeting invite letter, as well as the meeting exhibits and handouts.

Public Meeting #1 - October 12, 2011

Approximately 58 individuals attended the first public meeting held on October 12, 2011 at the Nimrod Funk Building on the Scott County Fairgrounds in Winchester, Illinois. The purpose of this meeting was to introduce the project to the general public and to seek members to be considered to serve on the CAG.



Attendees and Study Team at Public Meeting #1

The meeting was conducted on an informal basis; therefore, no formal presentation was necessary. Display boards were provided that depicted the IDOT Project Development Process, Operation and Maintenance Costs, a detailed definition of CSS, and an outline of future project milestones.

A public opinion survey and comment sheet was also available at this meeting (see **Attachment 2** for a copy of all comments received as a result of Public Meeting #1). A summary of the major comment themes from approximately 25 respondents included:

- The Florence Bridge is viewed as an essential artery to the local business network;
- The fundamental concerns with the Florence Bridge include age, maintenance costs, traffic, barge-bridge collisions, and alternate access routes; and
- The overall majority supported further study of the potential solution regarding removal and replacement of Florence Bridge, either directly upstream or downstream of the existing bridge.

Public Meeting #2 - May 1, 2013

Nine individuals attended the second public meeting held on May 1, 2013 at the Nimrod Fund Building on the Scott County Fairgrounds in Winchester, Illinois. The purpose of Public Meeting #2 was to present the recommended alternatives to the public, obtain public input concerning the recommended alternatives, and to discuss the project’s next steps.



Attendees and Study Team at Public Meeting #2

Similar to Public Meeting #1, the meeting was conducted on an informal basis. Display boards depicted at the meeting were similar to those presented at Public Meeting #1 with the exception of the following boards: project’s problem statement, a matrix of the alternatives studied regarding costs and pros and cons for each alternative, and the graphical depiction of the two alternatives recommended for further study.

A handout and comment sheet (refer to **Attachment 2** for a copy of all comments received) were also available upon sign-in for attendees at this meeting. The three respondents at the meeting had varied comments, including the following: Florence Bridge to remain in place, establish an interchange at Detroit Road with signage yielding to farmers, and noting the preferred alternative is a new alignment at Florence.

2.2 Community Advisory Group (CAG)

The CAG was comprised of elected officials, as well as local residents and businesses representing the predominant interests of the LIRRCS study area. The two meetings attended by CAG participants served as forums for discussions of the issues surrounding the study area and strategies for addressing them through the study options. They also served as sounding boards for materials to be presented to, and inputs received from the public meetings, as well as provided advice on the public meeting material to ensure it was easily understandable to the public.

CAG Members

Table 2.1 lists the individuals who volunteered to be participants on the CAG for the LIRRCS.

Table 2.1: List of CAG Members

Name	Representing
Arthur Long	Mayor of Hillview
Ben Coon	Farmer
Blake Roderick	Pike/Scott County Farm Bureau
Brian Dockery	Central Stone Vice President
Carol McCartney	Concerned Resident
Chris Johnson	Pike County Highway
Dale Hillman	Central Stone
Dan McClenning	Cargill AgHorizons

Name	Representing
David Bruner	United Contractors Midwest
David Swartz	Farmer
Dick Rawlings	Morgan County Commissioner
Dirk Erickson	Illinois Valley Paving, United Contractors Midwest
Fred Oelschlaeger	Cargill AgHorizons
Joe Snyder	Mayor of Roodhouse
Matt Coultas	Morgan/Scott County Highway
Nancy Kurpaitis	Florence Guest House
Roger Hatcher	President of Pearl
Wayne Riley	Concerned Resident

Community Context Audit

The Community Context Audit provided an additional opportunity for CAG members to deliver important information to the study team. The audit consisted of a mailed questionnaire presenting a scale for respondents to determine what options were desirable/most important, neutral, or undesirable/least important. Responses were received from 11 out of 16 participants. Participants felt strongly that the Florence Bridge should be maintained and the effect on local community/travel, local business, agriculture, environment, and regional travel were most important in considering future alternatives. Participants also felt strongly that a bridge at a new location would be undesirable. The most frequently chosen temporary access option selected was to construct a new interchange at I-72 with upgraded local roads. Below are the five questions from the questionnaire, followed by a graphical representation of the responses (**Figures 2.1, 2.2, and 2.3**):

1. *How desirable is it to maintain the existing river crossing at Florence?*
2. *How desirable would it be to remove the Florence Bridge and construct a new interchange at I-72 with upgraded local roads?*
3. *How desirable would it be to remove the Florence Bridge and provide a new river crossing downstream?*
4. *If the Florence Bridge is to become unserviceable for a long period of time in the future, which temporary access crossing would be most desirable?*
5. *How important are the following factors when deciding whether to replace the existing Florence Bridge at the existing location or to choose another crossing option:*
 - *Effect on local community/travel*
 - *Local business concerns*
 - *Agricultural concerns*
 - *Environmental concerns*
 - *Effect on regional travel*
 - *Effect on river traffic*
 - *Overall costs*
 - *Benefit/Cost ratio*

Figure 2.1: Community Context Audit, Summary of Questions 1-3 Responses (11 Respondents)

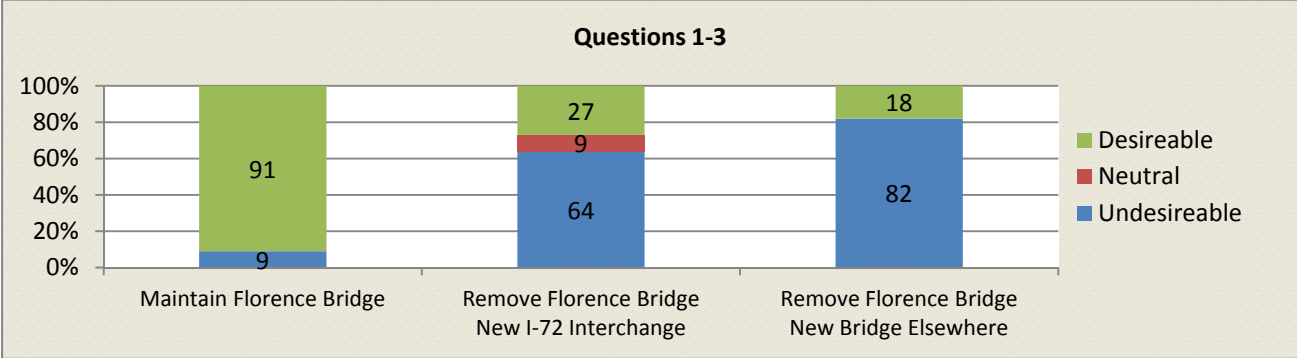


Figure 2.2: Community Context Audit, Summary of Question 4 Responses (11 Respondents)

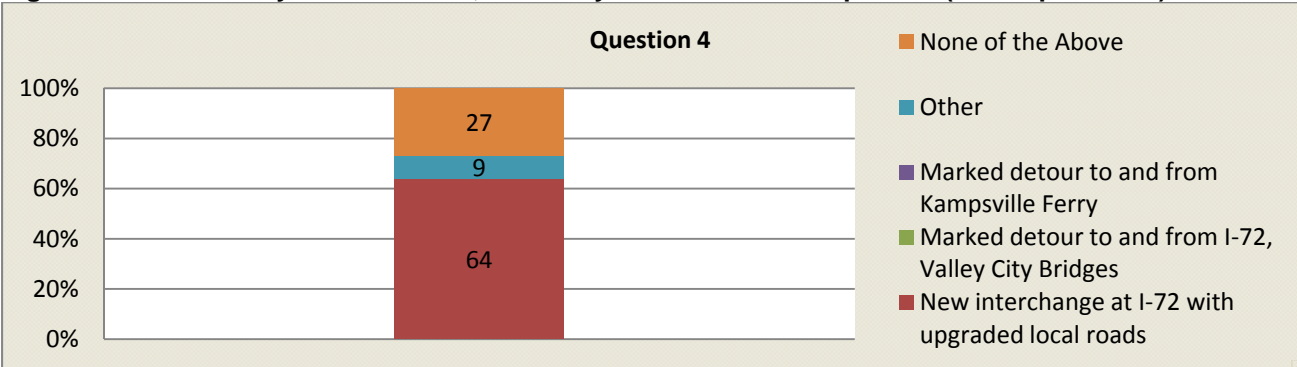
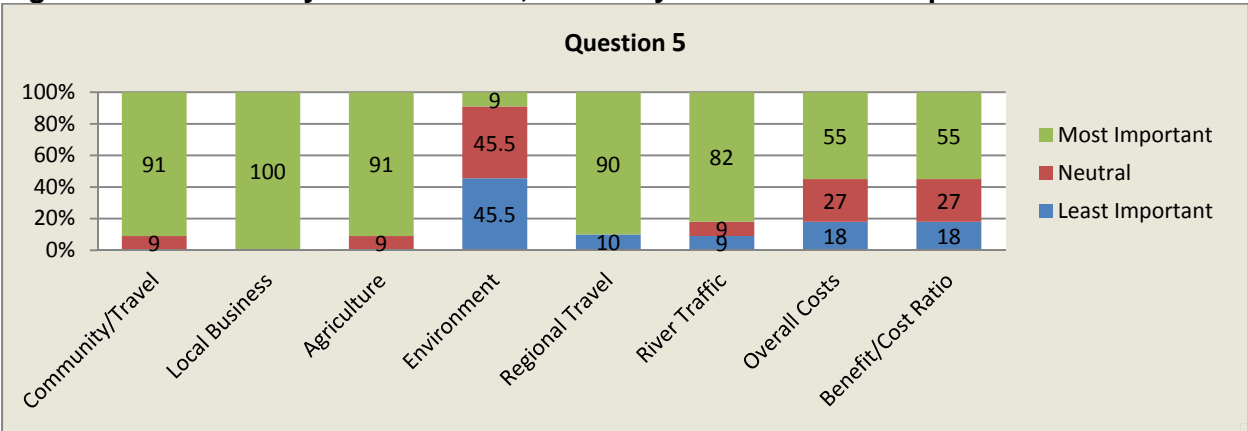


Figure 2.3: Community Context Audit, Summary of Question 5 Responses



Additional comments received mimicked those comments received from the public, during and after, the public meeting. All responses were presented and discussed in further detail at the first CAG meeting.

CAG Meetings

CAG Meeting #1 - May 16, 2012

A total of 19 interested stakeholders attended the first CAG meeting held on May 16, 2012 at the Nimrod Funk Building on the Scott County Fairgrounds in Winchester, Illinois. The agenda included a review of the SIP, approval of the CAG meeting ground rules, a discussion of the purpose of the study, the approach and timeline, and a review of the Community Context Audit results and seven potential alternatives. Review of a draft problem statement was also discussed at this meeting, which was approved as follows:



Participants at CAG Meeting #1

“The transportation problem associated with the existing crossing over the Illinois River at Florence, Illinois is that the bridge structure is reaching an age and condition such that the Department has determined making repairs is less cost effective than to consider replacement options.

Alternative bridge crossings are limited in the Lower Illinois River Valley making the Florence Bridge a critical point for local and regional traffic and economic sustainability. Additionally, the river channel curvature and narrow opening at the bridge crossing, results in reduced navigability for barge traffic and, therefore, an increased risk for barge-bridge collisions.”

CAG Meeting #2 - August 28, 2012

The second CAG meeting was held on August 28, 2012, at the Nimrod Funk Building on the Scott County Fairgrounds in Winchester, Illinois. Participants included 13 members from the CAG, seven members from the general public, and one media representative. The agenda included a summary of items from the first CAG meeting, a status update of the bridge, costs, opportunities, and constraints for the five remaining studied alternatives.



Participants at CAG Meeting #2

A valuable outcome of this meeting was the exercise for CAG members to rank the top three preferred alternatives. The CAG members were split into three groups and tasked with ranking their top three preferences from the following alternatives:

- *Option #1:* No Action (operate lift bridge and repair as needed);
- *Option #2:* Remove Florence Bridge (no improvement);
- *Option #3:* Remove Florence Bridge (improvements to CH 14 and an interchange at I-72);

- *Option #4*: Remove and replace Florence Bridge (directly upstream or downstream of existing bridge);
- *Option #5*: Remove Florence Bridge and Replace at Pearl.

The results of the ranking (see **Table 2.2**) showed that all three groups chose *Option #4* as their first preference. The second preference had mixed results: two of the three groups preferred *Option #3* while the third group preferred *Option #5*. Using majority-rule, *Option #3* was selected as the second preference. The third preference had even more variability with one group that was unable to, or preferred not to, select a preference. The remaining two groups selected *Option #1* and *Option #5*. Since *Option #5* had been listed as a second preference as well as a third preference, *Option #5* was selected as the overall third preference.

Table 2.2: CAG Alternative Ranking

Preference	Group 1	Group 2	Group 3
1	<i>Option #4</i> : Remove and replace Florence Bridge (directly upstream or downstream of existing bridge)	<i>Option #4</i> : Remove and replace Florence Bridge (directly upstream or downstream of existing bridge)	<i>Option #4</i> : Remove and replace Florence Bridge (directly upstream or downstream of existing bridge)
2	<i>Option #5</i> : Remove Florence Bridge and Replace at Pearl	<i>Option #3</i> : Remove Florence Bridge (improvements to CH 14 and an interchange at I-72)	<i>Option #3</i> : Remove Florence Bridge (improvements to CH 14 and an interchange at I-72)
3	--	<i>Option #1</i> : No Action (operate lift bridge and repair as needed)	<i>Option #5</i> : Remove Florence Bridge and Replace at Pearl

To summarize, the CAG ranking of alternatives yielded the following results:

- **Preference 1:** *Option #4*: Remove and replace Florence Bridge (directly upstream or downstream of existing bridge)
- **Preference 2:** *Option #3*: Remove Florence Bridge (improvements to CH 14 and an interchange at I-72)
- **Preference 3:** *Option #5*: Remove Florence Bridge and Replace at Pearl

See **Attachment 3** for copies of the invites, agendas, presentations, exhibits, and handouts from the two CAG meetings.

SECTION 3: PUBLIC ACCESS TO LIRRC FEASIBILITY STUDY INFORMATION

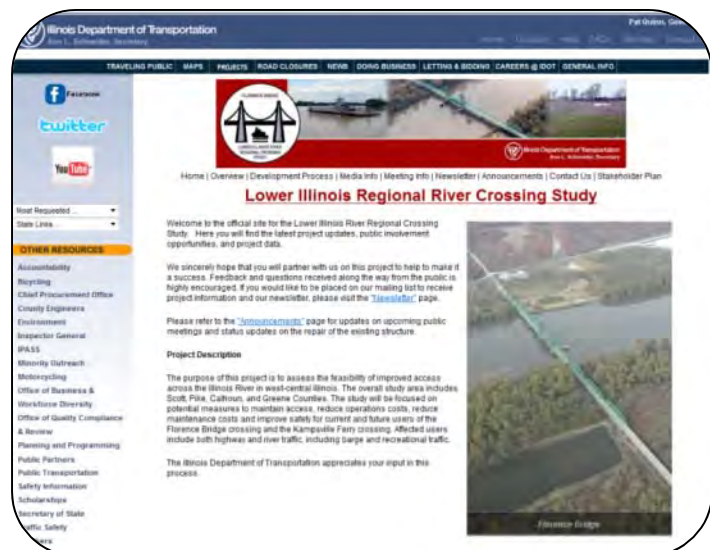
The public was informed of the study through several means, including a mailing database, project website, press advisories, and newspaper articles.

3.1 Mailing Database

An important component of the CSS public involvement program was the development and maintenance of a study mailing database. This mailing database was used for invitations to the public meetings, for distributing newsletters, and to facilitate communication between members of the study team and the public. The database included local, state, and federal elected and appointed officials; representatives from homeowner, business, community, and civic associations/groups; federal and state transportation, environmental, and planning agencies; media contacts; and individuals residing and working within Scott, Pike, Calhoun, and Greene Counties in Illinois. The project mailing list contained nearly 120 names and addresses.

3.2 Website

An Internet website (<http://www.lirrcs.com>) was designed and maintained to provide updated information on the study's progress and information about opportunities for public comment on the study. Materials presented to the public were also uploaded to the website, as well as summaries of any meetings. The website was promoted to the public and the media in correspondences, meetings, and public information materials. Public announcements presented via the project website are found in **Attachment 4**.



www.lirrcs Homepage

3.3 Press Advisories

At key milestones, such as prior to the public meetings, the study team prepared press advisories for the Illinois Department of Transportation. The Department placed the advisories in local and regional media outlets. **Attachment 5** includes copies of these press advisories.

3.4 Newspaper Articles

Several radio, television, and newspaper outlets provided coverage about the LIRRCs and public meetings. Copies of news articles resulting from this media coverage were circulated to study team members. A chronological inventory of the newspaper articles is included in the table below. **Attachment 6** includes a copy of each article.

Table 3.1: Summary of Newspaper Articles

Date	Media Outlet	Article Title
October 2011	Scott County Times	Oct. 12 meeting to discuss future of Florence Bridge
May 2012	Pike Press	Florence Bridge advisory committee looks at options
May 18, 2012	The Farm Post e-News	IDOT Holds First Florence Bridge Project Session
June 29, 2012	KHQA	Mechanical issues close Florence Bridge
July 11, 2012	Pike Press	Florence Bridge reopening date still unknown
July 11, 2012	Pike Press (Editorial)	No quick fix - The safety issues which forced the recent closure of the Florence Bridge over the Illinois River are serious. There is no quick fix in sight.
July 11, 2012	Scott County Times	Florence Bridge reopening date still unknown
July 30, 2012	Quincy Herald-Whig	Town meetings stress importance of Florence Bridge, which has been closed since June 28
August 29, 2012	Pike Press	Citizen Advisory Committee recommends replacing Florence Bridge at its current location
September 11, 2012	Scott County Times	Businesses expect challenges with Florence Bridge closure/IDOT prepares for repairs
September 17, 2012	Connecttristates.com	Florence bridge will probably open next spring after repairs are made
September 17, 2012	Quincy Herald-Whig	Florence Bridge design plans 'progressing nicely' for repair work

ATTACHMENT 1: STAKEHOLDER INVOLVEMENT PLAN (SIP)

LOWER ILLINOIS RIVER REGIONAL CROSSING FEASIBILITY STUDY

Introduction

Description of Area and Existing Crossings

The purpose of this study is to assess the feasibility of improved access across the Illinois River in west-central Illinois. The overall study area includes Scott, Pike, Calhoun, and Greene Counties. The study will be focused on potential measures to maintain access, reduce operations costs, reduce maintenance costs and improve safety for current and future users of the Florence Bridge crossing and the Kampsville Ferry crossing. Affected users include river traffic, including barge and recreational traffic.

The existing bridge at Florence is a lift-span bridge with high operating and maintenance costs. The Illinois Department of Transportation (IDOT) estimates that annual operating costs are about \$1.5M. Barge collisions have damaged the bridge pier and the protective dolphin in recent years, contributing to continuing maintenance costs. The nearest downstream crossing is the Kampsville Ferry, located about 25 miles south of Florence. The nearest crossing to the north is I-72, located about 4 miles north of Florence. Farm implements are not allowed on I-72.

Definition of CSS

Because the Florence Bridge is a critical transportation element for both highway and river traffic, IDOT has designated this project as a Context Sensitive Solutions (CSS) study. CSS is defined as, "An interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its "context." Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

The purpose of this CSS Plan is to document the activities that will be used on the Lower Illinois River Regional Crossing Feasibility Study (LIRRCFS) to ensure that 1) public concerns and ideas are identified early and continuously throughout the study and 2) meaningful opportunities for the public to engage in the study process are offered.

Goals and Objectives of CSS Process

This plan outlines a stakeholder involvement process that will meet CSS guidelines as set forth by IDOT. These guidelines require integration of stakeholder and technical input in a way that produces a technically sound and economically feasible project, using time and resources in a manner acceptable to

those impacted by the project. With this in mind, the stakeholder involvement objectives of this study are to:

1. Identify as stakeholders those who would be potentially affected by the project and provide opportunities for timely and meaningful input in project development.
2. Work with stakeholders to determine the project's important contextual elements.
3. Address all relevant modes of transportation (motor vehicles, bicycles, pedestrians, barges and other river traffic, and users with special needs).
4. Work with stakeholders to identify the transportation problems to be solved by this project.
5. Develop reasonable alternative solutions to solve identified transportation problems.

The overall study development process will evaluate solutions to identified transportation problems in a manner that compliments the community goals and plans, and respects the environment. A solution for this proposed project will be achieved by working collaboratively with all concerned parties. The study development process will be guided by a Study Team as discussed below. Communications with all interested parties is fundamentally important to the study's success and will be accomplished through a variety of methods, including coordination and meetings with stakeholders, and providing up-to-date study information via public informational meetings, periodic newsletters and a study website.

The development of this study must employ sound engineering practices while also taking into consideration the wants and needs of those living and working in, and traveling through, the area. Engineering principles and standards established by the FHWA and the IDOT will provide the framework for the alternatives development process; the CSS process will ensure that all interested persons will have an opportunity to participate in the study should they choose to become involved.

Study Team

The Study Team guides the study process, and is ultimately responsible for the selection of a recommended alternative. The disciplines and expertise within the Study Team depend on the context of the project. The membership of the Study Team is not static, but can and will evolve as the understanding of the study context develops. Study Team members and contact information are listed in Appendix A.

Ground Rules

The Study Team must establish ground rules under which the SIP will operate. These will be established tentatively with the initiation of the SIP, but must be agreed to by the stakeholders. As such, they are not immutable. Following are the tentative rules:

1. The purpose of the SIP is to gather and consider input on the project from all stakeholders, in order to produce the best solutions to the transportation problems identified by the process.
2. Input from all participants in the process is valued and considered.
3. The role of the stakeholders is to advise the Study Team, which will make the ultimate decisions on this proposed project. A consensus of stakeholders on key study elements is sought, but the ultimate decisions remain in the hands of the Study Team and the State of Illinois.

4. All participants must come to the process with an open mind and participate openly and honestly.
 5. Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input was duly considered.
 6. The Study Team will make all final decisions, with the goal of seeking stakeholder consensus thereon.
 7. All participants in the process must treat each other with respect and dignity.
 8. The list of stakeholders is subject to revision at any time events warrant.
 9. Minutes of all stakeholder meetings will be maintained by the Study Team, with the content subject to stakeholders' review.
 10. The project must progress at a reasonable pace, based on the original project schedule.
 11. All decisions made by the State of Illinois must be arrived at in a clear and transparent manner.
- Members of the media are welcome in all stakeholder meetings, but must remain in the role of observers, not participants in the process.

Stakeholder Identification

A Stakeholder is someone who could be affected by the study or has a "Stake" in the success or failure of the study. Travelers, communities, businesses, elected officials, public agencies, emergency service providers and many others are all "stakeholders" in our transportation system. The Study Team developed a list of project stakeholders based on the IDOT's list of local and regional elected officials, local and regional agency representatives, and community organizations. Additionally, the Study Team contacted the chamber of commerce in Scott, Pike, Calhoun, and Greene Counties along with local businesses. Additional stakeholders will be identified at the first public information meeting for the future project. The Stakeholders List will be updated throughout the study development process as additional interested parties are identified. The current list of the study stakeholders is provided in Appendix B.

Community Advisory Group (CAG)

Opportunities for direct involvement and focused input by stakeholders are being provided in the form of a Community Advisory Group (CAG). The CAG will include representatives from interested entities from the larger group of study stakeholders. The committee will generally be limited to one (1) representative from each entity, and its membership will remain flexible and be updated throughout the study development process. The CAG will:

- Ensure that the opinions of the broader community are shared with the IDOT study team.
- Ensure that information developed by the study team is distributed throughout the community.
- Help to identify and evaluate transportation improvements.
- Generate interest and knowledge among the general public about the Lower Illinois River Regional Crossing Feasibility Study.

In carrying out these functions, the CAG will play an important role in defining the area's important features, identifying river crossing preferences, and recognizing potential impacts of differing river crossing strategies.

Advisory Group members will be expected to carry out the following responsibilities:

- Attend each CAG meeting and participate in Group discussion and activities.
- Participate openly and honestly, respecting the opinions of other Group members.
- Represent their organization, constituency, or broader community interests.

Advisory Group members will be expected to adhere to the following ground rules:

- Work using the informal method of communication.
- Understand that all meetings are open to the public.
- Understand that only CAG members are to participate during discussion of agenda items; public comments and discussion may be allowed as an optional final agenda item, time permitting.
- The role of the stakeholders is to advise the Study Team who will use the information from the feasibility study to guide potential future engineering and design studies.
- Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input was duly considered.
- Participate freely and discuss differences openly.
- Express all ideas, true feelings, and real concerns in a reasonable and courteous manner.
- Speak openly without attacking individuals personally.
- Look forward, not backward.
- Work together for the greater community's interest.
- Respect the group and its time.
- Support open communication throughout the greater community.
- Respect the guidance provided by the Advisory Group facilitator.

It is important that the CAG be representative of the varied interests that exist within the project study area while being small enough to allow the detailed level of discussion and activities needed to accommodate meaningful interaction. It is anticipated that individuals from the following types of organizations will be invited to participate:

- Local and county government
- Area communities
- Agricultural interests
- Environmental groups
- Business organizations
- Bicycling interests
- Other groups or interests as they are identified during the study

Two CAG meetings are planned. The planned purposes of each meeting are as follows:

Meeting #1 – To introduce the CAG members and Study Team, to explain the study objectives, and to review the Stakeholder Involvement Plan, review the results of a Community Context Audit and discuss the study's Problem Statement.

Meeting #2 – To discuss opportunities and constraints for project alternatives.

Meeting documentation will be available for public review after review by the CAG members. A list of CAG members is provided in Appendix B.

Stakeholder Notification

The following techniques will be used to notify stakeholders of the Lower Illinois River Regional Crossing Feasibility Study and to facilitate an early and continuing exchange of ideas and information about the proposed project. The goal of early coordination is to incorporate community input prior to key decision points in the Study. An effort will be made to solicit input from all who have an interest or stake in the proposed project.

Legal/Display Newspaper Advertisements — Legal/display newspaper advertisements will be published in the local newspapers. These advertisements will be used to announce the date, time, location and purpose of the study's public meetings.

News Releases to Local Media — News releases, news items, and public service announcements will be disseminated to the local media by the IDOT study team. Specific media to be notified may include newspapers, radio, and television.

Invitational and Informational Letters — Letters will be sent, as needed, to jurisdictional agencies and elected and appointed officials to provide information about the study and to announce the study's public meetings and hearing.

Direct Mail List — A study mailing list will be developed based on attendance at public meetings and requests for information. Local elected and public officials, State and US Senators and Representatives, and local, regional and state jurisdictional agencies are included. The study mailing list will be updated throughout the study and is shown in Appendix C.

Website — A website has been created for the study (www.lirrcs.com). The site provides a source for up-to-date information about the study and allows the public to download and view documents used for the study. It also allows comments to be submitted directly to the Study Team. The site will be updated regularly over the course of the study.

Personal Interaction — The many telephone conversations and face-to-face meetings that will take place during the course of the study will also provide, as appropriate, a method for the timely exchange of relevant information about the study. These telephone conversations and meetings will be documented and will become part of the study record.

Stakeholder Involvement

This study is expected to be completed within ten months, with an expected completion date of spring 2013. A tentative schedule of stakeholder activities has been developed by the Study Team. This schedule is subject to change and will be updated throughout the study process.

STAKEHOLDER INVOLVEMENT MILESTONES

Public Hearing Open House	October 2011
Community Advisory Group Meeting 1	May 2012
Community Advisory Group Meeting 2	Summer 2012
Final Public Hearing Open House	Fall 2012

Administrative Authority

It is important to IDOT that stakeholders provide their input early and continuously throughout the study process. It is also important to note that as a State project, officials at the Illinois Department of Transportation have the responsibility and authority to make final decisions about this project's scope of work.

Changes to Plan

This Stakeholder Involvement Plan will be updated, as needed, throughout the study process. The current Plan will be posted on the study website (www.lirrcs.com).

Appendices

- Appendix A: Study Team Members
- Appendix B: Community Advisory Group Members
- Appendix C: Revision History

APPENDIX A
STUDY TEAM

NAME/TITLE	ADDRESS	PHONE	EMAIL
Roger Driskell IDOT Region 4 Engineer	IDOT District 6 126 East Ash Street Springfield, IL 62704	(217) 782-7301	Roger.Driskell@illinois.gov
Laura Macnikk IDOT District 6 – Acting Programs Development Engineer	IDOT District 6 126 East Ash Street Springfield, IL 62704	(217) 782-7331	Laura.Macnikk@illinois.gov
John Negangard IDOT District 6 – Studies and Plans Engineer	IDOT District 6 126 East Ash Street Springfield, IL 62704	(217) 782-4760	John.Negangard@illinois.gov
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Jay Edwards IDOT District 6 – Design Team Leader	IDOT District 6 126 East Ash Street Springfield, IL 62704	(217) 785-5321	Jay.edwards@illinois.gov
Steve Donahue Horner & Shifrin, Inc. Principal in Charge	640 Pierce Boulevard, Suite 200 O'Fallon, Illinois 62269	(618) 622-6825	SDonahue@HornerShifrin.com
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Marsia Geldert- Murphey Kaskaskia Engineering Group, Inc., CSS Lead	23 Public Square, Suite 404 Belleville, IL 62220	(618) 233-5877	MGeldert-Murphey@kaskaskiaeng.com



Division of Highways / Region 4, District 6
 126 East Ash Street / Springfield, Illinois 62704
 Contact: Vincent Madonia, P.E. (217) 785-9046

FAP Route 757 (IL 106)
 Job No. D-96-030-10
 Scott, Pike, Calhoun, and Greene Counties
 Florence Bridge - Lower Illinois River Regional Crossing Study
 I-72 to IL Route 108

Sign-In Sheet

APPENDIX B
 COMMUNITY ADVISORY GROUP

Name (Please Print)/Representing	Address	Contact #	E-mail (optional - for newsletter distribution only)
MCCARTNEY CAROL	43007-260 th AVE PITSFIELD, ILL 62363	217-285-4639	JEFFINEADAMS.NET
WAYNE RILEY	43618-230 th AVE PITSFIELD, ILL 62363	217-833-2207	
Blake Radwisch	6036 Pitfield 62363	217-285-2233	blake@pikectb.org
JOE SIMONE	103 W ROWE, FARMINGT ⁿ	217 803-7970	RJSWYORK114@AOL.COM
Arthur Long	8841 Box 1188 Hillview ⁿ	217-370-6329	
Roger Hatcher	Box 155 Farm ⁿ	217-829-9261	
Fred Oelichman	3201 no white oak ^s POC Springfield	563-320-6997	fred_oelichman@cs.illinois.gov
Ben Coon	600 Coon Lane Lindbergh ⁿ	(217) 433-1843	ben.coon.23@gmail.com
Brian Dockery	1701 5 th AVE	309-781-4340	BDockery@riverstudios.com



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FAP Route 757 (IL 106)
 Job No. D-96-030.10
 Scott, Pike, Colkoun, and Greene Counties
 Florence Bridge - Lower Illinois River Regional Crossing Study
 E-72 to IL Route 108

Sign-in Sheet

Name (Please Print)/Representing	Address	Contact #	E-mail (optional - for newsletter distribution only)
De la H. H. Hines Const/Stand	4449 Sunnyside Lane, Hanford, MO	573-248-5094	
David Bruner	3151 Robbins Rd Springfield	883-0381	david.bruner@ccc.org
MAT COURTAS	Mountain View	473-8096	lightingdept@mehsi.com
FRANCIS KURPATIS	402 RIVER ST (FURNACE) PITTSFIELD	733-3444	FURNACE@WESTHOUSE.COM WLD@SUNNET
DAN McCLELLAN	401 RIVER ST PITTSFIELD	733-4302	dan_mcclellan@ccc.org
DAVID SWARTZ	48773 250TH AVE PITTSFIELD	723-8808	dan_mcclellan@ccc.org
Chris Johnson	Box 191 PITTSFIELD	217-495-6854	pkend@pkhighway.com
BOB RAUCH	35 BARNHART DR JACKSONVILLE, IL	217-693-7255	Bob.Rauch@ccc.org
Dirk Eickman	1716 West Main	217-742-3403	dirk.erickson@ccc.org

APPENDIX C
REVISION HISTORY

Revised May 17, 2012

ATTACHMENT 2: PUBLIC MEETING INFORMATION

Public Meeting #1, October 12, 2011



Illinois Department of Transportation

Division of Highways / Region 4 / District 6
126 East Ash Street / Springfield, Illinois / 62704-4792
Telephone 217/782-7301

October 7, 2011

RE: Florence Bridge – Lower Illinois River Regional Crossing Study
Scott, Pike, Green, and Calhoun Counties

Honorable Chris Ingram
Village President
P.O. Box 145
126 Main Street
Aley, Illinois 62610

Dear Village President Ingram:

The Illinois Department of Transportation will hold an Open House Public Meeting on a feasibility study for alternative access over the Illinois River in west-central Illinois, which may include possible options for the lift bridge on IL 100/IL 106 at Florence between Scott and Pike Counties. The Open House will be held from 5:00 p.m. to 7:00 p.m. on Wednesday, October 12, 2011 in the Nimrod Funk Building, located on the Scott County Fairgrounds at 401 North Walnut Street, Winchester, IL.

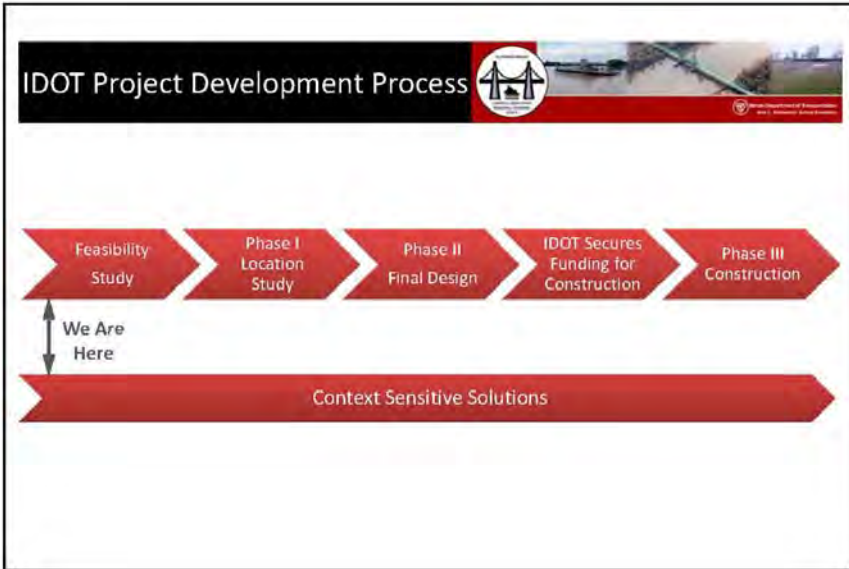
The purpose of this open house informational meeting is to provide the public with an opportunity to express concerns about existing Illinois River Crossings, including the Florence Bridge, and to suggest possible alternatives that may be considered for a proposed improvement. The meeting is an opportunity for citizens to offer feedback as the study team moves ahead. The Department will also be taking names of people interested in serving on an advisory committee as the study proceeds after this Public Information Meeting and prior to presenting the recommended alternative at a future Public Meeting.

This meeting will be conducted on an informal basis; no formal presentation is planned. A flyer is enclosed that may be used to notify affected persons.

For more information, contact Ms. Laura R. Mlacnik, P.E., Acting Program Development Engineer, Region Four, 126 East Ash Street, Springfield, Illinois, 62704, telephone (217)782-7331.

Sincerely,

Roger L. Driskell, P.E.
Deputy Director of Highways
Region Four Engineer



Operation & Maintenance Costs

Average Annual Operation & Maintenance Costs in 2010 Dollars:	
Kampsville Ferry	\$265,561
Florence Bridge	\$1,095,336

Context Sensitive Solutions



Context Sensitive Solutions (CSS) is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – it's "context". Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

CSS Process



Public Meeting #1 – October 2011

- Introduce Project / Solicit Input from Public
- Request volunteers for Citizens' Advisory Group (CAG)

CAG Meeting #1 – January 2012

- Introduce CAG members and Study Team
- Review Stakeholder Involvement Plan
- Conduct Community Context Audit
- Develop the study's Problem Statement

CAG Meeting #2 – April 2012

- Review results of Context Audit
- Discuss opportunities and constraints for project alternatives

Public Meeting #2 – June 2012

- Present recommendations and next steps

Get Involved



Louisiana Department of Transportation
State of Louisiana 4949000000

You Can Be Involved

Contact Info

Sign Up Sheet

www.lirrcs.com

Welcome!

Welcome to the Public Informational Meeting on the Florence Bridge - Lower Illinois River Regional Crossing Study. Between 5:00PM and 7:00PM, the Illinois Department of Transportation invites you to inspect the visual aids on display and to visit with staff from the Department and our consultants.

Today's Public Informational Meeting is being held in an open house format which provides for informal discussions between the participants and Department staff.

(No formal presentations concerning the project will be made during this meeting)

FACTS on the Florence Bridge

- The bridge at Florence was constructed in the early 1930's, and costs to keep this bridge operational are increasing.
- Existing average daily traffic (ADT) in 2009 – 1,300
- Projected average daily traffic (ADT) in 2029 – 1,600
- Operation and maintenance costs are approximately \$600,000 per year.
- It is anticipated that major maintenance repairs will become likely over the next 10 years. The structure is safe, however, due to its age; repairs are becoming more frequent and expensive.
- The Florence Bridge is thoroughly inspected every year to ensure its integrity.
- Over \$6,000,000 has been spent on repair and upgrades to the Florence Bridge in the last 10 years.
- The river channel through the bridge is narrow at 220 feet – hard for barge traffic to navigate. The bridge has been hit numerous times by barges throughout the years, with a recent collision in 2009 resulting in a closure for several months. Approximately 2,000 barges pass under the lift span each month.
- The Florence Bridge is a vital regional transportation link between Scott and Pike Counties. Nearest river crossing to the north is (4) four miles - I-72 Valley City Bridges (farm traffic/wide loads not allowed). Nearest river crossing to the south is (25) twenty- five miles – Kampsville Ferry.

Purpose of Public Informational Meeting

The purpose of the meeting is to introduce our project to the general public, and to seek members to be considered to serve on an advisory committee. The project consists of a feasibility study to determine the possible replacement of the Florence Bridge, within the study area of Scott, Pike, Calhoun and Greene Counties. Exhibits are available for your examination during the meeting.

The Department seeks comments and suggestions from the local community and general public regarding possible alternatives to be considered for a future proposed improvement, with a focus on measures to maintain access, reduce operational and maintenance costs, and improve safety for current and future users of the Florence Bridge and possibly other Illinois River crossings.

The Department is also looking for focused and direct input from the local community which will help us in the development of the study, as well as to understand the community's concerns and transportation needs. Such input is best obtained by the Department working with an advisory committee consisting of members from the local community, businesses, local officials and others who will represent the community's views, concerns and values and will advise the Department throughout the study process.

Interested attendees are invited to sign-up to be considered for the advisory committee, by checking the appropriate box located on the comment form, enclosed with this handout.

Please consider submitting any written comments you may have regarding this study. A comment form is enclosed with this handout for your use and may be deposited in the "Comment Box" located at the meeting. You may also mail the self-addressed comment form to the District 6 office.

Comments received by November 12, 2011 will be included in the final project record.

Thank you for attending the Public Informational Meeting!

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

_____, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): _____

I Am Village Pres. OF Village OF PEARL

I would like to see New Bridge moved down to Pearl. you could do away with ~~the~~ bridge at Grandville + also at Florence.

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): _____

move down to Pearl and you would have a bridge at HARDEN 20 mile south + bridge north 20 mile at Twin Bridge.

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): you could use old bridge until new bridge is build.

Other comments: _____

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) Roger Hatcher
Address Box 158
PEARL IL 62361
Phone number 1-217-829-4260
E-mail Address (optional) _____

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

Oct 12, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official

Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): _____

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): _____

interstate access problem for ag equipment, delays to reach I-72
bridge superstructure

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): _____

Other comments: _____

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) Blake Roderick
Address Pike and Scott County Farm Bureau's
 PO Box 6 Pittsfield IL 62303
Phone number 217-265-2233
E-mail Address (optional) blake@pikecfb.org

(Please submit your comments on or before **November 12, 2011**)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

Oct 12, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): _____

The frequent interruption of traffic flow across the current bridge because of bridge traffic makes it annoying, but to close the bridge would be an enormous burden for farmers, schools and the general population of the area

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): _____

I would favor replacing the existing bridge with access from route 1016

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): _____

Construction on a new alignment would be the least disruptive. The area just south of the bridge would be an excellent location

Other comments: _____

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) DONNA J LAWRENCE
Address P.O. Box 175
WINCHESTER, TN 37694
Phone number 217-473-5093
E-mail Address (optional) _____

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

_____, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): _____

With The ELUATOR, QUARRY, UEM The Bridge is needed

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): _____

New Bridge AT SAME LOCATION

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): TEMPORARY FERRIES

Other comments: _____

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) REN DRAKE
Address P.O. Box 193
Manchester IL 62463
Phone number 217-587-4911
E-mail Address (optional) rlc@manchestra@IRTC.net

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

10-12, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official

Agriculture Other (describe) Pike County Highway Dept.

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.):

Reduce COST TO MAINTAIN EXISTING STRUCTURE

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other):

OPEN TO UPGRADED ACCESS TO I-72

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.):

Close on ferry

Other comments: County will work WITH IDOT however needed to make Improvement happen

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) Chris Johnson

Address Box 514

Pittsboro, IL 62363

Phone number 217-473-6834

E-mail Address (optional) PIKEHO@pikehighway.com

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

Oct 12, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official

Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): _____

Narrow opening for river traffic is an antiquated concept.
New engineering techniques can alleviate that issue.

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): New Bridge at SAME location -

upgraded access to I-72 is NOT necessary for agricultural use

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): We cannot afford ANY interruption of

traffic pattern during construction and it should not be necessary as
evidenced by other bridge re-construction across the country.

Other comments: _____

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) David R. Cherry
Address 136 North Main Street
Winchester IL 62694
Phone number 217 742 3334
E-mail Address (optional) David.Cherry@yahoo.com

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

October _____, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official

(Agriculture) Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.):

road for access N of Detroit to I-72 - ~~good~~ improvements needed to road N of Detroit to I-72 - in both directions.

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other):

Access to I-72 interchange N of Detroit Both directions

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.):

Very amount of people need access to go to points both east and west of Florence Bridge

Other comments: _____

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) Lenny Lemms

Address 45399 180th Ave

Reel 261.62361

Phone number _____

E-mail Address (optional) _____

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

10/12, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): I work in Florence and drive there from Winchester Daily. It is 7 miles with the bridge and 35 miles without the bridge. I work for Cargill grain elevator and losing that bridge would cost us 70-80% of our business

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): New bridge same location

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): leave existing bridge put new one in on the south side of new one

Other comments: _____

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) James Dobson
Address 150 N. Elm St
Winchester IL 62694
Phone number 217-320-1555
E-mail Address (optional) newlok20@yahoo.com

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

10-12 - 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.):

I can see that improvement is needed for future years. My father helped build the bridge at Florence. I have lived here my 61 years. I am concerned for what happens next. I own 4 farms that rely on the bridge for daily travel.

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other):

We are a farming community, not a city urban usage. We would not be allowed machinery passage on T 72. We do cross this bridge with our implements of animal husbandry. over age usage would be devastated without it.

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.):

Temporary usage should be decided on by competent management.

Other comments: *We must all work together to better the end result for our next generation.*

I look forward to this being a success for all.

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

I am a veteran, a farmer and a concerned citizen. My home is 1 mile S. West of the bridge at Florence.

Name (please print) DAVID L. SWARTZ
Address 48773 250TH. AVE,
PITTSFIELD, ILL. 62363
Phone number 217 491 0697 cell
E-mail Address (optional) 217 723 4408 home

(Please submit your comments on or before November 12, 2011)

How can I help?

*I live behind Florence on the High Bluff.
David L. Swartz*

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

_____, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official

Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): _____

Replace - cost is high I know, costs of closure high too. another blow for our area.

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): _____

The impact of bridge closure for a small community, as you know, is huge. Lost jobs taxes ect. Replace -

Importance of Maintaining Traffic during Construction (options include possible road closure, construct on new alignment; temporary ferries; etc.): _____

or ferries.

Other comments: _____

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) Reg Cook

Address 137 N. Main

Phone number 217-242-3366

E-mail Address (optional) regcook@frontier.com

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

_____, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
 Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): _____

The high operational cost as well as the inconvenience to both automobile & river traffic are cause to look at doing something different. However, the temporary closures in recent years proved the necessity of a crossing in this general vicinity.

Suggested Alternative to Study (options include new bridge at same or other locations [specify], upgraded access to I-72; other): _____

A clear span bridge in the current location would be ideal. However I am unaware of whether the engineering of that option works.

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): _____

With the extensive time put into constructing a new bridge. Some sort of ~~temporary~~ crossing especially during harvest time is a necessity.

Other comments: _____

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) Nathan Peak
Address 650 Winchester
Glasgow Rd, Winchester IL
Phone number 217-863-0388
E-mail Address (optional) _____

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

Oct 12, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
 Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): _____

The bridge needs to be open, because of farming and
care health care provided by Illinois
Rural Health & GMO, it and Consulting
physician clinic employees that work in
Winchester, Pittsfield, Jacksonville

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): new bridge @ same location knowing
the cost might be cheaper than retrograde
and old bridge.

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): _____

Other comments: _____

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) LYNN PHILLIPS
Address 24819 468th LN
PITTSFIELD, IL 62363
Phone number 217-723-4656
E-mail Address (optional) d1phillips@irte.net

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

_____, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official

Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): In my opinion, building a bridge in the same location is the most viable option. Building it high enough to get rid of the lift span would reduce potential for barge accidents and reduce operating and maintenance costs.

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): same head above.

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): Ensuring traffic maintenance would ensure no loss of business for local businesses and keep markets open to local and non local farmers. Also state construction uses rock from Central Stone.

Other comments: Farming right next to the bridge that allows access to more markets adds value to that particular ground. Taking away that access would adversely affect tax paying farmers in a primarily farming community. Reducing options in anyway for travel is digressing.
Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) Ben Coon
Address 690 Coon Lane
 Winchester, IL 62694
Phone number 217-473-1343
E-mail Address (optional) ben-coon23@gmail.com

(Please submit your comments on or before **November 12, 2011**)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

OCT. 12, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
 Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): The companies located in Florence would be shut down if the bridge was closed down. The bridge is very necessary to the people living in the area. With the economy the way it is people cannot afford to drive the extra miles to access another bridge, I think the bridge should be upgraded and left in its location.

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): _____

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): _____

Other comments: _____

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) BARBARA ANDREWS
Address 414 RIVER RD.
Florence-Village Clark
Phone number (217) 723-4069
E-mail Address (optional) -

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

Oct, 12, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official *scott co. Board member.*
Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): *The bridge at Florence Il. is such a vital Economic Factor for Both Scott and Pike Counties it gives Local Agriculture a good market with easy Access, also a Rock Quarry that delivers Rock all over this part of Illinois these two entities also create Jobs for Both Scott + Pike Cos. which are always needed.*

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): *I believe it would be better to move at least the east side Abutment & Piers to allow for barge traffic to get straighter when coming from North. North of current bridge is a curve to the west which at high water levels could be hard to navigate.*

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): *Road closure would not be a viable option because of the Adverse economic impact on Local Business and Commerce. - New Bridge built while old bridge still used.*

Other comments: *New Bridge would be great but the local economy Needs a Bridge at Florence IL No matter what - I know funding will be a problem - But it is not getting any cheaper.*

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

REC'D DIST 6
OCT 21 2011
STUDIES & PLANS

Name (please print) *Craig J. Lashmett*
Address *989 E 18th St 36
P.O. Box 106
Winchester IL 62694*
Phone number *217-242-5880 or 217-204-1833*
E-mail Address (optional) *clash@irtc.net*

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

10/12, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official

Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.):

Agricultural use is the primary reason to maintain. Our economy in Scott & Pike County relies heavily on agriculture.

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other):

Replace existing bridge in same location

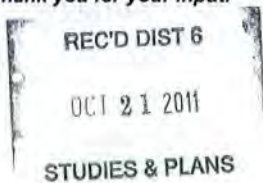
Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.):

Maintaining old bridge during construction of new bridge would be beneficial to the many people who use it daily.

Other comments: _____

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.



Name (please print) Laurie Peak
Address 805 Hoots Rd
Winchester IL
Phone number 217-742-9364
E-mail Address (optional) patpeak@msn.com

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

10/24/11
JAW

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

Oct 20, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): ECONOMIC VIABILITY OF AREA - BUSINESSES, CARBON GRAIN FACILITIES AND SUPPORT BUSINESSES, ROCK COMPANY, TOWNEN/RESTAURANT, BOB & BARBARA'S, ETC., WATER RECREATION, FARMING ACTIVITIES, EMERGENCY SERVICES, ILLINOIS TANK PAVING, CONSTRUCTION FIRM, ETC.

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): REPLACE AT EXISTENCE LOCATION

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): IMPORTANT TO MAINTAIN TRAFFIC! CONSTRUCT ON NEW ALIGNMENT @ LOCATION 100 TO 200 YARDS DOWNSTREAM.

Other comments: PRESSENT LOCATION CONNECTS WINCHESTER (AND EAST) WITH RYDFIELD (AND WEST)

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) DICK RAWLINGS
Address 35 BRIARWYCK DR
JACKSONVILLE, TN 37650
Phone number 217/473-1255
E-mail Address (optional) RAWLINGS.DICK@GMAIL.COM

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

10/24/11
KCN

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

10/11/11, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): _____

The current bridge is the route that about 90% of our customers use to gain access to our facility.

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): _____

Currently I think a new bridge built adjacent to the current bridge is the best solution. The infrastructure is already in place to move traffic east and west.

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): _____

The important issue is to build a bridge in the same general area. It would be great if traffic could be maintained during construction, however, I would rather be inconvenienced

one year for construction than the next fifty years if the bridge was constructed several miles away. The current bridge location is key to our operations location.

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) BRIAN L. DOCKERY
Address 1701 5TH AVE
MILINE, IL 61265
Phone number 309-781-4240
E-mail Address (optional) BDOCKERY@CENTRALSTONE.COM

(Please submit your comments on or before November 12, 2011)

10/24/11
FW

*Florence Guest House
(Village of Florence)
402 River Road
Pittsfield, IL 62363
www.florenceguesthouse.com*

Mr. Roger L. Driskell , P.E., Regional Engineer
IDOT
126 East Ash St.
Springfield, IL 62704-4792

Attn: Laura R. Miacknik, P.E.

Hello,

I hope that You will consider reading this letter along with the form that I have returned to You.

My Personal situation is 3-fold; I live in Florence, own/operate the Florence Guest House & I work at the Cargill-Florence Facility. Maybe an unusual situation, but real.

I completely understand the concern per the current Florence Bridge which connects Pike County to Scotty County. Upkeep, ageing structure, tugs/barges using it for "target practice" & constant bridge tender needed.

~~Florence Bridge:

The Biggest, Personal Concern of mine for years has been the idea of larger vehicles on the road & using the bridge, especially the trucks hauling their commodity over that structure. I have a feeling they all don't abide by the 80,000lb load limit when the portable scales are nowhere in sight!!!

~~Eagle Bridge:

Will that lone bridge be able to handle ALL the additional traffic it will have no choice but to endure on a daily basis? Right now the pressure is shared by both bridges. If Eagle Bridge becomes the ONLY bridge in the entire area, there will be no choice **Eagle Bridge or Nothing!!!

~~Direct Effects:

There are residents living on both sides of the Illinois River that work on the opposite side. There are businesses: very small like my guest house as well as large like Cargill & the Stone Quarry that will feel the Direct Hit per the future decisions to be made. Other Companies that run vehicles; cars, vans or trucks, over that bridge to make their business' survive will also feel the Huge Impact.

WE ALL NEED OUR BRIDGE!!!! Had two bridges not been needed back when each was constructed then there wouldn't be two bridges. Just because one got too old/too expensive to operate Doesn't mean Two Bridges are not needed!!!!!! THEY ARE BOTH VALUABLE/BOTH MUCH NEEDED!!!!

~~Synopsis:

What those involved in this huge project need to realize & successfully address is the personal & business effects this undertaking will present EVERYONE in this west/central Illinois area!!
No One will be excluded from the impact the decisions You, at the State level, will be making!!!!!!!

~~My Final Thoughts:

I Truly Believe that those making the final decisions (would YOU agree to the final plans if YOU were living here or if YOU were running a business here??!??) can find the Winning Solution for EVERYONE with a Calm Demeanor, Heartfelt Understanding (Feel Where We All Are) & Open Minds. Final decisions made will make Everyone involved Hero's after this undertaking becomes a Successful Endeavor!!!

The future of the Great People & Great Businesses in this area are in Your Hands!
Please Do What's Right For All Involved.

~WE ALL COUNT~

Very Respectfully Sent,

Nancy Sue Kurpaitis

402 River Rd.

(Village of Florence)

Pittsfield, IL 62363

217-723-4646

815-474-6811 (cell)

florencequesthouse@adams.net

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

Oct. 20, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
Agriculture Other (describe) (Direct) FLORENCE RESIDENT

Comments: * BOTH APPLY

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.):

PLEASE SEE ATTACHED PAPER

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other):

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): PLEASE SEE ATTACHED PAPER.

Other comments: PLEASE SEE ATTACHED PAPER.

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) NANCY SUE KURPATIS
Address 402 RIVER RD (WIL./FLORENCE)
PITTSFIELD, IL 62303
Phone number 217-723-4646
E-mail Address (optional) FLORENCE@BESTHOUSE&QDARMS.NET

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

10-20, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): _____

Down time when bridge is up affects delivery of product
Past temporary closures highly affected delivery of product
and the cost thereof.

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): _____

New bridge that is not shut down by river traffic is needed.
IL 106 crossing the Illinois River at Florence is an
established route for the delivery of goods used by established
local businesses, the use of which is critical.

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): _____

Maintaining traffic during construction is
critical to local businesses. Road closure or ferries would NOT
be possible for the delivery of truckload products that constantly

~~Other comments:~~ use the existing bridge. Keeping the existing bridge open
while a new bridge and alignment are constructed near the existing
bridge, is essential to local businesses.

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) Dirk Erickson

Address Rt 106 west, PO Box 258

Winchester, IL 62694

Phone number 217-742-3103

E-mail Address (optional) dirk.erickson@ucm.biz

Illinois Valley Paving, a division of United Contractors Midwest, Inc.
(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

Oct 17, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business interested Local Community Elected Official

If you are short on members, There are other worthier people to serve than I.
Agriculture Other (describe) _____
Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): _____

I've heard river pilots say how hard it is to drive a tow through the span "like threading a needle". I know the cost of operation + maintenance is high and should be eliminated when possible but ---

it is so convenient for east-bound travels rather than 7mi north

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): _____

upgraded access to I-72 on Detroit - Briggsville road wouldn't be bad if farm machinery were allowed to use it to cross the river.

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): _____

It would certainly be convenient to have a crossing.

Other comments: It's picturesque and historic + a tourist attraction.

I'm not a fanatic - just interested

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Is there a photo of old road before 1950? It was a curvy, slow main route to Chicago I've been told.

Name (please print) CAROL McCARTNEY
Address 43007-260th Ave
Pittsfield, IL 62363
Phone number 285-4629
E-mail Address (optional) jeffm@adams.net

(Please submit your comments on or before November 12, 2011)

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

Oct. 24, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): _____

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): _____

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): Critical to maintain existing traffic for local businesses

Other comments: Illinois Valley Paving Company located on IL 106 near Florence, is owned by (UCRM) would like to maintain operations at that location.

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) David Bruner (UCRM)
Address ~~#1200~~ 3151 Robbins Rd.
Springfield, IL 62791
Phone number 217-546-6192
E-mail Address (optional) david.bruner@ucrm.biz

(Please submit your comments on or before November 12, 2011)



November 9, 2011

Mr. Roger L. Driskell, P.E., Regional Engineer
Illinois Department of Transportation
Division of Highways, District 6
126 East Ash Street
Springfield, IL 62704-4792
Attn: Bureau of Program Development, Laura R. Mlacknik, P.E.

Dear Ms. Mlacknik,

On behalf of Cargill AgHorizons, I appreciated the opportunity to participate in the Illinois Department of Transportation's public hearing on Lower Illinois River Regional Crossing Study. Any future bridge or road construction will impact the local businesses and communities that rely on the Florence Bridge.

Cargill AgHorizons, a business unit of Cargill, Inc., operates an elevator with a 1.8 million bushel storage capacity to the Southwest of the Florence Bridge on the Illinois River. In operation since the 1950's, Cargill AgHorizons originates, stores, transports and exports grain and oilseeds and offers commodity risk management products for Illinois farmer customers.

Cargill, and its extensive Illinois farmer customer network, relies heavily on the Florence Bridge to receive corn and soybeans. A link between farm customers delivering grain to Cargill's grain terminal is vital for continued operations. Constructing a bridge adjacent to the existing lift bridge is the most efficient use of the existing road and infrastructure network for commercial aggregate and agricultural operations.

I would like to participate on the Advisory Committee for this project as well as recommend a Cargill farmer customer to represent the local agriculture community. I look forward to a continued dialogue with the Citizens' Advisory Group about the Lower Illinois River Regional Crossing Study.

Sincerely,

Fred Oelschlaeger

IDOT R4/Dist 6

NOV 10 2011

LEB

Prog Dev

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

Nov 9, 2011

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): _____

See Attached

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): _____

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): _____

Other comments: _____

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) Fred Oelschlaeger
Address 3201 W. White Oaks Drive
Springfield, IL 62704
Phone number 563-320-5091
E-mail Address (optional) fred.oelschlaeger@
Cargill.com

(Please submit your comments on or before November 12, 2011)

Senator John Sullivan
Assistant Majority Leader
Illinois State Senate • 47th District

417 State House
Springfield, Illinois 62706
217/782-2479
217/558-0168 Fax
jsullivan@senatedem.ilga.gov
www.senatorjohnsullivan.com



Committees
Energy
Higher Education
Insurance
Revenue
Transportation

December 1, 2011

REC'D DIST 6
DEC 06 2011
STUDIES & PLANS

Mr. Roger L. Driskell, Regional Engineer
Illinois Department of Transportation
District 6
126 East Ash Street
Springfield, IL 62704

RE: Cargill participation in Advisory Committee on Florence Bridge Future
Lower Illinois River Regional Crossing Study

Dear Roger:

I write today to give my support to Cargill's representative, Mr. Fred Oelschlaeger's request to participate in the IDOT Advisory Committee for the Florence Bridge developments. I also support the idea that a Cargill farmer customer be made a part of the Committee.

As mentioned in the letter from Cargill to Ms. Mlacknik, Bureau of Program Development, Cargill operates an elevator with a 1.8 million bushel storage capacity to the southwest of the Florence Bridge on the Illinois River. They rely heavily on the Florence Bridge to receive corn and soybeans and the link that the bridge provides to their customers is vital to continue their operation.

If you have any questions, please don't hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "John Sullivan".

John Sullivan
Illinois State Senate - 47th District

926 Broadway, #6, Quincy, Illinois 62301 • 217/222-2295 • 217/222-2944 Fax • senjohn@adams.net
440 N. Lafayette, #100, Macomb, Illinois 61455 • 309/833-5526 • 309/833-5687 Fax • senjohns@macomb.com

RECYCLED PAPER • SOYBEAN INKS

RS LRM

PUBLIC OPINION SURVEY & COMMENT SHEET

Public Informational Meeting
Florence Bridge - Lower Illinois River Regional Crossing Study
Pike, Scott, Greene and Calhoun Counties

JAN 9 2012

Yes, I would like to be considered to serve on an Advisory Committee for this project

Representing (circle one): Business Local Community Elected Official
Agriculture Other (describe) _____

Comments:

Purpose and Need for an Improvement (high operational and maintenance cost; need for improved access; high adverse travel during past temporary closures; narrow opening for river traffic; etc.): _____

Florence bridge is crucial to the Cargill elevator located in Florence. Without the bridge the elevator would close causing 7 people to lose their jobs.

Suggested Alternative to Study (options include new bridge at same or other locations [specify]; upgraded access to I-72; other): _____

Importance of Maintaining Traffic during Construction (options include possible road closure; construct on new alignment; temporary ferries; etc.): _____

Other comments: _____

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary).

Thank you for your input.

Name (please print) Dan McLennan (Cargill)
Address 401 RIVER RD
Pittsfield IL 62863
Phone number 217-723-4302
E-mail Address (optional) dan_mclennan@cargill.com

(Please submit your comments on or before November 12, 2011)

Welcome!



**Florence Bridge – Lower Illinois River Regional Crossing Study
(LIRRC)**

Public Informational Meeting #2

May 1, 2013

Thank you for your participation!



Context Sensitive Solutions



Context Sensitive Solutions (CSS) is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – it's "context". Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

IDOT Project Development Process



Problem Statement



“The transportation problem associated with the existing crossing over the Illinois River at Florence, Illinois is that the bridge structure is reaching an age and condition such that the Department has determined making repairs is less cost effective than to consider replacement options.

Alternative bridge crossings are limited in the Lower Illinois River Valley making the Florence Bridge a critical point for local and regional traffic and economic sustainability. Additionally, the river channel curvature and narrow opening at the bridge crossing, results in reduced navigability for barge traffic and, therefore, an increased risk for barge-bridge collisions.”

Alternatives Studied



1. No Action – Operate Lift Bridge & Repair as Needed
2. Remove Florence Bridge – No Improvement
3. Remove Florence Bridge - Improve CH14 and Construct New Interchange at I-72
4. Remove and Replace Florence Bridge (directly upstream/downstream of existing bridge)
5. Remove Florence Bridge and Replace at Pearl

Alternatives Studied Matrix



Alternative	Pros	Cons	Cost (2013)	Avg. Annual Cost over 75 Years
1. No Action - Operate Lift Bridge & Repair as Needed	<ul style="list-style-type: none"> • Access maintained • Minimal environmental impacts 	<ul style="list-style-type: none"> • Travel efficiency impacted by river traffic and farm implements • Cost of maintenance will increase with time • Potential for long term closures 	\$0	\$2.5M
2. Remove Florence Bridge – No Improvement	<ul style="list-style-type: none"> • Addresses safety hazards for river and roadway traffic • Minimal environmental impacts 	<ul style="list-style-type: none"> • Adverse travel • Reduced access 	\$2.2M	\$0.03M
3. Improve CH14 and Construct New Interchange at I-72	<ul style="list-style-type: none"> • Addresses safety hazards for river and roadway traffic 	<ul style="list-style-type: none"> • Adverse travel • Environmental impacts 	\$10.1M	\$0.2M
4. Remove and Replace Florence Bridge	<ul style="list-style-type: none"> • Addresses safety hazards for river and roadway traffic • Access maintained 	<ul style="list-style-type: none"> • Environmental impacts 	\$71.8M	\$ 1.4M
5. Remove Florence Bridge and Replace at Pearl	<ul style="list-style-type: none"> • Addresses safety hazards for river and roadway traffic • Improve access for area residents 	<ul style="list-style-type: none"> • Environmental impacts • Adverse travel for residents in and around Florence 	\$85.5M	\$1.6M

Alternatives Recommended for Further Study



Alternative 3: Improve CH14 and Construct New Interchange at I-72



Alternative 4: Remove and Replace Florence Bridge (directly upstream/downstream of existing bridge)

What's next?



- Secure Funding and Conduct Phase I Location Study
- Continue to Pursue Funding Opportunities





ILLINOIS DEPARTMENT OF TRANSPORTATION

Division of Highways / Region 4, District 6
126 East Ash Street / Springfield, IL 62704
Contact: Vincent Madonia, P.E. (217) 785-9046

*FAP Route 757 (IL 106)
Scott, Pike, Calhoun, and Greene Counties
Lower Illinois River Regional Crossing Study
I-72 to IL Route 108*

Comment Sheet

I am for the Florence Bridge remaining in place & continuing in working order. Ten (10) months without it was 10 months to long. I do not understand why there are "any" alternatives after spending the kind of money that was spent repairing it. That was way to much money to be considering an alternative. Isn't the State broke?? The bridge serves many purposes & many people. The goal should be to keep the bridge in place in working condition. Without it - it cause alot of problems for to many people.

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary) on or before May 31, 2018.

Or, Comments may be submitted electronically through the project website (www.lirrcs.com).

Thank you for your input.

Comment by (Please Print)

Name: Lori Orr
Address: 47800 240th Ave.
Pittsfield Il. 62363
Phone: 217-723-4434



ILLINOIS DEPARTMENT OF TRANSPORTATION

Division of Highways / Region 4, District 6
126 East Ash Street / Springfield, IL 62704
Contact: Vincent Madonia, P.E. (217) 785-9046

*FAP Route 757 (IL 106)
Scott, Pike, Calhoun, and Greene Counties
Lower Illinois River Regional Crossing Study
I-72 to IL Route 108*

Comment Sheet

*Interstate on Detroit Road - put in
interchange - signs that farmers
have right of way on right hand lane*

*Please drop in the comment box or fold and mail
to the address printed on the other side of this
form (add extra sheet if necessary) on or before
May 31, 2018.*

*Or, Comments may be submitted electronically
through the project website (www.lirrcs.com).*

Thank you for your input.

Comment by (Please Print)

Name: WAYNE RILEY
Address: 43678 - 330th
Griggsville 62340
Phone: 217-833-2207



ILLINOIS DEPARTMENT OF TRANSPORTATION

Division of Highways / Region 4, District 6
126 East Ash Street / Springfield, IL 62704
Contact: Vincent Madonia, P.E. (217) 785-91

Dick

Dick Rawlings

Community Advisory Group Member

7 (IL 106)
Counties
1g Study
ute 108

Co

- New Alignment at Florence is preferred because:
- 1) I-106 is between county seats of Scott Co. (Winchester) and Pike County (Pittsfield)
 - 2) Major commercial areas served by I-106 are Winchester & Pittsfield.
 - 3) Winchester & Pittsfield School Districts would be impacted iff Florence Bridge is eliminated
 - 4) Farmers have farm ground on both sides of Illinois River
 - 5) Grain Elevator in Florence handles grain from both sides of Illinois River.

Please drop in the comment box or fold and mail to the address printed on the other side of this form (add extra sheet if necessary) on or before May 31, 2011.

Or, Comments may be submitted electronically through the project website (www.iirrcs.com).

Thank you for your input.

Comment by (Please Print)

Name: Dick Rawlings
 Address: 35 Briarwyck Dr
Jacksonville, IL 62650
 Phone: 217/473-1255 (cell)



Lower Illinois River Regional Crossing Study

WELCOME!

The Illinois Department of Transportation (IDOT) District 6 welcomes you to this open house Public Informational Meeting for the Florence Bridge—Lower Illinois River Regional Crossing Study (LIRRCS).

We invite you to browse the project exhibits on display and visit with personnel from IDOT and their consultants in attendance at today's meeting. Your comments and opinions are an important part of this meeting and you are encouraged to provide them in writing or discuss them with staff in attendance. Written questions or comments should be placed in the comment box or mailed to the address shown on the comment form.

No formal presentation will be made during this meeting.

PURPOSE OF PUBLIC INFORMATIONAL MEETING

The purpose of this meeting is to:

- ⇒ Present the recommended alternatives designed to address access across the Lower Illinois River.
- ⇒ Obtain public input concerning the recommended alternatives for the LIRRCS.
- ⇒ Discuss the project's next steps.



www.lirrcs.com

Public Informational Meeting #2
Wednesday, May 1, 2013
5:00 p.m. – 7:00 p.m.
Scott County Fair Grounds,
Nimrod Funk Building
401 North Walnut Street, Winchester, IL

OVERVIEW OF THE STUDY

The purpose of the LIRRCs is to assess the feasibility of improved access across the Illinois River in west-central Illinois. The overall study area includes Scott, Pike, Calhoun and Greene Counties. The study will focus on potential measures to maintain access, reduce operations and maintenance costs, and improve safety for current and future users of the Florence Bridge crossing.

The existing bridge at Florence is a lift-span bridge with high operating costs. The IDOT estimates that annual operating costs are about \$1.5 million. Barge collisions have damaged the bridge in recent years, contributing to maintenance costs.

The nearest downstream crossing is the Kampsville Ferry, located 25 miles south of Florence. The nearest crossing to the north is I-72, located 4 miles north of Florence. By vehicle, motorists on the west side of the bridge must travel approximately 23 miles one way to access the nearest I-72 interchange while motorists on the east side of the bridge must travel approximately 10 miles one way to access the nearest I-72 interchange. Farm implements are not allowed on I-72 and, therefore, must travel even further distances to cross the Illinois River. Local industries make numerous trips across the Florence Bridge each day, making its presence vital to the economy and mobility of the region.

THE IDOT STUDY PROCESS

The Feasibility Study uses a broad-brush look at both the scope and the purpose of the project, determining whether it can be accomplished in a manner that is reasonable and feasible. The Feasibility Study examined a variety of engineering and environmental factors, including generalized economic, social, and environmental impacts of potential alternatives. IDOT will use the results of the Feasibility Study to prioritize funding for a Phase I Location Study. The Phase I Location Study initiates preliminary engineering to determine the construction footprint of the preferred alternative. Detailed environmental surveys are conducted during the Phase I Location Study, and measures designed to avoid, minimize, and/or mitigate impacts to environmental resources are identified. The subsequent phases, Phase II and III, include the preparation of the final design package (construction documents) and the actual construction. Each project phase is funded separately and, thus, progresses forward based on the availability of funding.



We Are Here



THE PROJECT CSS PROCESS

The existing Illinois River crossing is a critical transportation element for both highway and river traffic. As such, IDOT has designated this project as a Context Sensitive Solutions (CSS) study. CSS is defined as, "An interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its 'context'". Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.



Attendees and Study Team at Public Meeting #1

CAG MEETINGS

At the first public meeting, IDOT sought volunteers to participate in the Citizens Advisory Group (CAG). Members of the CAG represent a variety of interests within the project area. They are valuable in guiding the Feasibility Study and in acting as a point of contact for other residents in the area. Two CAG meetings have occurred as part of this study. The CAG meetings acted as a means to facilitate two-way communication between the Study Team and the stakeholders.

PUBLIC MEETING #1: October 12, 2011

A public kickoff meeting was held in October of 2011, at the Scott County Fairgrounds in Winchester, Illinois. The purpose of the public meeting was to introduce the study to the public, to gather comments, and to request participants for the CAG. Exhibits were provided showing the study area, information on the existing bridge, and the project study process. The meeting provided opportunities for members of the public to review information from the study and to offer written or verbal comments.

A summary of the major comment themes from approximately 25 respondents included:

- Florence Bridge is an essential artery to the local business network;
- The fundamental concerns for Florence Bridge include age, maintenance costs, traffic, barge-bridge collisions, and alternate access routes;
- Overall majority supported further study of the potential solution regarding removal and replacement of Florence Bridge, either directly upstream or downstream of the existing bridge.

At the first CAG meeting held in May 2012, participants were asked to consider several alternatives that could potentially resolve some of the concerns surrounding the existing bridge. Most participants felt strongly that Florence Bridge should be maintained in the same general location and the effect on local community with respect to travel, business, agriculture, and the environment were most important in considering future alternatives. Most participants also felt strongly that a bridge at a new location would be undesirable. When given the situation that a temporary detour route become necessary, the most frequently chosen option was to construct a new interchange at I-72 west of the Illinois River with upgraded local roads; however, farm implements would still not have access to the use of I-72.



Participants at CAG Meeting #1

The second CAG meeting was held in August 2012, which began with a discussion regarding the emergency closure of the Florence Bridge. Following this discussion, revised cost estimates were presented, and CAG members were asked to rank the proposed alternatives into their top three preferred alternatives. The results of ranking are as follows: (1) Remove and Replace Florence Bridge in the near vicinity of the existing structure; (2) Remove Florence Bridge and make improvements to County Highway 14 and add an interchange at I-72; (3) Remove Florence Bridge and replace it near the town of Pearl.

RANGE OF ALTERNATIVES

An initial range of options was developed by the project team and first presented to the CAG. These alternatives included the following:

Alternative #1: No Action (operate lift bridge and repair as needed);

Alternative #2: Remove Florence Bridge (no improvement);

Alternative #3: Remove Florence Bridge (improvements to CH 14 and an interchange at I-72);

Alternative #4: Remove and replace Florence Bridge (directly upstream or downstream of existing bridge);

Alternative #5: Remove Florence Bridge and Replace at Pearl.

As noted on the previous page, at the second CAG meeting, CAG members were given the opportunity to rank their top three options. Together with these recommendations, the project study team further analyzed the alternatives. As a result of this analysis, the following alternatives (on display today) were recommended for further study:

Alternative #4: Remove and Replace Florence Bridge (directly upstream or downstream of existing bridge)

Alternative #3: Improve CH 14 and Construct New Interchange

We encourage you to browse the exhibits of these alternatives and provide us with any comments you have by filling out a comment form.

NEXT STEPS

- ⇒ Secure Funding and Conduct a Phase I Location Study
- ⇒ Continue to Pursue Funding Opportunities



THANK YOU FOR ATTENDING THE PUBLIC INFORMATIONAL MEETING!

QUESTIONS, COMMENTS, AND INFORMATION:

Written comments and opinions may be submitted during this Public Meeting or mailed to the address below no later than May 31, 2013.

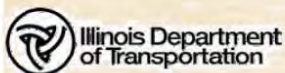
Correspondence should be addressed to:

Mr. Roger Driskell, P.E., Regional Engineer
Illinois Department of Transportation
Division of Highways, District 6
126 East Ash Street
Springfield, IL 62704-4792

Attn: Bureau of Program Development
Ms. Laura R. Mlacnik, P.E.

We're on the web! Please visit the LIRCS website:

www.lirrcs.com



**Illinois Department
of Transportation**

ATTACHMENT 3: CAG MEETING INFORMATION

CAG Meeting #1 - May 16, 2012



Illinois Department of Transportation

Division of Highways / Region 4 / District 6
126 East Ash Street / Springfield, Illinois / 62704-4792
Telephone 217/782-7301

May 1, 2012

RE: FAP Route 309 (IL 106)
Job No. D-96-030-10
Scott, Pike, Calhoun, and Greene Counties
Florence Bridge – Lower Illinois River Regional Crossing Study
I-72 to IL Route 108

Dear Mr. or Mrs.:

Thank you for your interest in representing your community in the Florence Bridge – Lower Illinois River Regional Crossing Study (LIRRCS). The purpose of the LIRRCS is to evaluate possible options for the Florence Bridge, within the study area of Scott, Pike, Calhoun, and Greene Counties. The Florence Bridge is an important transportation link between Scott and Pike Counties; therefore, the Illinois Department of Transportation (IDOT) is seeking input from the stakeholders that utilize this crossing. Thus far, IDOT has hosted one public meeting to introduce the LIRRCS to the general public and to seek members who would be willing to serve on the Community Advisory Group (CAG). IDOT has reviewed comment sheets received from the first public meeting and would like to invite you to be a member of the CAG. The first CAG meeting will be held Wednesday, May 16th at 6:30 PM at the Nimrod Funk Building and will be open to the general public.

The purpose of the first CAG meeting will be to:

- Introduce the Study Team made up of IDOT and consultant staff.
- Review and approve meeting ground rules.
- Formalize the CAG.
- Review background information related to the study.
- Develop a problem statement which will guide the Study Team in considering solutions to the problem.
- Review a Community Context Audit which will assist the Study Team in understanding the elements of the community/region that are important to its residents.
- Review and suggest different alternatives.

Please take a few minutes to fill out the enclosed Community Context Audit and return in the provided stamped return envelope. We would appreciate it if you could return this form within the week so we may incorporate as many responses as possible into the first meeting.

Again, thank you for your interest in this process. We look forward to working with you throughout the study and hope to see you on Wednesday, May 16th, at 6:30 p.m. in Winchester, IL.

Sincerely,

Roger L. Driskell, P.E.
Deputy Director of Highways
Region Four Engineer



CITIZENS ADVISORY GROUP (CAG) MEETING NO. 1

IL 106 (FAP 757)
SCOTT, PIKE, CALHOUN, AND GREENE COUNTIES
FLORENCE BRIDGE – LOWER ILLINOIS RIVER REGIONAL CROSSING STUDY
MAY 16, 2012, 6:30 P.M.

AGENDA

1. Sign In
2. Introductions (IDOT)
 - a. Welcome Statement
 - b. Study Team Introduction
 - c. CAG member introductions
 - d. Stakeholder Involvement Plan
3. Review and approve meeting ground rules (KEG)
4. Review Background Information (IDOT/H&S)
 - a. Study area
 - b. Explain feasibility study / PE I process
 - c. Bridge Condition
 - d. Maintenance Costs
 - e. Traffic
 - f. Accidents
 - i. Highway
 - ii. River
5. Review Community Context Audit results (KEG)
6. Review and approve a problem statement (KEG)
7. Present options and associated pros and cons (H&S)
 - a. No Action – Operate Lift Bridge & Repair as Needed
 - b. Remove Florence Bridge – No Improvement
 - c. Remove Florence Bridge – Improve CH14 and Construct New Interchange at I72
 - d. Remove and Replace Florence Bridge
 - e. Remove Florence Bridge and Replace at Pearl
 - f. Remove Florence Bridge and Replace at Other Location
 - g. Discussion on alternate access in case of bridge closure situation
 - h. Open discussion on options
8. CSS Schedule (IDOT)
 - a. schedule next meeting
 - b. discuss goals of next meeting
9. Wrap Up (KEG)
 - a. Review accomplished goals of meeting
 - b. Review action Items



Welcome!



Welcome to the first Community Advisory Group meeting for the Florence Bridge – Lower Illinois Regional Crossing Study

May 16, 2012



Agenda



- ✓ Introduce Study Team and CAG Members
- ✓ Review Stakeholder Involvement Plan
- ✓ Approve CAG Meeting Ground Rules
- ✓ Review Background Information
- ✓ Review Community Context Audit Results
- ✓ Review and Approve Draft Problem Statement
- ✓ Review Potential Solution Alternatives
- ✓ CSS Schedule
- ✓ Wrap Up

Study Team Members



IDOT

- Roger Driskell
- Laura Mlacnik
- John Negangard
- Vince Madonia
- Jay Edwards

Horner & Shifrin, Inc.




- Steve Donahue
- Brad Riechmann

Kaskaskia Engineering Group, LLC


- Marsia Geldert-Murphey
- Natalie Porter



Purpose of Study



The purpose of the LIRRC is to seek input from the local community and general public regarding possible alternatives to be considered for a future proposed improvement.



Feasibility Study



Examines the preliminary economic, social, and environmental impacts of the proposed project, to determine levels of benefit overall to the region. Public involvement at this stage focuses on potential specific impacts from the project. IDOT also conducts transportation needs studies, demographic information and projects, and basic environmental information. The feasibility study will help direct whether to move forward with a Phase I study (which consists of scoping and initial engineering).

Stakeholder Involvement Plan



The goal of the Stakeholder Involvement Plan (SIP) is to actively seek the participation of communities, agencies, individual interest groups, and the general public throughout the study process. The SIP provides the framework for achieving consensus and communicating the decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions.

The Florence Bridge – Lower Illinois Regional Crossing Study SIP can be found at the study website: www.lirrcs.com

Review and Approve CAG Meeting Ground Rules



Illinois Department of Transportation
1001 North Dearborn Street

1. Work using the informal method of communication.
2. Understand that all meetings are open to the public.
3. Understand that only CAG members are to participate during discussion of agenda items; public comments and discussion may be allowed as an optional final agenda item, time permitting.
4. The role of the stakeholders is to advise the Study Team who will use the information from the feasibility study to guide potential future engineering and design studies.
5. Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input was duly considered.
6. Participate freely and discuss differences openly.
7. Express all ideas, true feelings, and real concerns in a reasonable and courteous manner.
8. Speak openly without attacking individuals personally.
9. Look forward, not backward.
10. Work together for the greater community's interest.
11. Respect the group and its time.
12. Support open communication throughout the greater community.
13. Respect the guidance provided by the Advisory Group facilitator.

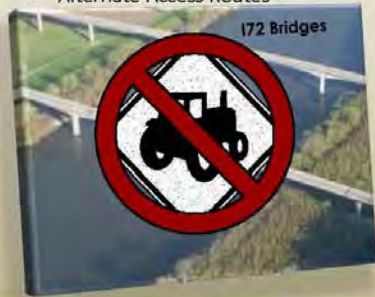


Background Information



Concerns with Existing Florence Bridge

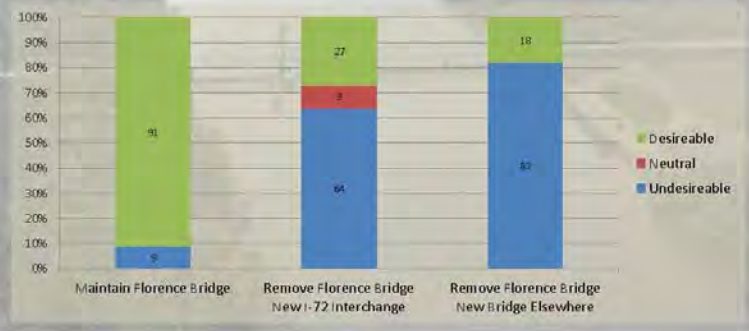
- Age
- Maintenance Costs
- Traffic
- Barge-Bridge Collisions
- Alternate Access Routes



Review Community Context Audit Results



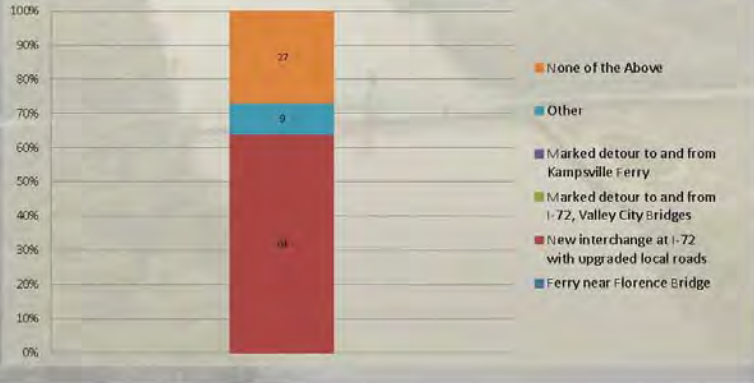
- 1.) How desirable is it to maintain the existing river crossing at Florence?
- 2.) How desirable would it be to remove the Florence Bridge and construct a new interchange at I-72 with upgraded local roads?
- 3.) How desirable would it be to remove the Florence Bridge and provide a new river crossing downstream?



Review Community Context Audit Results



4.) If the Florence Bridge is to become unserviceable for a long period of time in the future, which temporary access crossing would be more desirable?

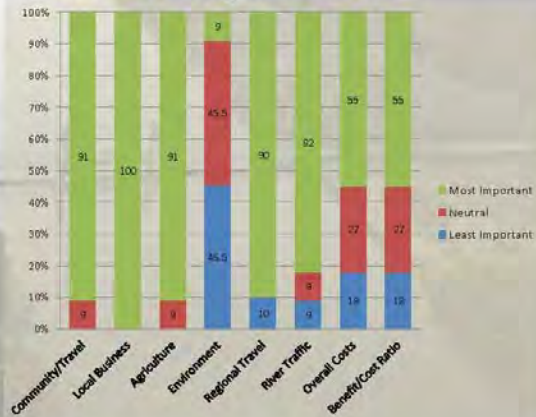


Review Community Context Audit Results



5.) How Important are the following factors when deciding whether to replace the existing Florence Bridge at the existing location or to choose another crossing option:

- Effect on local community/travel
- Local business concerns
- Agricultural concerns
- Environmental concerns
- Effect on regional travel
- Effect on river traffic
- Overall costs
- Benefit/Cost ratio



Approved Problem Statement



The transportation problem associated with the existing crossing over the Illinois River at Florence, Illinois is that the bridge structure is reaching an age and condition such that the Department has determined making repairs is less cost effective than to consider replacement options.

Alternative bridge crossings are limited in the Lower Illinois River Valley making the Florence Bridge a critical point for local and regional traffic and economic sustainability. Additionally, the river channel curvature and narrow opening at the bridge crossing, results in reduced navigability for barge traffic and, therefore, an increased risk for barge-bridge collisions.



Potential Solutions



1. No Action – Operate Lift Bridge & Repair as Needed
2. Remove Florence Bridge – No Improvement
3. Remove Florence Bridge – Improve CH14 and Construct New Interchange at I-72
4. Remove and Replace Florence Bridge (directly upstream/downstream of existing bridge)
5. Remove Florence Bridge and Replace at Pearl
6. Remove Florence Bridge and Replace at Other Location
7. Others / Combination of Prior Alternatives?

Potential Solutions



North Carolina Department of Transportation
SAFETY. EFFICIENCY. PROGRESS.

1. No Action – Operate Lift Bridge & Repair as Needed

Cost: \$24,900,000

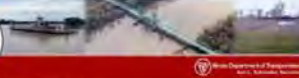
Pros:

- River crossing maintained providing access for local, commercial, and agricultural traffic; no adverse travel.
- Little or no impacts to environmental resources

Cons:

- Travel efficiency reduced when river traffic is passing under the lift span; does not address river navigability issues
- Travel efficiency reduced when farm implements are crossing bridge
- Maintenance expenses will become more costly as structure ages

Potential Solutions



North Carolina Department of Transportation
SAFETY. EFFICIENCY. PROGRESS.

2. Remove Florence Bridge – No Improvement

Cost: \$2,200,000

Pros:

- Safety hazards reduced for both river and roadway traffic
- Minimal impacts to environmental resources

Cons:

- Adverse travel for local, commercial, and agricultural traffic
- Economic impacts
- Public safety – health care facilities and services
- Severance of established infrastructure

Potential Solutions



North Carolina Department of Transportation
1001 North Salisbury Avenue

3. Remove Florence Bridge – Construct New Interchange at I-72 and Improve CH 14

Cost: \$35,200,000

Pros:

- Safety hazards reduced for both river and roadway traffic

Cons:

- Adverse travel for local, commercial, and agricultural traffic
- Construction on new alignment at interchange could result in social, cultural or environmental impacts
- Economic impacts



Potential Solutions



North Carolina Department of Transportation
1001 North Salisbury Avenue

4. Remove and Replace Florence Bridge (directly upstream/downstream of existing bridge)

Cost: \$71,800,000

Pros:

- River crossing will be maintained for local, commercial, and agricultural traffic
- Safety hazards for both river and roadway traffic would be addressed

Cons:

- New alignment may impact more social, cultural, or environmental resources



Potential Solutions



Missouri Department of Transportation
Missouri, Safe. Sound. Smart.

5. Remove Florence Bridge and Replace at Pearl

Cost: \$83,400,000

Pros:

- River crossing will be maintained for local, commercial, and agricultural traffic
- Safety hazards for both river and roadway traffic would be addressed

Cons:

- Roadway improvements may impact more social, cultural, or environmental resources
- Economic impacts to existing businesses



Potential Solutions



Missouri Department of Transportation
Missouri, Safe. Sound. Smart.

6. Remove Florence Bridge and Replace at Other Location

Cost: unknown

Pros:

- River crossing will be maintained for local, commercial, and agricultural traffic
- Safety hazards for both river and roadway traffic would be addressed

Cons:

- Potential to impact more social, cultural, or environmental resources
- Potential for adverse travel



Potential Solutions



Illinois Department of Transportation
Safety. Reliability. Accountability.

7. Others / Combination of Prior Alternatives



CSS Schedule



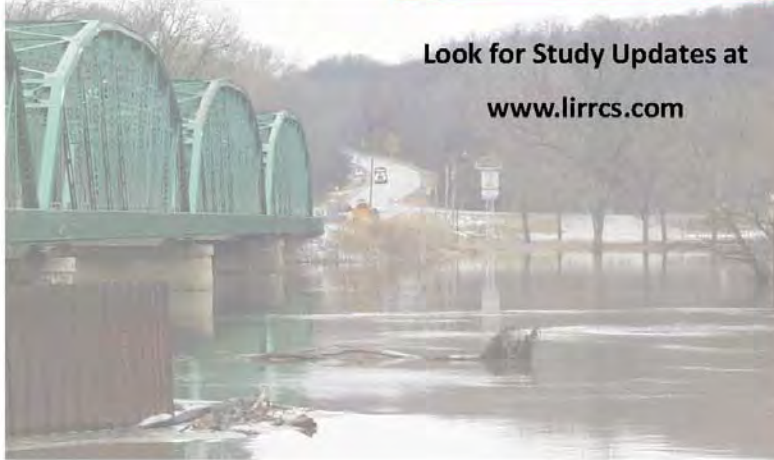
Illinois Department of Transportation
Safety. Reliability. Accountability.

- ✓ Public Hearing Open House #1 – October 2011
 - ✓ Introduce Feasibility Study/ Solicit Input from Public
 - ✓ Request volunteers for (CAG)
- CAG Meeting #1 – May 2012
 - Introduce CAG Members and Study Team
 - Review Stakeholder Involvement Plan
 - Review Community Context Audit
 - Develop the Study's Problem Statement
- CAG Meeting #2 – Summer 2012
 - Discuss opportunities and constraints for potential alternatives
- Public Hearing Open House #2 – Fall 2012
 - Present recommendations of LIRRCSS Feasibility Study

Stay Involved



Illinois Department of Transportation
SAFER • SMARTER • GREENER



**Look for Study Updates at
www.lirrcs.com**

Ground Rules



The Citizen Advisory Group (CAG) is a group of residents, community leaders and public officials representing the diverse array of stakeholders within the study area. The CAG's role is to contribute valuable information to the Department about the location, design and implementation of proposed transportation improvements. The CAG meetings provide a forum for discussion and comment on various study related issues to facilitate a more successful study overall.

1. Work using the informal method of communication.
2. Understand that all meetings are open to the public.
3. Understand that only CAG members are to participate during discussion of agenda items; public comments and discussion may be allowed as an optional final agenda item, time permitting.
4. The role of the stakeholders is to advise the Study Team who will use the information from the feasibility study to guide potential future engineering and design studies.
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13. Respect the guidance provided by the Advisory Group facilitator.



Illinois Department of Transportation

Division of Highways / District 6
126 East Ash Street / Springfield, Illinois / 62704-4792
Telephone 217/782-7301

CAG MEETING No. 1

FLORENCE BRIDGE - LOWER ILLINOIS RIVER REGIONAL CROSSING STUDY SCOTT, PIKE, CALHOUN, AND GREENE COUNTIES, ILLINOIS



Wednesday, May 16, 2012

6:30 – 8:30p.m.

**Scott County Fair Grounds, Nimrod Funk Building
401 North Walnut Street, Winchester, IL**

Roger L. Driskell, P.E.
Regional Engineer

Welcome!

Welcome to the first Citizen Advisory Group (CAG) Meeting on the Florence Bridge - Lower Illinois River Regional Crossing Study (LIRRC). Tonight's meeting will provide an opportunity for two-way discussion between the Study Team and the CAG regarding the LIRRC. Specifically, we will review background information pertaining to the existing bridge at Florence, review the results of the community context audit, seek approval of a problem statement.



The Study Team includes:

<i>Roger Driskell</i>	<i>IDOT Region 4 Engineer</i>
<i>Laura Mlacnik</i>	<i>IDOT District 6 – Acting Programs Development Engineer</i>
<i>John Negangard</i>	<i>IDOT District 6 – Studies and Plans Engineer</i>
<i>Vince Madonia</i>	<i>IDOT District 6 – Senior Team Engineer</i>
<i>Jay Edwards</i>	<i>IDOT District 6 – Design Team Leader</i>
<i>Steve Donahue</i>	<i>Horner & Shifrin, Inc., Principal in Charge</i>
<i>Brad Riechmann</i>	<i>Horner & Shifrin, Inc., Project Manager</i>
<i>Marsia Geldert-Murphey</i>	<i>Kaskaskia Engineering Group, Inc., CSS Lead</i>

Citizen Advisory Group will Influence Decisions

Interaction with potentially affected communities is important for ensuring that IDOT proposals are consistent with community goals and objectives. To provide a forum for discussions of details about the goals, objectives, potential improvements, and design of an Illinois River crossing, IDOT has requested your participation in a Citizen Advisory Group. The CAG consists of community leaders in the study area, the stakeholders with expertise or interest in environmental, land use, transportation, and economic development that are affected by the study.

The purpose of the CAG is to provide input on various study elements including defining needs and alternative development and evaluation criteria. The responsibilities of this group include providing input to the study process and reaching a consensus at study milestones, e.g. problem statement and evaluation of preliminary alternatives.



Ground Rules

The following ground rules are essential for a successful meeting and study process.

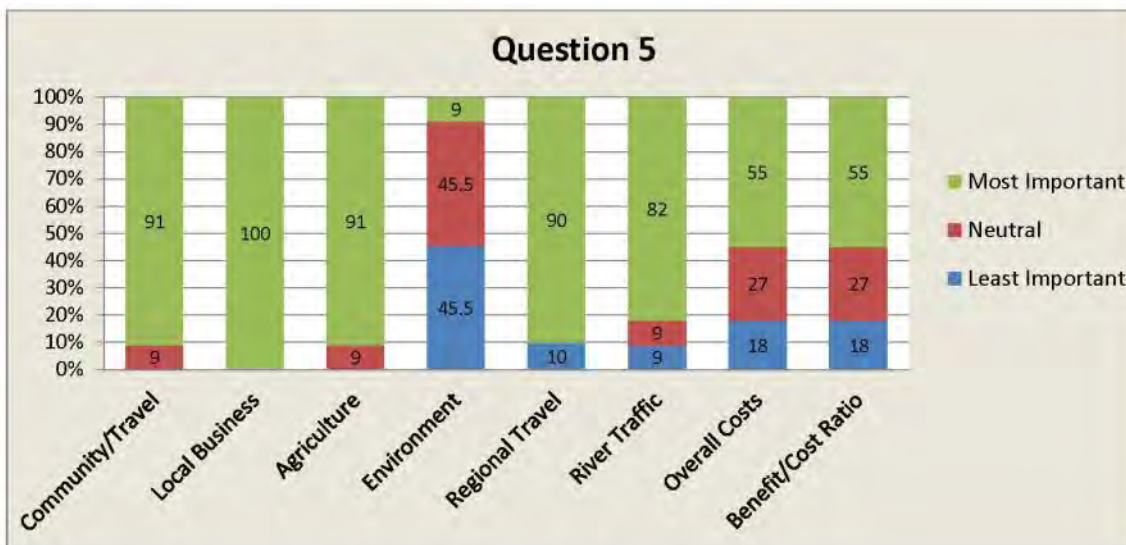
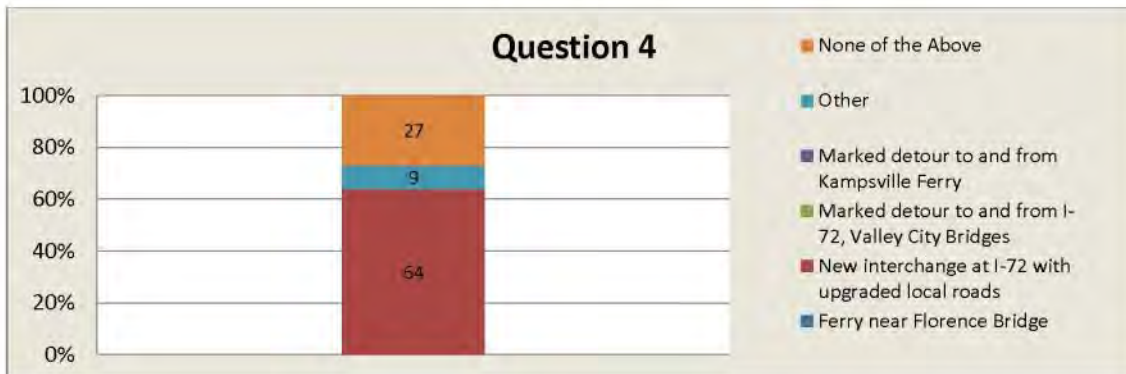
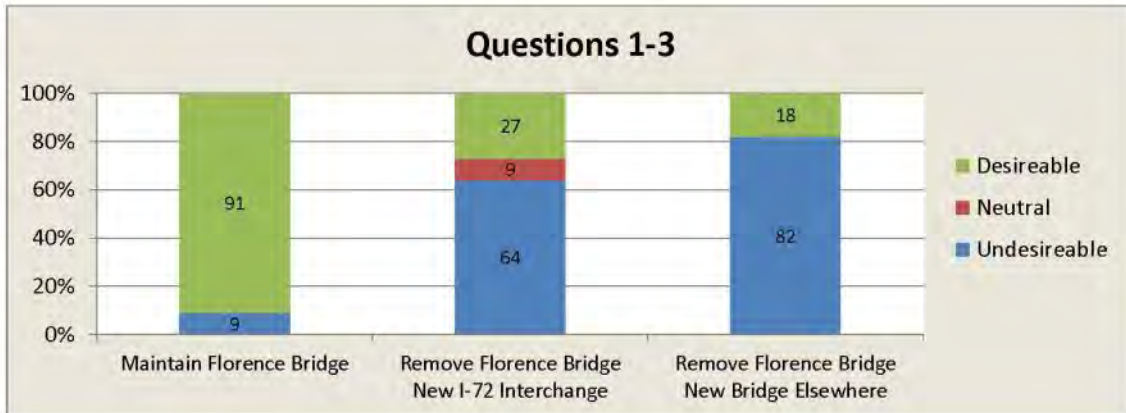
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5. Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input was duly considered.
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8. Speak openly without attacking individuals personally.
9. Look forward, not backward.
10. Work together for the greater community's interest.
11. Respect the group and its time.
12. Support open communication throughout the greater community.
13. Respect the guidance provided by the Advisory Group facilitator.

Community Context Audit Results

Responses were received from 11 out of 16 participants. The number scale provided on the questionnaire was converted to a qualitative display showing the percentage of participants that felt that the option presented was desirable/most important, neutral, or undesirable/least important. Participants felt strongly that the Florence Bridge should be maintained and that the effect on local community/travel, local business, agriculture, the environment and regional travel were most important in considering future alternatives. Participants also felt strongly that a bridge at a new location would be undesirable. The most frequently chosen temporary access option selected was to construct a new interchange at I-72 with upgraded local roads.

The charts on the following page graphically display the results of the Community Context Audit. The responses for the following questions are evaluated.

- 1.) How desirable is it to maintain the existing river crossing at Florence?
- 2.) How desirable would it be to remove the Florence Bridge and construct a new interchange at I-72 with upgraded local roads?
- 3.) How desirable would it be to remove the Florence Bridge and provide a new river crossing downstream?
- 4.) If the Florence Bridge is to become unserviceable for a long period of time in the future, which temporary access crossing would be more desirable?
- 5.) How important are the following factors when deciding whether to replace the existing Florence Bridge at the existing location or to choose another crossing option:
 - Effect on local community/travel
 - Local business concerns
 - Agricultural concerns
 - Environmental concerns
 - Effect on regional travel
 - Effect on river traffic
 - Overall costs
 - Benefit/Cost ratio



Additional Comments Provided by Participants:

- Current and future maintenance costs should be considered.
- Can an exception be made to allow agricultural equipment on I-72 for a limited distance?
- The grain elevator and its customers depend on the Florence Bridge for transport of grain. A bridge at another location would result in greater costs for both.
- Consider using the same formula as proposed for the reconstruction of the Meredosia Bridge: Build the New Florence Bridge a few hundred feet up or down river from the existing bridge and allow that current bridge to stay operational.
- The lift span design of the Florence Bridge has nostalgic qualities that are unique to the area.
- Could the Coast Guard assist with the cost of replacing the bridge?

Frequently Used Acronyms and Definitions

Throughout the study process you may read or hear acronyms or phrases that are unfamiliar. The following list can be used as a quick reference for understanding some commonly used terms.

CSS – Context Sensitive Solutions

An interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project’s surroundings – its “context”. Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.



IDOT – Illinois Department of Transportation

IDOT is the lead agency handling the feasibility study.

Study Team

The Study Team consists of IDOT representatives and consultant staff.

CAG – Citizen Advisory Group

The CAG will assist the Study Team in evaluating the potential solutions that will address the issues surrounding the bridge at Florence, Illinois.

Feasibility Study

Examines the preliminary economic, social, and environmental impacts of the proposed project, to determine levels of benefit overall to the region. Public involvement at this stage focuses on potential specific impacts from the project. IDOT also conducts transportation needs studies, demographic information and projects, and basic environmental information. The feasibility study will help direct whether to move forward with a Phase I study (which consists of scoping and initial engineering).

LIRRCs – Lower Illinois River Regional Crossing Study

The LIRRCs is a feasibility study evaluating the available options to address the aging structure at Florence, Illinois.

CAG Meeting #2 - August 28, 2012



CITIZENS ADVISORY GROUP (CAG) MEETING NO. 2

IL 106 (FAP 757)
SCOTT, PIKE, CALHOUN, AND GREENE COUNTIES
FLORENCE BRIDGE – LOWER ILLINOIS RIVER REGIONAL CROSSING STUDY
August 28, 2012, 6:00 P.M.

AGENDA

1. Welcome and Sign In (IDOT)
2. Ground Rules Review (KEG)
3. CAG Meeting 1 Summary (KEG)
4. Current Status of Bridge (IDOT)
5. Costs for Studied Alternatives (H&S)
6. Opportunities and Constraints of Potential Alternatives (KEG)
 - a. Alternative Ranking (CAG)
7. CSS Schedule (IDOT)
 - a. What to expect at Public Hearing
8. Discussion (KEG, H&S, IDOT, CAG)
9. Wrap Up (KEG)
 - a. Review accomplished goals of meeting
 - b. Review action items



Welcome!

Florence Bridge – Lower Illinois Regional Crossing Study

Community Advisory Group
Meeting #2

August 28, 2012

Illinois Department of Transportation
West Department of Transportation
Lower Illinois Region



Study Team Members

IDOT

- Roger Driskell
- Laura Mlacnik
- John Negangard
- Steve Beran
- Vince Madonia
- Jay Edwards

Horner & Shifrin, Inc.

- Steve Donahue
- Brad Riechmann

Kaskaskia Engineering Group, LLC

- Marsia Geldert-Murphey
- Natalie Porter

Illinois Department of Transportation
West Department of Transportation
Lower Illinois Region

Agenda



West Virginia Department of Transportation
West Virginia Turnpike Authority

- ✓ Welcome and Sign In
- ✓ Ground Rules Review
- ✓ CAG Meeting 1 Summary
- ✓ Current Status of Bridge
- ✓ Costs for Studied Alternatives
- ✓ Opportunities and Constraints of Studied Alternatives
- ✓ CSS Schedule
- ✓ Discussion
- ✓ Wrap Up

CAG Meeting Ground Rules



West Virginia Department of Transportation
West Virginia Turnpike Authority

1. Work using the informal method of communication.
2. Understand that all meetings are open to the public.
3. Understand that only CAG members are to participate during discussion of agenda items; public comments and discussion may be allowed as an optional final agenda item, time permitting.
4. The role of the stakeholders is to advise the Study Team who will use the information from the feasibility study to guide potential future engineering and design studies.
5. Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input was duly considered.
6. Participate freely and discuss differences openly.
7. Express all ideas, true feelings, and real concerns in a reasonable and courteous manner.
8. Speak openly without attacking individuals personally.
9. Look forward, not backward.
10. Work together for the greater community's interest.
11. Respect the group and its time.
12. Support open communication throughout the greater community.
13. Respect the guidance provided by the Advisory Group facilitator.

CAG Meeting #1 Summary



Illinois Department of Transportation
600 North Northshore Parkway

- CAG Meeting #1 held May 16, 2012
- Reviewed Background Information
- Performed Community Context Audit
- Reviewed, Revised, and Approved the Problem Statement

"The transportation problem associated with the existing crossing over the Illinois River at Florence, Illinois is that the bridge structure is reaching an age and condition such that the Department has determined making repairs is less cost effective than to consider replacement options.

Alternative bridge crossings are limited in the Lower Illinois River Valley making the Florence Bridge a critical point for local and regional traffic and economic sustainability. Additionally, the river channel curvature and narrow opening at the bridge crossing, results in reduced navigability for barge traffic and, therefore, an increased risk for barge-bridge collisions."

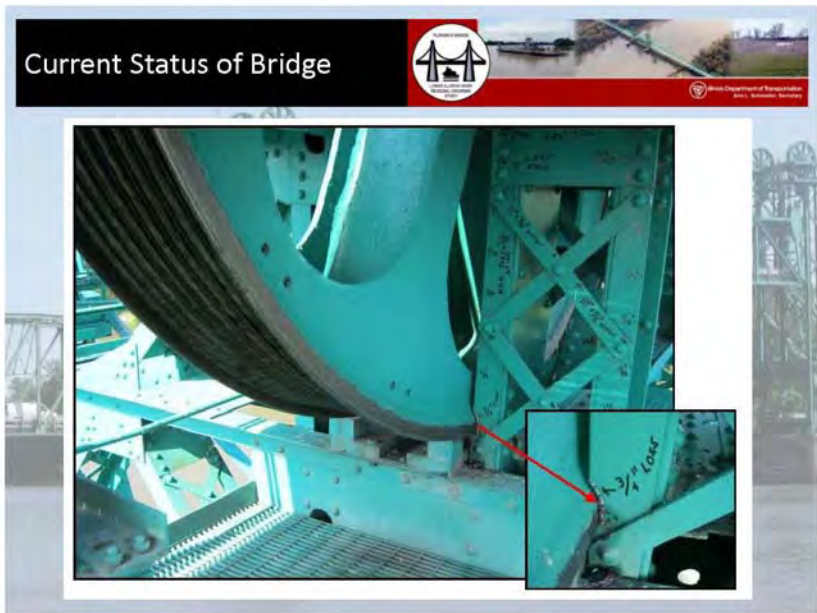
- Presented and Discussed Potential Alternatives

Current Status of Bridge



Illinois Department of Transportation
600 North Northshore Parkway

- Bridge closed June 28, 2012 due to structural issues found during a routine inspection
- Follow-up inspections confirmed the initial observations. Closure is needed to prevent further structural damage.
- Repair options reviewed and design work has begun.
- Current status
- Anticipated re-opening date



Alternatives Studied



1. No Action – Operate Lift Bridge & Repair as Needed
2. Remove Florence Bridge – No Improvement
3. Remove Florence Bridge – Improve CH14 and Construct New Interchange at I-72
4. Remove and Replace Florence Bridge (directly upstream/downstream of existing bridge)
5. Remove Florence Bridge and Replace at Pearl

Alternatives Studied



1. No Action – Operate Lift Bridge & Repair as Needed

Cost: \$191,000,000

Pros:

- Access maintained to goods and services for local, commercial, and agricultural traffic; no adverse travel
- Minimal impacts to social, cultural or environmental resources when compared to constructing a new bridge

Cons:

- Travel efficiency reduced when river traffic is passing under the lift span; does not address river navigability issues
- Travel efficiency reduced when farm implements are crossing bridge due to narrow cross-section
- Maintenance expenses will become more costly as structure ages
- Potential for long closures dependent upon type of repairs needed

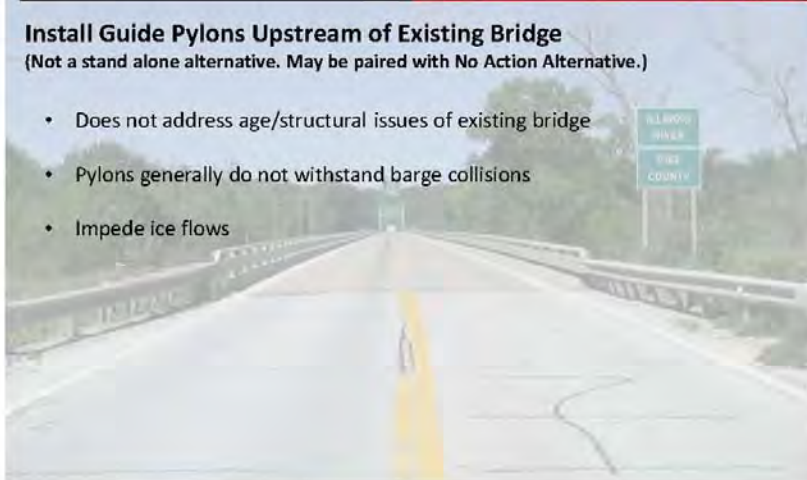
Guide Pylons



Install Guide Pylons Upstream of Existing Bridge

(Not a stand alone alternative. May be paired with No Action Alternative.)

- Does not address age/structural issues of existing bridge
- Pylons generally do not withstand barge collisions
- Impede ice flows



Alternatives Studied



2. Remove Florence Bridge – No Improvement

Cost: \$2,200,000

Pros:

- Safety hazards reduced for both river and roadway traffic when compared to maintaining existing structure
- Minimal impacts to cultural or environmental resources when compared to constructing a new bridge

Cons:

- Adverse travel and reduced access to goods and services for local, commercial, and agricultural traffic for residents of Florence



Alternatives Studied



3. Remove Florence Bridge – Construct New Interchange at I-72 and Improve CH 14

Cost: \$15,000,000

Pros:

- Safety hazards reduced for both river and roadway traffic when compared to maintaining the existing structure

Cons:

- Adverse travel and reduced access to goods and services for local, commercial, and agricultural traffic for residents of Florence
- Construction on new alignment at interchange could result in social, cultural or environmental impacts



Alternatives Studied



4. Remove and Replace Florence Bridge (directly upstream/downstream of existing bridge)

Cost: \$107,000,000

Pros:

- Safety hazards for both river and roadway traffic would be addressed
- Maintain access to goods and services for local, commercial, and agricultural traffic for residents of Florence; no adverse travel

Cons:

- New alignment may impact more social, cultural, or environmental resources



Alternatives Studied



5. Remove Florence Bridge and Replace at Pearl

Cost: \$123,000,000

Pros:

- Safety hazards for both river and roadway traffic would be addressed
- Improved access to goods and services for local, commercial, and agricultural traffic for residents of Pearl

Cons:

- Roadway improvements may impact more social, cultural, or environmental resources
- Adverse travel and reduced access to goods and services for local, commercial, and agricultural traffic for residents of Florence




Alternatives Studied



1. No Action – Operate Lift Bridge & Repair as Needed - *\$191,000,000*
2. Remove Florence Bridge – No Improvement - *\$2,200,000*
3. Remove Florence Bridge – Improve CH14 and Construct New Interchange at I-72 - *\$15,000,000*
4. Remove and Replace Florence Bridge (directly upstream/downstream of existing bridge) - *\$107,000,000*
5. Remove Florence Bridge and Replace at Pearl - *\$123,000,000*

Alternative Ranking



	Group 1	Group 2	Group 3
Preference #1	4	4	4
Preference #2	5	3	3
Preference #3	X	1	5

- ## CSS Schedule
- 
- ✓ Public Hearing Open House #1 – October 2011
 - ✓ Introduce Feasibility Study/ Solicit Input from Public
 - ✓ Request Volunteers for (CAG)
 - ✓ CAG Meeting #1 – May 2012
 - ✓ Introduce CAG Members and Study Team
 - ✓ Review Stakeholder Involvement Plan
 - ✓ Review Community Context Audit
 - ✓ Develop the Study's Problem Statement
 - CAG Meeting #2 – August 2012
 - Discuss opportunities and constraints for alternatives studied
 - Rank alternatives
 - Public Hearing Open House #2 – Fall/Winter 2012
 - Present recommendations of LIRRCs Feasibility Study

Discussion



North Carolina Department of Transportation
1001 North Salisbury Street

1. How to improve communication regarding current status of Florence Bridge (regular updates of repair milestones):
 1. Post updates on www.lirrcs.com
 2. Media updates
 3. E-mails to CAG members

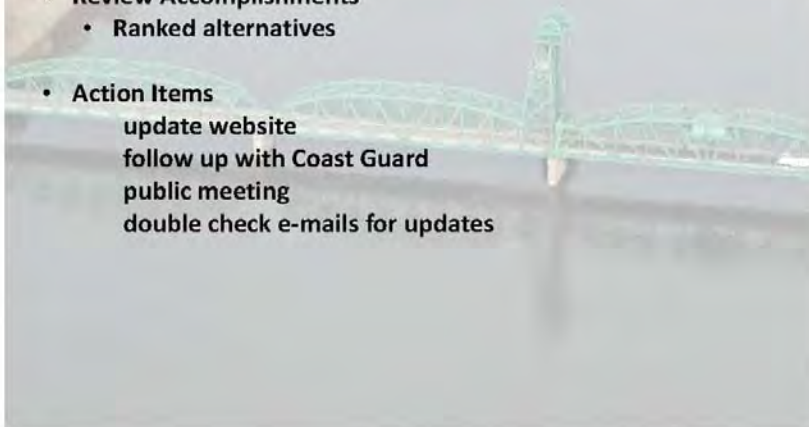


Wrap Up

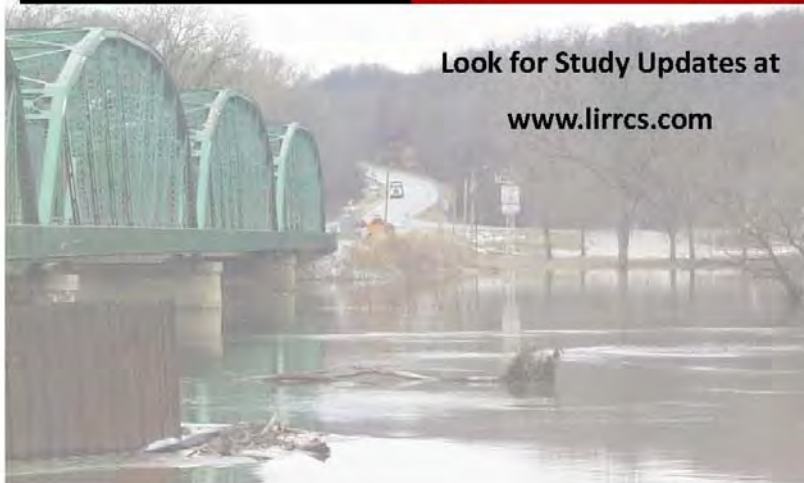


North Carolina Department of Transportation
1001 North Salisbury Street

- Review Accomplishments
 - Ranked alternatives
- Action Items
 - update website
 - follow up with Coast Guard
 - public meeting
 - double check e-mails for updates



Stay Involved



**Look for Study Updates at
www.lirrcs.com**



Illinois Department of Transportation

Division of Highways / District 6
126 East Ash Street / Springfield, Illinois / 62704-4792
Telephone 217/782-7301

CAG MEETING No. 2

FLORENCE BRIDGE - LOWER ILLINOIS RIVER REGIONAL CROSSING STUDY SCOTT, PIKE, CALHOUN, AND GREENE COUNTIES, ILLINOIS



**Tuesday August 28, 2012
6:00 – 8:00 PM**

**Scott County Fair Grounds, Nimrod Funk Building
401 North Walnut Street, Winchester, Illinois**

Roger L. Driskell, P.E.
Regional Engineer

Welcome!

Welcome to the second Citizen Advisory Group (CAG) Meeting on the Florence Bridge - Lower Illinois River Regional Crossing Study (LIRRCs). Tonight's meeting will provide an opportunity for two-way discussion between the Study Team and the CAG regarding the LIRRCs. With your input, we will review information regarding the recent closure of the Florence Bridge, present follow-up information from the CAG meeting held in May 2012, and narrow the alternatives studied which will be carried forward through more detailed studies.

The Study Team includes:

Roger Driskell	IDOT Region 4 Engineer
Laura Mlacnik	IDOT District 6 – Acting Programs Development Engineer
John Negangard	IDOT District 6 – Studies and Plans Engineer
Steve Beran	IDOT District 6 – Bridge Maintenance Engineer
Vince Madonia	IDOT District 6 – Senior Team Engineer
Jay Edwards	IDOT District 6 – Design Team Leader
Steve Donahue	Horner & Shifrin, Inc., Principal in Charge
Brad Riechmann	Horner & Shifrin, Inc., Project Manager
Marsia Geldert-Murphey	Kaskaskia Engineering Group, Inc., CSS Lead
Natalie Porter	Kaskaskia Engineering Group

Purpose of Study

The purpose of the LIRRCs is to seek input from local community and general public regarding possible alternatives to be considered for a future proposed improvement.

What is a Feasibility Study?

A feasibility study examines the preliminary social, economic, and environmental impacts of the proposed project, to determine levels of benefit overall to the region. Public involvement at this stage focuses on potential specific impacts from the project. IDOT also conducts transportation needs studies, demographic information, and basic environmental information. The feasibility study will help direct whether to move forward with a Phase I study (which consists of scoping and initial engineering).

Stakeholder Involvement Plan

The goal of the Stakeholder Involvement Plan (SIP) is to actively seek the participation of communities, agencies, individual interest groups, and the general public throughout the study process. The SIP provides the framework for achieving consensus and communicating the decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions. The SIP for this feasibility study can be found at the study website: www.lirrcs.com.

Problem Statement

A problem statement is a concise narrative that defines the problem to be solved. The following problem statement was approved by the CAG members during the first meeting.

"The transportation problem associated with the existing crossing over the Illinois River at Florence, Illinois is that the bridge structure is reaching an age and condition such that the Department has determined making repairs is less cost effective than to consider replacement options. Alternative bridge crossings are limited in the Lower Illinois River Valley making the Florence Bridge a critical point for local and regional traffic and economic sustainability. Additionally, the river channel curvature and narrow opening at the bridge crossing, results in reduced navigability for barge traffic and, therefore, an increased risk for barge-bridge collisions."

CAG Meeting No. 1 Summary

At the first CAG meeting held in May 2012, participants were asked to consider several alternatives that could potentially resolve some of the concerns surrounding the existing bridge at Florence. Most participants felt strongly that the Florence Bridge should be maintained in the same general location and that the effect on local community/travel, local business, agriculture, the environment and regional travel were most important in considering future alternatives. Most participants also felt strongly that a bridge at a new location would be undesirable. When given the situation that a temporary detour route become necessary, the most frequently chosen option was to construct a new interchange at I-72 with upgraded local roads. Participants were also encouraged to suggest any other alternatives. The results of these discussions will be reviewed in more depth during tonight's presentation.

ATTACHMENT 4: WEBSITE PUBLIC ANNOUNCEMENTS



State of Illinois
Pat Quinn, Governor

Illinois Department of Transportation
Ann L. Schneider, Secretary

FOR IMMEDIATE RELEASE
July 13, 2012

CONTACTS:
Josh Kauffman (IDOT) 217/558-0517

Florence Bridge Closure Update

PITTSFIELD - The Florence Bridge, which carries Illinois Routes 100 and 106 over the Illinois River, was closed to vehicular traffic on Thursday June 28 due to structural issues found during a routine inspection. As a safety precaution to motorists and barge traffic on the Illinois River, the bridge, built in 1929, was closed indefinitely until a further analysis could be complete.

IDOT has been closely monitoring the lift mechanism of the bridge. During a recent bridge inspection, the buckling of a primary support column for the lift portion was discovered, resulting in the closure. The lift mechanism at the top of a primary support column had moved laterally. The lateral movement of the lift machinery impacted the support column and other critical elements. Continued operation of the lift span of the bridge would have caused extensive additional damage to the support column. The bridge was also placed in the fully raised position in order to maintain barge traffic on the Illinois River.

IDOT has since contracted with the consulting firm of Modjeski and Masters, Inc., which has extensive lift bridge experience. On Tuesday July 3, an additional inspection confirmed that the bridge must remain closed to vehicle traffic to avoid further structural damage. The consultant is investigating the support column buckling and cause of movement regarding the lift mechanism, and will continue to work with IDOT regarding feasibility and time frame needed to repair the bridge. At this time, it is anticipated the bridge will remain closed for at least 9 months.

The agency will continue to provide updates to the media and public as more information becomes available. Motorists are encouraged to utilize the marked detour route to Interstate 72.

An average of 1,300 vehicles use the bridge each day.

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State of Illinois
Pat Quinn, Governor

Illinois Department of Transportation
Ann L. Schneider, Secretary

FOR IMMEDIATE RELEASE
August 17, 2012

CONTACTS:
Josh Kauffman (IDOT) 217/558-0517

Florence Bridge Update

PITTSFIELD – The engineering report for Florence Bridge was received by the Illinois Department of Transportation (IDOT) and contained alternatives for either repairing or restoring the bridge to limited or full operation. The agency along with consultant Modjeski and Masters have discussed the options, and are working to develop the repair method for Florence Bridge.

The repair option would return the bridge back to normal operations as quickly as possible, while also making improvements to last further into the future. It would require the design and installation of a temporary system that would support the lift span, counterweight and relieve the load on the sheave wheels. This would allow a barge-mounted crane to be used for removing and reinstalling the counterweight cables and for assembling the sheave wheel from the top of the towers. The damaged structural column would be removed and a replacement column would be designed and installed. New bearings would also be installed when the sheave wheels and axle shafts are replaced at the top of the pier towers.

The design of the repair work has begun. When the design is complete, IDOT will solicit bids for repair work to the bridge. The selected contractor is then expected to start work in early 2013. The winter weather will be a significant factor in the construction time needed as well. Assuming mild winter conditions, the bridge could be back in normal operations prior to spring planting season.

IDOT is working diligently to ensure Florence Bridge can be repaired and returned to service as soon as possible. The agency will continue to provide periodic updates as more details unfold.

###



Illinois Department of Transportation

Division of Highways / Region 4 / District 6
126 East Ash Street / Springfield, Illinois / 62704-4792
Telephone 217/782-7301

9/10/2012 –Update on Florence Bridge

The Illinois Department of Transportation (IDOT) is working to prepare construction plans and specifications for the repair of the Florence Lift Bridge, which carries IL 100 / 106 over the Illinois River between Scott and Pike Counties. The Consultant Engineering Company of Modjeski and Masters is working with IDOT to assist in this effort.

Modjeski and Masters are working to produce repair plans. IDOT is committed to repairing the bridge as quickly as possible.

Work is currently proceeding along the following paths:

The consultant's mechanical engineering staff is developing procedures and plans for the replacement and/or retrofit of certain elements of the lift span. Due to the weight of the lift span, a balancing force is required in order for the lifting motor to be an economical size. Large concrete counterweights provide the balancing force and are attached to the ends of the lift span with wire cables that run over the top of large pulleys installed at the top of piers. These pulleys are called sheaves and ride on axle shafts called trunnions. All sheaves and trunnions, along with the supporting bearings on both towers, will be replaced.

Construction plans are being developed by the consultant's structural engineering staff for the replacement of the buckled support column. A temporary support system will be required and is being designed for both the lift span and the counterweights due to the weights involved and because of the necessity of removing the wire cables from the sheave wheels.

In addition, information is being gathered for the potential replacement of the wire cables.

Once additional details are finalized, according to state procurement laws, the department can request bids and select a contractor to complete all repair work necessary to restore the Florence Bridge to normal operations. This process will be expedited to the greatest extent possible.



Illinois Department of Transportation

Division of Highways / Region 4 / District 6
126 East Ash Street / Springfield, Illinois / 62704-4792
Telephone 217/782-7301

FOR IMMEDIATE RELEASE:

Monday, Dec. 10, 2012

CONTACT:

Roger Driscoll 217-342-8202
Mike Clafey 312-814-3198

IDOT Announces Contract Awarded for Repair of Florence Bridge

PITTSFIELD – The Illinois Department of Transportation announced that a contract has been executed to repair the Florence Bridge carrying IL 100/106 over the Illinois River with the work scheduled for completion by early spring of 2013, weather permitting. The contract was awarded to Midwest Foundation Corporation of Tremont. The contractor has begun procurement of materials and equipment and construction work at the site is anticipated to begin soon.

IDOT said that two ongoing fabrication contracts are proceeding as planned. One, with WireCo WorldGroup, consists of fabricating new wire cables to support the lift span. The other contract, with G&G Steel, consists of reconditioning replacement sheave wheels and fabricating new bearings. Both of these contracts require delivery by late January.

The construction plans consists of structural steel repair of the damaged tower, removal and replacement of the sheave wheels, trunnion axles, bearings, and wire ropes. This work is anticipated to be complete by early spring 2013.

IDOT continues to work diligently to ensure Florence Bridge can be repaired and returned to service as soon as possible. The agency will continue to provide periodic updates as more details unfold.

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Illinois Department of Transportation

Division of Highways / Region 4 / District 6
126 East Ash Street / Springfield, Illinois / 62704-4792
Telephone 217/782-7301

10/30/2012 – Status update on Florence Bridge plans

The Illinois Department of Transportation (IDOT) is making significant progress on the repair of the Florence Bridge, which carries IL 100 /106 over the Illinois River between Scott and Pike Counties.

Two separate contracts are being awarded for procurement of materials that are essential for the repair. One contract is to procure wire ropes to replace the existing ropes, which are 40 years old and near the end of their life-span. A second contract is being secured to recondition existing replacement sheave wheels and trunnion axles, as well as fabricate new bearings. Both contracts require delivery by the end of this January.

Construction plans for a contract to complete the repair work are currently out for bid on the November 9, 2012 letting. This contract for bridge repair work consists of structural steel repair of the damaged tower, removal and replacement of the sheave wheels, trunnion axles, bearings, and wire ropes. This work is anticipated to be complete by early spring 2013.

IDOT continues to work diligently to ensure Florence Bridge can be repaired and returned to service as soon as possible. The agency will continue to provide periodic updates as more details unfold.



Illinois Department of Transportation

Division of Highways / Region 4 / District 6
126 East Ash Street / Springfield, Illinois / 62704-4792
Telephone 217/782-7301

11/15/2012 – Status update on Florence Bridge plans

The Illinois Department of Transportation (IDOT) opened bids on the November 9, 2012 letting for the construction contract to repair the moveable lift bridge carrying IL Route 100/106 over the Illinois River, just north of Florence.

Four bids were received, with the apparent low bidder being for \$1,099,100.00 by Midwest Foundation Corporation out of Tremont, IL. IDOT is pursuing an early award of this contract in order to expedite the start of construction.

The construction plans consists of structural steel repair of the damaged tower, removal and replacement of the sheave wheels, trunnion axles, bearings, and wire ropes. This work is anticipated to be complete by early spring 2013.

IDOT continues to work diligently to ensure Florence Bridge can be repaired and returned to service as soon as possible. The agency will continue to provide periodic updates as more details unfold.

ATTACHMENT 5: PRESS ADVISORIES

PUBLIC NOTICE

OPEN HOUSE PUBLIC INFORMATIONAL MEETING

SCHEDULED BY
ILLINOIS DEPARTMENT OF TRANSPORTATION
FOR
IL 100/IL106 FLORENCE BRIDGE FEASIBILITY STUDY

The Illinois Department of Transportation will hold an Open House Public Meeting to finalize a feasibility study for alternative access over the Illinois River in west-central Illinois, which includes possible options for the lift bridge on IL 100/IL 106 at Florence between Scott and Pike Counties. The Open House will be from 5:00 p.m. to 7:00 p.m. on Wednesday, May 1, 2013 in the Nimrod Funk Building, located on the Scott County Fairgrounds at 401 North Walnut Street, Winchester, IL.

The purpose of this open house informational meeting is to provide the public with an opportunity to express concerns about existing Illinois River Crossings, including the Florence Bridge. Exhibits and handouts describing the feasibility study will be available for inspection and viewing. All persons interested in this project are invited and strongly encouraged to attend. The meeting is an opportunity for citizens to offer feedback as the study team finalizes the feasibility study. A draft feasibility study and recommendations will be available at this meeting.

This meeting will be conducted on an informal basis; no formal presentation is planned. Representatives of the Illinois Department of Transportation, Horner & Shifrin, Inc., and Kaskaskia Engineering Group, LLC, will be available from 5:00 p.m. to 7:00 p.m. to answer individual questions and receive comments about the study. Comment sheets will also be provided for those in attendance who wish to provide a written statement. Comments received at this meeting or sent to the District Six Office by June 1, 2013 will be included in the official project record. The same material will be available for review and inspection at the District Six Office at 126 East Ash Street, Springfield, Illinois.

This Open House Public Meeting will be accessible to handicapped individuals in compliance with the 1978 Accessibility Standards prepared by the Capital Development Board. Handicapped persons planning to attend and needing special accommodations should notify the Regional Engineer seven days prior to the meeting. The contact may be by telephone, in writing, by fax or by telecommunications device for the deaf (TDD).

For more information, contact Mr. Roger Driskell, Deputy Director of Highways, Region Four Engineer, 126 East Ash Street, Springfield, Illinois, 62704-4792, telephone (217)782-7301, fax (217)524-7696, or TDD (217)524-4875.



State of Illinois
Pat Quinn, Governor

Illinois Department of Transportation
Ann L. Schneider, Acting Secretary

FOR IMMEDIATE RELEASE:
September 28, 2011

CONTACT:
Josh Kauffman (IDOT) 217.558.0517
Guy Tridgell (IDOT) 312.814.4693

****PUBLIC NOTICE****

IDOT Kicks Off Lower Illinois Regional River Crossing Study

IDOT Encourages Interested Public to Participate

SPRINGFIELD - The Illinois Department of Transportation (IDOT) will host a public information meeting for the Lower Illinois River Regional Crossing Study (LIRRCS). The department encourages all interested residents to attend and participate. The location and time of the meeting are shown below:

October 12, 2011
Scott County Fairgrounds
Nimrod Funk Building
401 North Walnut Street
Winchester, IL

The public meeting will be held in an open house format, which means interested residents can attend any time from 5 to 7 p.m.

The purpose of this study is to assess the feasibility of improved access across the Illinois River in West-Central Illinois within the study area of Scott, Pike, Calhoun and Greene Counties. The study focus on potential measures to maintain access, reduce operational costs, reduce maintenance costs and improve safety for current and future users of the Florence Bridge and other Illinois River crossings.

Because the existing Illinois River crossings are critical transportation elements for both highway and river traffic, IDOT has designated this project as a Context Sensitive Solutions (CSS) study. CSS is defined as "an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its context." The purpose of the public meeting is to introduce the study to the public and solicit membership for the Citizens' Advisory Group (CAG), which will assist the Department in this study.



Illinois Department of Transportation

Exhibits will be on site and available for review. In addition, Department staff and members of the consultant team will be available to answer questions.

The meeting location is accessible to special needs individuals. Anyone needing special assistance should contact Roger Driskell, Deputy Director of Highways, Region Four Engineer, 126 East Ash Street, Springfield, IL, 62704-4792; phone (217) 782-7301; fax (217) 524-7696. Persons planning to attend this meeting who need a sign language interpreter or other similar accommodations should utilize the IDOT TDD number at (217) 524-4875 in at least five days in advance of the meeting.

###



Illinois Department of Transportation

ATTACHMENT 6: NEWSPAPER ARTICLES

West Central battles Brown County.
See page B1

NEWS



Donating to WGS.
See page A4

Scott County Times

- Church A6
- Local A3
- Marketplace . B2-3
- News A2,4,7
- Opinion A2
- Obituaries A6
- Sports A5

© 2011
Scott County Times
Obituaries listed in this issue.
Whewell.

Instructor and welding supervisor at Westermeyer Industries. He added that classes will be held Mondays and Wednesdays from 5:30 p.m. to 8:30 p.m. Classes will cover reading and interpreting welding symbols and blueprint, basic MIG and TIG welding, commercial welding practices, principles of welding safety and basic welding shop math.

The class was started after Westermeyer Industries was having trouble finding experienced students coming out of high school. Engelbrecht said he and another employee went to JWCC to discuss the welding program at the school and learned that JWCC was also having trouble getting students to enroll in skilled trades.

"We decided that to get some skilled employees, instead of high school students going to John Wood, we'd bring John Wood to the high schools," Engelbrecht said. "So, we went in the high schools and spoke with Blacks and Wincheater. We also decided to offer it to our

they're overlooking.
Joe Engelbrecht
Welding instructor

two students without a director. Westermeyer Industries President Gary Westermeyer will offer to pay 50 percent of lab costs for students from Blacks and will offer 100 percent tuition to current employees. Westermeyer said that he felt the classes will give students the tools they need to enter a trade job.

"While not promoted as prominently at the college, many professional careers in a trade such as welding are rewarding, respectable careers with great income potential for those who excel at it," Westermeyer said. "For a fraction of four-year college programs, we're offering students and adults alike the opportunity to receive high-level training in just a few semesters."

Engelbrecht said that stalling

labs are what Engelbrecht feels will give potential welding students a true experience as far as production goes in the welding industry. He added that the welding industry is looking for workers and he would hope that students could complete the two-year classes and walk away with experience to start a career.

Assisting with the Westermeyer Industries and JWCC partnership, ILMCO Products Company is helping promote the new courses through various public speaking events as well as donations of welding equipment and supplies.

Those interested in starting a career in welding or furthering their certificate as a professional welder should contact Dave Johnson, by calling (217) 734-3277 or emailing davejohnson@westermeyersind.com today. Visit www.ilcmoproducts.com for information on class schedules and tuition. When ready to start, students can visit ILMCO Products Company in Quincy or Jackson (IL) to purchase their Welding Safety Kit as a special price.

Drake said he was expecting a big turnout for the event. At the last meeting Sept. 23, 35 residents came out to discuss concerns about the post office closing.

"This is really the only thing we had as far as a place to post information to if that's just a post office," Ingram said. "We don't have anywhere else in town where we can post information like meetings or fundraising activities for the park."

Ingram said that Alsey will hear back from the USPS within 60 days with a response about the post office's future. She said that if the post office stayed, there would be no postmaster put in place. After the 60 days, Ingram said the community can go through an appeals process, which she said Alsey would pursue if the closure happened. She added that would push the possible closure back to the beginning of January.

"We will try everything we can do to keep it open," Ingram said. "There were lots and lots of people who signed the petition."

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"We will try everything we can do to keep it open," Ingram said. "There were lots and lots of people who signed the petition."

Oct. 12 meeting to discuss future of Florence Bridge

By BETH ZUMWALT
Scott County Times

The Oct. 12 meeting to discuss the future of the Florence Bridge is only the first step in replacing the drawbridge that was built in the 1930s.

"It's only the first step," Laura Mlacnik, of the Illinois Department of Transportation, who is hosting the meeting, said.

The meeting will be held at the Normal Park Building on the Scott County Fairgrounds.

Options would be to raise the IL 106 to cross a new bridge in a different location or replace the existing bridge.

"Currently in maintenance and bridge insides salaries, the Florence Bridge costs about \$600,000 yearly," Mlacnik said. "It was closed for a few months in 2009 after a large hill it. Repair costs at that time were right at \$2 million."

Mlacnik said the U.S. Coast Guard has approached IDOT about replacing the bridge due to the number of incidents regarding barges over the last few years.

According to Mlacnik, waterway barges must make a sharp turn and then advance up to hit the opening under the bridge.

Vehicle traffic leaves the bridge main

below the raised deck and the bridge is narrower than most modern, one-lane bridges. The bridge has been the scene of several accidents in recent years with several fatalities being counted.

Mlacnik said the bridge will need a major overhaul within the next 10 years. The last major renovation was in 2004.

The Oct. 12 meeting will be to hear of concerns from the public about the bridge and what area residents might feel about a replacement.

"We will listen to the business community, the officials from local governments and the communities themselves about what concerns they have," Mlacnik said. "They can sign up to be on the advisory committee to have input into the planning."

Any signs regarding the bridge will have to address with financial constraints, safety and mobility and recognize the historical and scenic properties of the area.

The Oct. 12 meeting is the first part of the first phase of planning a new bridge. Phase 2 would involve the drawing of contractor plans and Phase 3 would be the acquisition of funding. Approximate cost would be in the \$40 to \$50 million range.



A meeting will be held Oct. 12 to discuss the future of the Florence Bridge. The bridge is in need of a major overhaul within the next 10 years said Laura Mlacnik, of the Illinois Department of Transportation.



Yearbooks for sale. See page A8

NEWS



Celebrating Nurses week. See page D1

Pike Press will be closed Monday, May 28 in observance of the Memorial Day holiday. Please submit news and ads early.

pikepress.com

INSIDE

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Obituaries... A6
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Public Works... B4
Society... B1
Sports... C1
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A2



Marsia Geldert-Murphy, right, a member of Kaskaskia Engineering Group, Inc., listens to a citizens advisory committee member May 16 at the Harrod Funk Building in Winchester.

Bridge

(Continued from A1) questioned how farm equipment would be able to drive from Pike County to Scott County if the bridge were removed. Nancy Kurpatis, who owns the Old Florence Hotel, said that she didn't want to see the bridge move from its Florence location. She added that she would put her business up for sale if the bridge moved. While discussing the options, she asked IDOT representatives how important the group actually was when it came to making a decision. "How much influence does this all have on what is going to happen, with us sitting here talking about it?" Kurpatis asked. Roger Driskell, an IDOT Region 4 Engineer, responded and said it would have significant impact on the process. "In the old days, we would come out and say, 'This is what we want to do,'" Driskell said. "Now, we start

important part of the process. We want those providing us with out areas of what they perceive to be sensitive - hospitals, churches, schools, commercial, residential areas." Morris said, "We also want to know about areas of opportunity - existing transmission lines, railroads, roads."

Florence Bridge advisory committee looks at options

By WAYNE UTTERBACK Pike Press

A collection of people from various backgrounds and jobs met to discuss what lies ahead for the Florence Bridge last week. Approximately 19 people arrived at the Illinois Department of Transportation's citizen advisory committee meeting May 17 at the National Park Building in Winchester.

The meeting was the first of the group since the public meeting IDOT held last year to inform the public about the project. The group included ground rules for working on the project and then launched into developing a problem statement to address why the Florence Bridge is being looked at for either repair, replacement or removal. The group agreed on the following statement: "The transportation problem associated with the existing crossing over the Illinois River at Florence, Illinois is that the bridge structure is reaching an age and condition such that the Department has determined making repairs is less cost effective than to consider replacement options."

Alternative bridge crossings are limited in the Lower Illinois River Valley, making the Florence Bridge a critical point for local and regional traffic and economic sustainability. Additionally, the river channel narrows and shallow opening at the bridge crossing, results in reduced navigability for large traffic and therefore, an increased risk for barge-bridge collisions. The group also looked at results from a community contest held. The respondents were received from 11 out of 16 random participants. The questions revealed that participants felt strongly that the Florence Bridge should be maintained and that the effect on the local community, travel, local business, agriculture, the environment and regional level were most important in considering future alternatives. Participants also felt strongly that a bridge at a new location would be undesirable. The most frequently chosen temporary access option selected was to construct a new interchange at I-72 with upgraded local roads. The group then launched into the possible options for the bridge, which were:

- 1.) Take no action and operate till bridge and repair as needed, which would cost \$24,000,000.
2.) Remove the Florence Bridge with no improvements, which would cost \$2.3 million.
3.) Remove the Florence Bridge and improve County Highway 14 and construct a new interchange at I-72, which would cost \$53,200,000.
4.) Remove and replace the Florence Bridge directly upstream or downstream of existing bridge, which would cost \$71,000,000.
5.) Remove Florence Bridge and replace the bridge at Pearl, which would cost \$83,400,000.
6.) Remove the Florence Bridge and replace at another location, which the cost is unknown at this time.

Each option brought comments from the group. Roger Hatcher, village president of Pearl, said that he would personally like to see the bridge be moved to Pearl. "I would like to see it there," Hatcher said. "I'm 77-years-old, I'll never get to see this thing." Other group members discussed the benefits of different locations, while others

WELCOME HOME, STEVEN

Wayne Utterback/Pike Press

Left: Tears of joy and relief were present in Ellen Peak's fifth grade class as 39 has been stationed in Guam the past 11 his younger brothers by coming home them. Kyle, left and Wyatt, mostly his big brother the minute he came into the room. Members of Ellen Peak that were present for the homecoming to right: Tommy Cox, Emily Gray, Peay Long, Nathan Lohrdige, Second row: McDaniels, Habbey Payne, Kyle Waite, Javin Smith, A. J. Sprague, Third row: Skyler Reel, Adelyn Cox, Morgan Pl, Grefson, Isaac Shaw, Collin Meleski, W Utterback is also a member of the class

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PIKE PRESS

Winchester, May 23, 2012



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Independents have yet to pick up petitions

By WAYNE UTTERBACK Pike Press

Advisory group members at the meeting were: Dale Heman, David Bruner, Matt Coultas, Nancy Kurpatis, Dan McConerty, David Schwartz, Chris Johnson, Dick Rawlings, Dick Erickson, Carol McCannery, Wayne Kley, Steve Roberts, Sue Shide, Arthur Long, Roger Hatcher, Fred Coltrage, Ben Coon and Brian Docory.



Jennifer Wessel sits outside on a block of ice after winning the "Coolest Teacher" award for Kindergarten Thursday afternoon at South School in Pittsfield. Also winning were pre-K teacher Jennifer Schmidt, first grade teacher Rachel Sievers and second grade teacher Kati O'Brien.

WELCOME HOME, STEVEN

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WELCOME HOME, STEVEN

Wayne Utterback/Pike Press



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The Farm Post e-News

A Weekly Agriculture News Update
from the Pike and Scott County Farm Bureaus



MAY 18, 2012

Greetings!

The Farm Post e-News is brought to you each Friday as a service of the Pike and Scott County Farm Bureaus. View more information at our website at www.tworiversfb.org.

Corps' Plant List Will Spur More Wetlands Designations



With the addition of more than 1,400 plant species to the U.S. Army Corps of Engineers' database of plant life that it, the Environmental Protection Agency and other entities use for wetlands designations, the number of marginal wetlands that may require Clean Water Act permits could also be on the rise, according to Inside EPA. The Corps says the 1,472 additional plant species increase the National Wetland Plant list by 22 percent.

The Corps last week published a notice in the Federal Register announcing that the additions to the NWPL would be effective June 1. This national list of wetland plants by species and their wetland ratings provides general botanical information about wetland plants and is used extensively by federal and state agencies, the scientific and academic communities, and the private sector in wetland delineations and the planning and monitoring of wetland mitigation and restoration site, according to the Corps.

[Army Corps of Engineers news release](#)

[Federal Register notice](#)

IDOT Holds First Florence Bridge Project Session



The Illinois Department of Transportation held the first Citizen Advisory Group meeting Wednesday, May 16, in Winchester to discuss the future of the Florence Bridge.

The purpose of this project is to assess the feasibility of improved access across the Illinois River in west-central Illinois. The overall study area includes Scott, Pike, Calhoun, and Greene Counties between I-72 and

Quick Links

- [Pike and Scott County Farm Bureaus](#)
- [Illinois Farm Bureau](#)
- [American Farm Bureau Federation](#)
- [Flood Stages 25x'25](#)

ON THIS DAY



MAY 18, 1940

CHURCHILL'S FINEST HOUR SPEECH

"What General Weygand called the Battle of France is over. I expect that the Battle of Britain is about to begin. Upon this battle depends the survival of Christian civilization. Upon it depends our own British life, and the long continuity of our institutions and our Empire. The whole fury and might of the enemy must very soon be turned on us. Hitler knows that he will have to break us in this Island or lose the war. If we can stand up to him, all Europe may be free and the life of the world may move forward into broad, sunlit uplands. But if we fail, then

IL Route 108. The study will be focused on potential measures to maintain access, reduce operations costs, reduce maintenance costs and improve safety for current and future users of the Florence Bridge crossing and the Kampsville Ferry crossing. Affected users include both highway and river traffic, including barge and recreational traffic.

Because the existing Illinois River crossings are critical transportation elements for both highway and river traffic, IDOT has designated this project as a Context Sensitive Solutions (CSS) study. CSS is defined as, "An interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings - its "context."

[Learn more about the CSS here.](#)

The existing bridge at Florence is a lift-span bridge with high operating and maintenance costs. The Illinois Department of Transportation (IDOT) estimates that annual operating costs are about \$1 M. Barge collisions have damaged the bridge pier and the protective dolphin in recent years, contributing to continuing maintenance costs.

The session was facilitated by Kaskaskia Engineering Group principal Marsia Geldert-Murphey.

Read more about the project at [Stakeholder Plan](#).

Food security takes center stage at G8 summit



When this year's G8 summit opens in the United States today, May 18, food security will take center stage. It will be a historic moment for rural poor people, with the leaders of the world's largest economies confronting a challenge that IFAD and its partners have long faced:

how to eradicate hunger and malnutrition using socially and environmentally sustainable means.

IFAD and the other Rome-based United Nations food and agriculture agencies have played a central role in setting the agenda for this year's G8 summit, which will be held at Camp David, Maryland. High on that agenda is the need for donor countries and private sector partners to shore up their support for smallholder farmers.

[Read more at IFAD.](#)

Update on U.S. Senate Ag Committee version of New Farm Bill



This update reflects additional information regarding the farm safety net in the 2012 Farm Bill voted out by the U.S. Senate Committee on Agriculture, Nutrition, and Forestry (Agriculture Reform, Food, and Jobs Act of 2012). This update mostly reflects

the whole world, including the United States, including all that we have known and cared for, will sink into the abyss of a new Dark Age made more sinister, and perhaps more protracted, by the lights of perverted science. Let us therefore brace ourselves to our duties, and so bear ourselves that, if the British Empire and its Commonwealth last for a thousand years, men will still say, "This was their finest hour."

[Read the full speech at winstonchurchill.org](#)

[Listen to the speech on BBC](#)



Mechanical issues close Florence Bridge

by [KHQA Newsdesk](#)

Posted: 06.28.2012 at 3:49 PM

Updated: 06.29.2012 at 5:00 PM



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Read more: [Local Economy](#), [Agriculture](#), [Business](#), [Community News](#), [Mechanical](#), [Mechanical Issues](#), [Florence Bridge](#), [Pike County](#), [Scott County](#), [Illinois 106](#), [Dave Copenbarger](#), [Illinois Department of Transportation](#), [Idot](#), [Idot Closes Bridge](#), [Community Bridge Closed](#), [Drawbridge Closed](#), [Illinois River Bridge Closed](#), [Illinois River](#)

FLORENCE, ILL. -- **UPDATED: June 29 at 5 p.m.**

One of the businesses that is affected by the closure is the Cagill grain elevator located just south of Illinois 106.

Dan McClenning is the plant manager and he said about 80% of their grain comes from the east side of the bridge.

He went on to say that before the bridge was shut down, they had steady truck traffic coming to their scales. But once the bridge was shuttered, they had just a few trucks come through.

McClenning said they average about 30 trucks a day before the closure, but as of 11 a.m. on Friday, only 4 to 5 trucks had visited the elevator to dump grain.

"Since we get about 80% of our customers from the east side of the bridge, they're going to go somewhere else since they can't add additional fuel costs to their bottom line," McClenning said.

The last closure of the bridge for an extended period of time was back in May of 2009.

The bridge was closed for three months when a tow and a group of barges southbound on the river slammed into a protective cell and also into one of the permanent spans.

The bridge ended up being closed for three months while repairs were made.

Stay with us as we continue to follow this bridge closure.

The Florence Bridge in Pike and Scott counties is closed due to problems with the drawbridge's structure.

The the Illinois Route 106 bridge that spans the Illinois River will remain closed for an undetermined time frame, Illinois Department of Transportation bridge inspection engineer Dave Copenbarger said.

An inspection revealed problems with a bearing that left the bridge unsafe.

"The engineer recommended that we close it," Copenbarger said.

Detours to the Interstate 72 bridge are recommended for anyone who needs to cross.

River traffic will remain open which means the draw bridge must remain in the "up" position.

IDOT is currently conducting a feasibility study to decide what to do with the bridge that was built in 1929. There is currently no money earmarked for the project.

"We'll do what we can to get it back open," Copenbarger said.

Our View
TRANSPORTATION

No quick fix

The safety issues which forced the recent closure of the Florence Bridge over the Illinois River are serious. There is no quick fix in sight.

The future for motorists who usually travel this route remains up in the air - literally - while the Illinois Department of Transportation awaits a report back on how to begin repairs. In order to accommodate heavy traffic, the bridge is in the "up" position while engineers analyze measurements and inspection reports.

While all this is going on, it's time for local residents to voice concerns and stress the importance of the river crossing.

The bridge is a conduit between many worlds. Business, canal drivers, schools, emergency services vehicles, people with jobs in different counties and so many others all rely on the bridge to safely and quickly get to a destination.

All of these concerns need to be heard and need to be discussed. Whether it comes from petitions being signed at area businesses or from the Citizens Advisory Group that IDOT will be meeting with in the next few weeks, the importance of the Florence Bridge must be emphasized.

Anyone who now has to reroute their paths because of the closure should join in the conversation. Anyone who has grumbled about the bridge being closed needs to speak up.

If all parties affected by the bridge closure bring their concerns to the table, it will give IDOT a serious argument in favor of preserving a river crossing at Florence. If those affected do not speak out, they will have no reason to be angry with IDOT's decision on the future of the Florence Bridge.

The waiting game is one that will test the patience of both Pike and Scott counties. Let's put that time to good use.

"Were it left to me to decide whether we should have a government without newspapers, or newspapers without a government, I should not hesitate a moment to strike the latter."

fun and laughter. But there is an issue out there that I am having trouble finding any business and it really doesn't even affect me directly.

Immigration. Even though I can take most of my families back at least five generations and they are all buried in Pike County, I know they all came from somewhere.

No, I have not had any run-ins with a Mexican drug cartel or a drug cartel from any other country, for that matter. And a fair amount of American-born citizens tick me off daily.

And I even partially agree with the new policy that exempts non-documented residents from being deported if they are educated, crime-free, employed or have served in our military.

What I want to know is how those residents got their education? Their jobs? Did they go through public schools and did

they get driver's licenses, income taxes, and insurance? Who pays for that? And how does one get a driver's license without documentation? I spent more than an hour digging up documentation for one of my kids to get a driver's license - Social Security card, birth certificate, two pieces of mail with his name on them. All of this to present to someone who had known him since the day he was born.

And as someone who had four kids, all of whom had aspirations of collegiate careers and one still there, is anyone aware of how many scholarships there are for "minorities only" or "minorities given top preference"? There are no scholarships solely for those born in this country whose parents who were also born here and have been loyal to this country. Haven't that always been discrimination and isn't it more so now?

Let go of their dreams and now residents get a free pass to stay. It gets the way you run a job because of your actions.

I'm all for fair, but I am also for playing field and at this time I think playing field is on one side of those who don't know

they're not in a country where it is, it is contrasting left jumbo shrimp or not in meaning if I was born here, I didn't have to come a citizen. But I was always believe it's not that hard, especially

to many who have come here, I and takes advantage of public and private sector and become professional law-abiding citizens would not want to become a citizen because that, it

PIKE COUNTY PIG DAYS - JULY 13TH-14TH

MOMMA SAID I'D LEAVE MY MARK ON THE WORLD SOMEDAY!



LETTERS TO THE EDITOR

Appreciates flag display

A thank you to the American Legion for the beautiful display of flags in the courtyard and at West Cemetery in observance of Independence Day. What an impressive and significant tribute to honor those in the armed forces, veterans, and our fallen heroes! We owe our gratitude to all those who give as much of themselves to defend our

of office; he survived. Today their bottom line has improved, but it will take time to recover those generations of union savings there.

There is hope still for the People's Republic of Pike County. We can eliminate collective bargaining and slash union pensions. Pike County can be declared a right to work zone. We can erase favoritism and stipulate all workers get the same pay and benefits. All government employees should be subject to the same term limit imposed on the president. This should apply to all Pike County officials AND all employees. No except

[<< Back](#)



SEARCH GO

BROAD

Town meetings stress importance of Florence bridge, which has been closed since June 28

Posted: Jul 30, 2012 9:33 PM CDT
Updated: Jul 30, 2012 9:37 PM CDT



By DEBORAH GERTZ HUSAR
Herald-Whig Staff Writer

PITTSFIELD, Ill. -- The closed sign will stay up at the Florence bridge -- possibly for the next nine months.

The Illinois Department of Transportation is waiting on a report from the consulting firm of Modjeski and Masters, Inc., expected by early next week, with recommendations on how to repair the shuttered vertical lift bridge.

Once cost estimates are available and a recommendation adopted, Steve Beran, IDOT District 6 bridge engineer, said "dollars will flow" to the project.



The Florence bridge closed to vehicle traffic on June 28 due to structural issues found during a routine inspection. (H-W Photo/Deborah Gertz Husar)



Lady Saukees lose opener. See page C8

In observance of Labor Day, the Pike Press will be closed on Monday, Sept. 3. All news and ads for the Sept. 5 issue are due by 5 p.m. Friday, Aug. 31. pikepress.com

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- © 2012 PINEBLISS

Obituaries in this issue: Grant, Clara, Adams, Shover, Wynch



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Pike Press

Boardman, Larry Fish and David Smith — after an agreement could be made on the township road budget.

State statute says if no appointment to a vacant position is made within 60 days, a special election must be held.

The trustees maintained their distance until after 30 days when they decided they wanted to withdraw their resignations and return to the board.

Pike County State's Attorney Frank McCartney rendered a legal opinion stating since no board members were on the board to accept each other's resignations, the resignations were invalid and therefore the trustees had never resigned.

Officials from the Township Officials of Illinois office rendered differing opinions on the matter and McCartney said at the Aug. 14 meeting it was possible a judge could rule differently than his interpretation of the matter.

invalid and therefore the trustees had never resigned.

Roseberry is expected to hear the specifics of the case today, Aug. 29 at 8:30 a.m.

The trustees had called a special meeting for Aug. 21 after hearing McCartney's opinion at an Aug. 14 meeting.

Three of the four trustees showed up at the meeting and seemed to be caught unaware by the restraining order.

Smith arrived first and studied the order when it was presented to him by Davis. Fish and Henry came at 7:35 p.m. bringing fans to cool the building. They were handed the notice by Davis, but neither trustee looked at it immediately.

(See ATLAS A2)

for that. "Was that and one for Pittsburgh. It's just happened in fact." Bradshaw, whose son plays on the Pittsburgh team.

County board votes down video gaming amendment

By WAYNE UTTERBACK

Pike Press
A proposed amendment to Pike County's liquor license to allow video gaming was struck down at the Pike County Board Monday night.

With the board split 3-3 on the amendment, Pike County Board Chairman Andy Roseberry broke the tie with a vote of No against the ordinance. Board members Cleve Curry, Robert Kenady, Fred Bradshaw and Boardwoman voted

in as she was backing from the parking area near the exit of the football field. "I was just coming and started the ACCIDENT. A2"

No. Board members Dick Peebles, Jim Sheppard and Michael Shoren voted Yes. Board members Justin Nobbs and William Filbert were not present at the meeting.

Craig Beard, a seller of video gaming machines, spoke at the meeting and said the allowance of videogaming in unincorporated areas would help keep bars afloat. "Without these machines, I don't think they can make it," Beard said.

Larry Rakos, with video gaming distributor Grand River Jackpot, said the (See COUNTY BOARD, A2)

switch. Hull said less in-person work was needed to be done, resulting in the cuts.

"We don't need as many hands and we don't need them right here," Hull said. "It used to be that it had to be done here because you had a paper chart to deal with."

Hull said electronic charts have changed the way hospitals operate because the charts can be done from anywhere in the world. Departments that were affected were Medical Records, Environmental Services, Fiscal Services and Acute Care.

Hull emphasized the cuts were not a sudden decision. She said the review in electronic records has been ongoing for three years. She added that departments affected by the cuts were aware that job duties were changing dramatically.

"Was it a surprise? Of course, because anytime you implement something like that, it is a surprise even if you know about it," Hull said. "It is still a shock."

The reduction in staff is not indicative of the hospital struggling financially, Hull said.

"We are not struggling financially and I don't want to go to either," Hull said. "That is one of the reasons why I want to make some of the changes now while we are financially healthy and not when we are at the brink of having financial issues."

IDOT District 6 director Roger Driskell updated the group on what happened to the bridge and what the plans would be for the repairs.

He said he wasn't worried about funding. "The dollars are going to come," Driskell said.

The weather will be the biggest challenge, he said, because the work will have to be done from a barge. If the water is frozen, it will delay work.

"It won't be the best conditions that we are going to push it and get it open as fast as we can," Driskell said. Eight guests from the public attended the meeting.

Citizens Advisory Committee recommends replacing Florence Bridge at its current location

By WAYNE UTTERBACK

Pike Press
The Florence Bridge Citizens Advisory Group (CAG) advised what it felt was the best option for the future of the river crossing at its second meeting Tuesday night.

The meeting, which was hosted by the Illinois Department of Transportation, took place at the Netherland-Park Building in Winchester and lasted nearly two hours. CAG members decided as a group to suggest removing and then replacing the Florence Bridge near its current location as the best option for the future of the bridge.

The decision was made after CAG members were broken up into three groups and were told to list their prioritized options for the

future of the Florence Bridge. All three groups chose removing and replacing the Florence Bridge as the foremost option, with removing the Florence Bridge and constructing a new interchange at I-72 north of Detroit coming in second and removing the Florence Bridge and replacing it at Pearl coming in behind the first two choices.

Before the members went into groups, IDOT went over the options one more time for the committee members to show them what options were available. The updated options presented were:

- No action - Operate the bridge and repair as needed at a cost of \$101,000
- Remove Florence Bridge at a cost of \$2,260,000
- Remove Florence

Bridge and construct a new interchange at I-72 and improve GH 14 at a cost of \$15,000,000

• Remove and Replace Florence Bridge at a cost of \$107,000,000

• Remove Florence Bridge and replace at Pearl at a cost of \$123,000,000

alternate route that wouldn't require as much travel.

CAG members also asked about being able to track the repairs on the bridge as they happen. Driskell said IDOT would consider post-updates on the website. Driskell said he would be willing to update the CAG members on the status of the bridge by email.

"We will try to do milestones and I'll try not to let too much time pass," Driskell said.

The results from the second meeting will be released during a public hearing sometime in the fall or winter of 2012. CAG Members were asked to come to the hearing to speak with the public about the options that will be presented.

"We encourage public comments and we encourage

you guys to be there as representatives of the CAG," Kaskaska Engineering Group Managing Partner Marisa Geldert-Murphy said.

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The weather will be the biggest challenge, he said, because the work will have to be done from a barge. If the water is frozen, it will delay work.

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the square.
The Winchester Student
Gallery will be open on

place on Tuesday, Sept. 25 from
6-8 p.m.

Tuesday's, starting March 20th.
Training will be in Jacksonville
from 9:00 a.m. to 4:00 p.m.
each Tuesday. Space in the train-

ing, you must attend an
Master Gard
7424 or go
of horticultural service to the
sion.illinois.

Businesses expect challenges with Florence Bridge closure

By WAYNE UTTERBACK

Scott County Times

With the Illinois Department of Transportation (IDOT) slating repairs on the Florence Bridge to start in early 2013, businesses are preparing for change.

Dan McClemming, plant manager at Cargill in Florence, said his business would not have to make any large changes to prepare for the next few months without the use of the bridge.

"There is really nothing we can do about it," McClemming said. "We haven't done many adjustments. The only thing we can do is put through the vehicles that show up to the elevator."

McClemming said he has had some trucks travel around the bridge. He said he appreciates anyone who comes to Cargill to use the elevator. With the bridge being out, he said business has still been down compared to last year.

"We are just looking forward to it opening

up as soon as possible," McClemming said.

In a normal crop year, the next few months would see Cargill getting a lot of grain in December and January. The drought has added to complications.

"This is not a normal crop year," McClemming said. "It is uncertain the amount of bushels that we are going to have that are going to be available to come to town during that time frame. We just don't know."

With the state waiting on plans, McClemming said any early completion of the repairs seems unlikely because IDOT will still have to let out bids for the repairs.

"We are enduring the situation and doing the best we can with what we have," McClemming said.

Sally Dietsch, owner of Florence bar Ed and Woodie's, said that she wishes IDOT could speed up the process by finding parts from bridges that have been taken apart. The time it will take to fix up the bridge is something that Dietsch wants done quickly. She said a new bridge could take 10 to 20 years to

put up when people are in need of a working bridge now.

"Who is going to be around 10 or 20 years from now," Dietsch said. "We are not worried about that, we are worried about today."

Dietsch said that she has made drastic cuts to her business since the bridge has been out. So far, Dietsch has cut hours and reduced her work force. As the bridge continues to be closed, she said the business will have to be continually re-evaluated to see if more changes are needed.

"Winter time is a slow period of time," Dietsch said. "Right now, it is a killer. Not only for me, but for everyone who works and lives there."

She said she still expects to get motorcyclists, but she knows they will have to make the extra drive to get there.

Being cut off from Scott County is frustrating to McClemming. He said more than just people in Florence are disappointed because of the inconvenience of the bridge being out.

IDOT prepares for repairs

The Illinois Department of Transportation (IDOT) is working to prepare construction plans and specifications for the repair of the Florence Lift Bridge, which carries IL 100 / 106 over the Illinois River between Scott and Pike counties. The Consultant Engineering Company of Modjeski and Masters is working with IDOT to assist in this effort.

Modjeski and Masters are working to produce repair plans. Work is currently proceeding along the following paths:

- The consultant's mechanical engineering staff is developing procedures and plans for the replacement and/or re-

roft of certain elements of the lift span. Due to the weight of the lift span, a balancing force is required in order for the lifting motor to be an economical size.

Large concrete counterweights provide the balancing force and are attached to the ends of the lift span with wire cables that run over the top of large pulleys installed at the top of piers. These pulleys are called sheaves and ride on axle shafts called trunnions. All sheaves and trunnions, along with the supporting bearings on both towers, will be replaced.

- Construction plans are being developed by the consultant's structural engineering staff for the replacement of the buckled support column. A temporary

support system will be required and is being designed for both the lift span and the counterweights due to the weights involved and because of the necessity of removing the wire cables from the sheave wheels.

- In addition, information is being gathered for the potential replacement of the wire cables.

Once additional details are finalized, according to state procurement laws, the department can request bids and select a contractor to complete all repair work necessary to restore the Florence Bridge to normal operations. This process will be expedited to the greatest extent possible.



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Florence bridge will probably open next spring after repairs are made

by [Jim Whitfield](#)

Posted: 09.17.2012 at 4:47 PM

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FLORENCE, ILL. -- After nearly three months of being closed due to structural defects, the [Illinois Department of Transportation](#) has released details on their plans to get the Florence bridge back open.

IDOT recently met with the citizens advisory group from Pike and Scott counties and they are hopeful the bridge will re-open next spring.

But the signs still say the same thing, "road closed."

The bridge was closed earlier this summer after inspectors from the Illinois Department of Transportation found some problems with the lift span superstructure.



"So we're going to have the fabrication contract that's going to recondition the wheels and fabricate new wire rope assemblies and new bearing assemblies to be put at the top of the towers. Not only are we accomplishing the short term goal of repairing the bridge and getting it back into service, we're also performing a longer term repair that will keep us going long into the future," Steve Beran, a bridge engineer with IDOT, said.

IDOT also said they will try to update stakeholders as repair work is completed. They're hoping for a mild winter because a majority of the work will be done from a barge parked next to the bridge. Cost of the repair work is in the neighborhood of nearly \$200,000. All of that could start after contractors submit their bids and they're reviewed by the IDOT staff.

"Once we get done with this repair, not only have we fixed the damaged column that currently exists at the top of the pier but we have also extended the life of the bridge by replacing critical mechanical components that we would have had to replace in the next couple of years anyway. So we have actually extended the life of the bridge by doing this repair," Beran said.

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Florence bridge design plans 'progressing nicely' for repair work

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Posted: Sep 17, 2012 7:17 AM CDT

Updated: Sep 17, 2012 7:33 AM CDT

By DEBORAH GERTZ HUSAR
Herald-Whig Staff Writer

FLORENCE, Ill. -- The shuttered Florence bridge should be back in operation for the spring planting season.

Work continues to prepare construction plans and specifications to repair the Illinois River lift bridge, which closed in June because of structural issues discovered during a routine inspection.

"Design plans are progressing nicely. We should have them relatively soon," Steve Beran, Illinois Department of Transportation District 6 bridge engineer, said. "We will repair the bridge."

A support column on the bridge buckled, prompting concerns about structural stability and further damage. The closing forced drivers to detour miles out of their way to cross the river between Pike and Scott counties.

Preliminary repair plans call for replacing bridge cables, replacing the big pulley wheels at the top of the bridge and fabricating new bearings and steel for the buckled column.

That work will take time -- an estimated 20 weeks alone to fabricate the bearings and cable -- but installation should take place in late January or early February, which should get the bridge "back in operation before planting season," Beran said. "You can't run down to Home Depot and find spare bridge parts. They all have to be fabricated."

The sheave, or pulley, wheels for the top of the bridge previously were used on a bridge in LaSalle-Peru, which needed new wheels to repair a buckled column.

"They will be brought back up into new condition at the fabrication shop the same time as the bearings are fabricated," Beran said.

IDOT is working with Modjeski and Masters, a consultant engineering company based in Mechanicsburg, Pa., with offices in Edwardsville and St. Louis, on the repair plans.

The consultant's mechanical engineering staff is developing procedures and plans to replace/retrofit parts of the lift span. Due to the weight of the lift span, a balancing force is required for the lifting motor to be an economical size.

"Large concrete counterweights provide the balancing force and are attached to the ends of the lift span with wire cables that run over the top of large pulleys installed at the top of piers," according to a Florence bridge update provided by IDOT. "These pulleys are called sheaves and ride on axle shafts



Work continues to prepare construction plans and specifications to repair the Illinois River lift bridge, which closed in June because of structural issues discovered during a routine inspection. (H-W File Photo)