



**IL 100-106 River Crossing Project Phase I Study
Citizens Advisory Group - Meeting #4 Summary
October 16, 2018**

A meeting of the Citizens Advisory Group was held on October 16, 2018 at the Nimrod Funk Community Building in Winchester, IL. The agenda for the meeting included the following items.

- Project Timeline
- Purpose and Need - Alternatives Review
- Alternatives Carried Forward
- Recommendation of Preferred Alternative
- Agency Coordination
- Next Steps
- Bridge Rehabilitation vs. Replacement

Handouts at the meeting included:

- Matrix spreadsheets of the four Alternatives Carried Forward (4A, 4C, 4C/D, and 5B) with costs, travel benefits, and environmental impacts itemized under each alternative.
- Comment forms providing a space for written comments on the project, and requesting a response by October 30, 2018.

After introductions were conducted by J. Wavering, R. Powell provided a project update and presented the recommended "Preferred Alternative, 4C". After the presentation, attendees were invited to review maps of the draft roadway plan and profiles with highlighted environmental resources for each of the alternatives recommended for further study (Alternatives 4A, 4C, 4C/D, and 5B). Meeting attendees were also invited to provide written comments regarding each of the alternatives.

As part of the meeting agenda, J. Wavering provided an update on the weight restrictions that were recently put in place. He provided details for an emergency repair contract to restore the 40-ton legal load posting which is expected to be complete in the spring of 2019. He also described the design and construction activities for a major bridge rehabilitation project that could start as early as 2020 depending on funding and project readiness. The rehabilitation contract would be larger in scope than the emergency repair contract, and is intended to keep the bridge open to traffic until replacement funding can be secured.

Comments and questions during and after the presentation included the following:

- A CAG member asked if there been any movement or activity on listing the existing bridge with the National Register of Historic Places. IDOT responded that they were not aware of any such effort.
- A CAG member asked IDOT to confirm that Alternative 4A is dropped from further study. IDOT responded that 4A is recommended to be dropped, but it will not be officially dropped until the Preferred Alternative is presented to federal and state agencies at the NEPA Merger meeting in February 2019.
- A CAG member asked how the location of Alternative 5B and the downstream crossing factor into the alternatives evaluation, and how much of a deterrent are the crossing locations upstream. IDOT responded that the river carriers prefer any alternative that is further downstream from the existing crossing. Coordination with the US Coast Guard and the river carriers identified that having a 400-foot width between piers would be sufficient regardless of the location of the bridge.
- A CAG member asked for examples of bridges that are similar to the proposed bridge type for IL 100/106. IDOT responded that the new IL 100-106 bridge would likely appear similar to the I-72 structures over the Illinois River and the proposed US 54 Champ Clark bridge over the Mississippi River.
- A CAG member asked if the levee district has any concern for the clearance over the levee, depending on the alternative. IDOT responded that levee district coordination is ongoing. The levee district concern for access is the same no matter which alternative is chosen. The proposed bridge will either have 15 feet of vertical clearance over the levee, or direct access from IL 100-106 will be provided.
- A CAG member asked what bridge is on the District's list for funding. IDOT responded that a new two-lane US 67 bridge over the Illinois River in Beardstown has been funded. After that, both US 24 in Quincy and IL 100/106 are currently in the Phase I study phase and not funded for design or construction.
- A CAG member asked about going for a TIGER grant. IDOT responded that TIGER grants (now called BUILD grants) are subject to a specific process and proposals are not currently being accepted. IDOT also stated that the bridge replacement was submitted for competitive freight plan funding, but was not awarded funds.
- A CAG member asked that, once the Champ Clark Bridge is done, which bridge would be next. IDOT responded that the Champ Clark Bridge was led by Missouri, and there are 15 counties in District 6, so it is difficult to say how that would impact Illinois bridge improvements, and that the next anticipated opportunity to get federal funding is through the Illinois Special Bridge Program for FY 2025.
- A CAG member asked about the maintenance of the bridge being less cost for a shorter bridge such as Alternative 5B. IDOT responded that, while the shorter bridge length as part of Alternative 5B would have reduced maintenance costs, it also would require a

greater length of new roadway than the other alternatives, and would sever farmland east of the river and displace properties west of the river.

A total of 8 completed comment forms and no email comments were collected, including those submitted at the meeting and those sent afterward to IDOT District 6 by the October 30 deadline. The comments are summarized below.

- Preference for, or approval of, the recommended Preferred Alternative 4C (by several CAG members).
- Preference for 15' vertical clearance over the levee.
- Higher cost of Alternative 4C vs. 4A is justified by its reduced farmland and displacement impacts.
- Commend the IDOT and consultant study team for navigating the CAG group through the study process.
- Restore the legal load weight limits for the existing bridge, and keep them restored until a new bridge can be funded.
- Support dropping Alternative 5B due to its land acquisition costs and floodplain impacts. Concern for new bridge location and width still being inadequate for barge collision avoidance. Consider constructing the bridge approaches before the bridge span to shorten construction time. The CAG meetings are very informative.
- Concern that inflation will keep the cost rising if construction is delayed. Concern that the Quincy bridge will take precedence over the Florence bridge. Even with its lower traffic flow, the Florence bridge is important link for farmers and other adjacent businesses and for emergency services.
- Concern with the timeline and approval of construction funds for the new bridge. Long term closures and weight restrictions hamper the ability to maintain and grow business. Communication well in advance of closures will help businesses plan for the needs of their customers.

Project Study Group members attending CAG Meeting #3 included the following.

IDOT: Jeff Myers, Sal Madonia, Jay Wavering, Jon Kelley, Lori Williams, Joe Schatteman, Ameh Fioklou

WSP: Rick Powell, Meghan Hamilton, Tanya Adams

CMT: Kristin Timmons