



Citizens Advisory Group Meeting #4



IL 100-106 River Crossing
Project
Florence Bridge -
Phase I Study

October 16, 2018

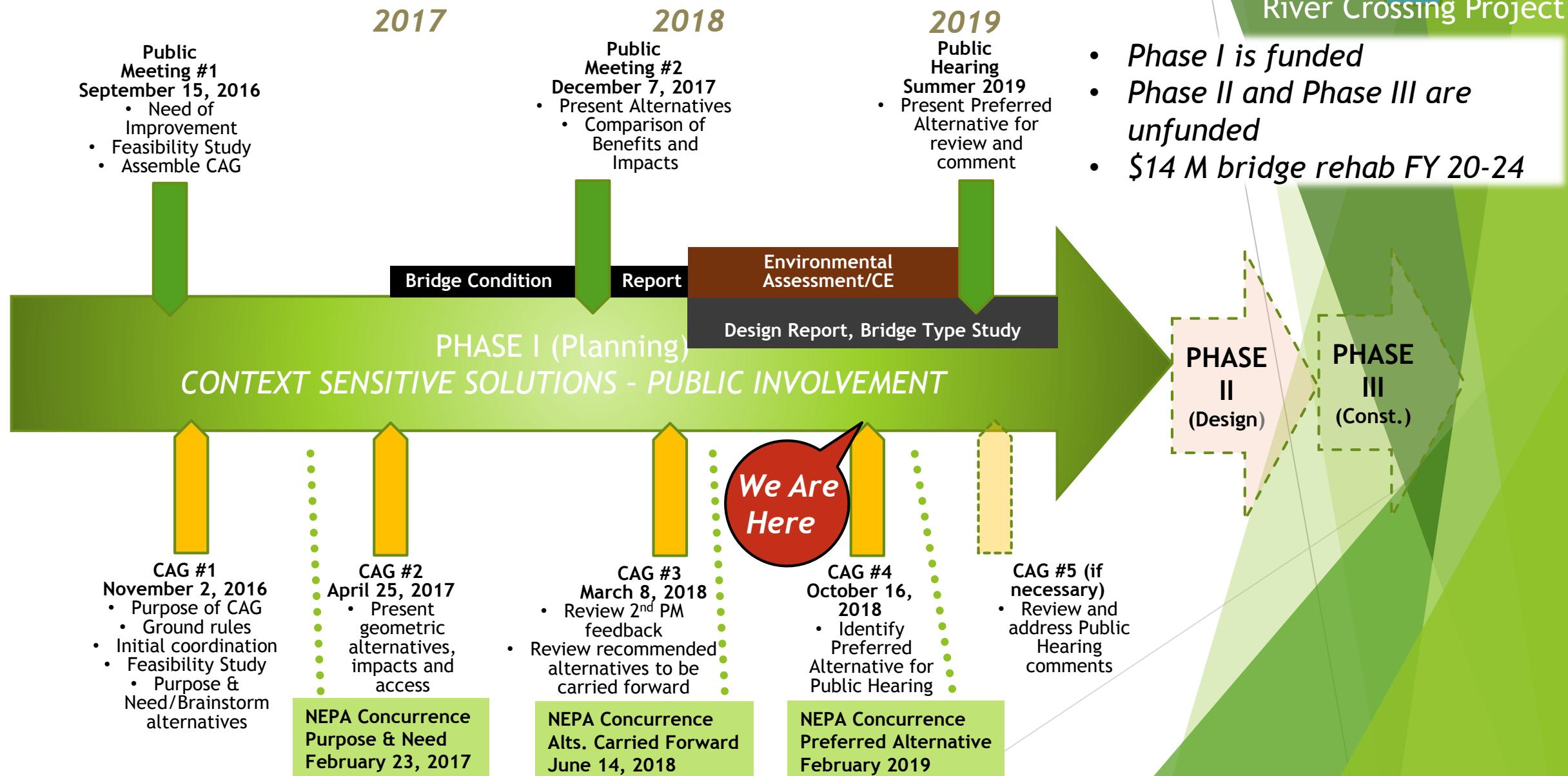
Agenda



River Crossing Project

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

Project Timeline



River Crossing Project

- Phase I is funded
- Phase II and Phase III are unfunded
- \$14 M bridge rehab FY 20-24

PHASE II (Design)

PHASE III (Const.)

We Are Here

Project Purpose and Need



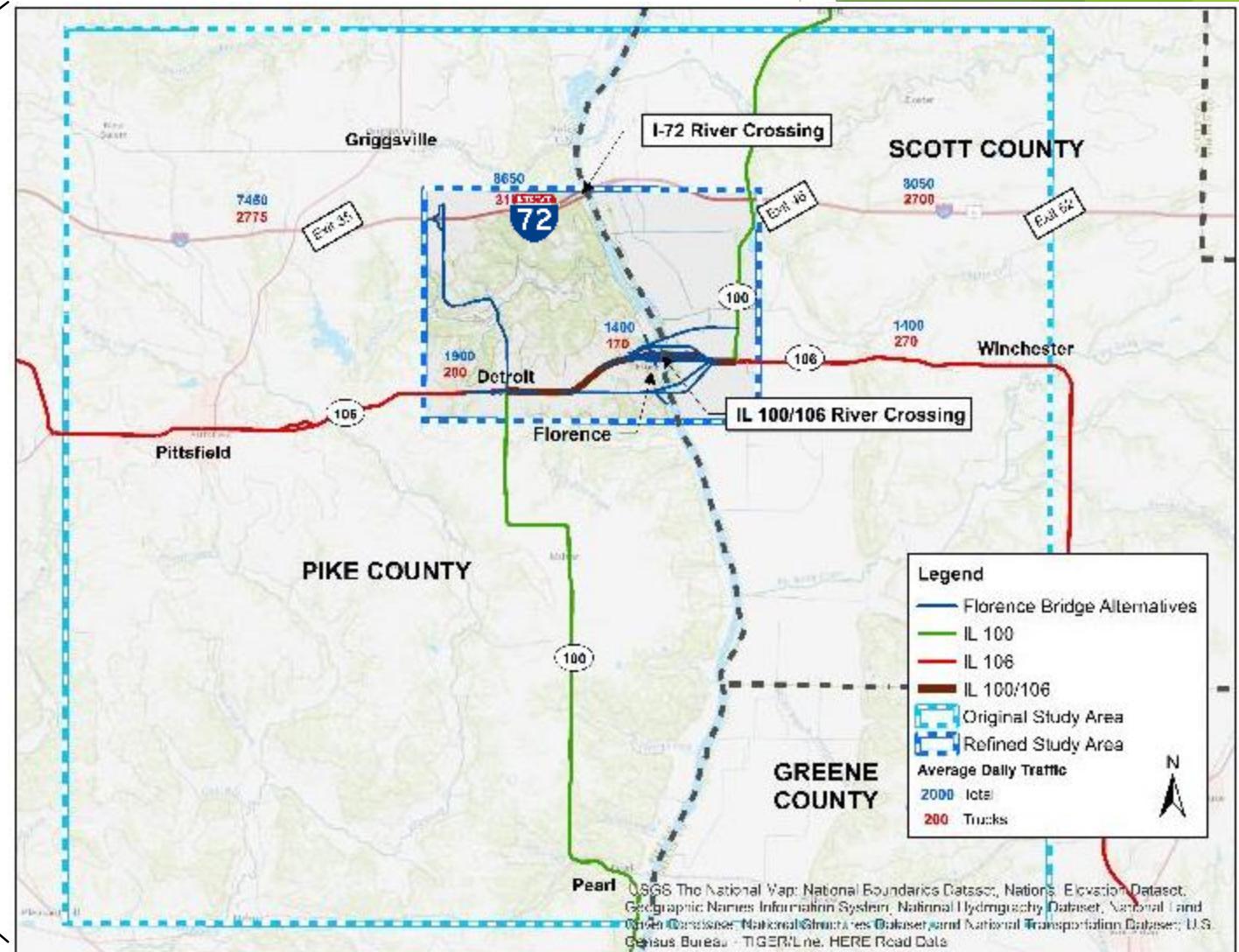
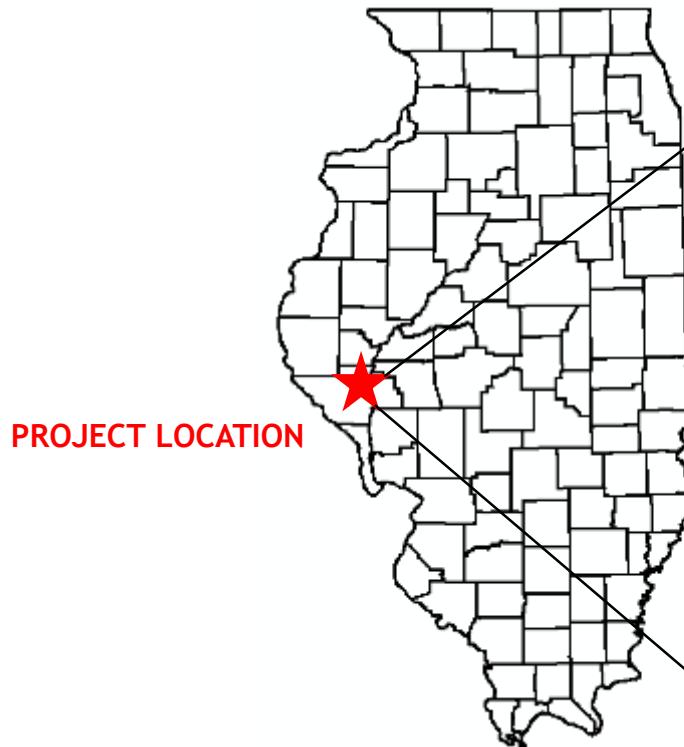
River Crossing Project

- ▶ **Purpose:** To provide connectivity across the Illinois River for all modes of vehicular traffic, facilitate river traffic, and support local and regional economic needs.
- ▶ **Need:** To address the structural, operational and geometric deficiencies of the existing river bridge.
- ▶ Concurrence received February 23, 2017

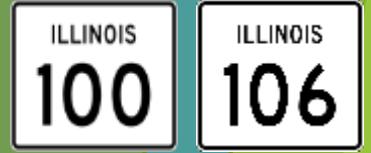
Study Area



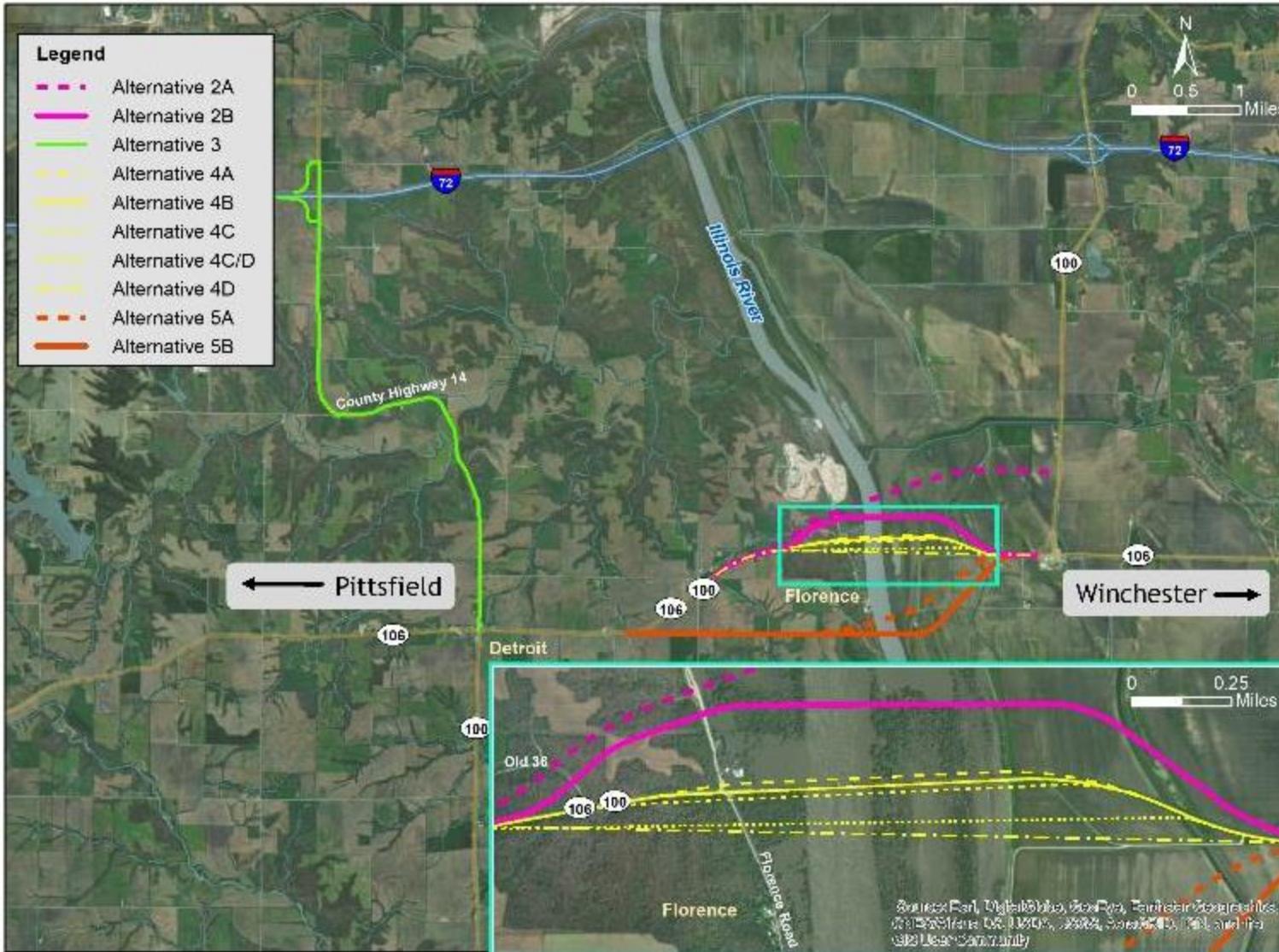
River Crossing Project



Alternatives Location Map



River Crossing Project



Notes: Alternative 1A, 1B, and 1C are not included in this figure because they are not defined as Collective Alternatives.

Alternatives Considered



River Crossing Project

- ▶ No Build (Alt 1A)
- ▶ 3 build alternatives that preserve the existing bridge:
 - ▶ Rehabilitation (Alt 1B)
 - ▶ Construct a build alternative & keep existing bridge.
Note: Existing bridge closed to traffic (Alt 1C)
 - ▶ Upgrade CH 14, construct a new interchange at I-72 & keep existing bridge. Note: Existing bridge closed to traffic (Alt 3)
- ▶ 10 build alternatives that would construct a new bridge:
 - ▶ Upstream (Alts 2A, 2B & 4A)
 - ▶ Existing location (Alt 4B & Combined Alts 3 & 4B)
 - ▶ Downstream (Alts 4C, 4C/D, 4D, 5A & 5B)



River Crossing Project

Environmental Resources Identified

The following environmental surveys have been conducted to date:

- ▶ Botanical Report
- ▶ Avian Report
- ▶ Mussels Report
- ▶ Herpetological Survey
- ▶ Wetland Delineations and Report
- ▶ Archeological Assessment
- ▶ Preliminary Environmental Site Assessment (PESA) - Pending Review
- ▶ Architectural Photo Log - Pending Review

The following environmental surveys have been deemed not necessary:

- ▶ Fish survey
- ▶ Mammal survey
- ▶ Note: A tree clearing restriction will be required for the project

Historic Bridge Coordination



River Crossing Project

- ▶ Eligible for National Register of Historic Places
- ▶ Complete Section 106/Section 4(f) documentation of Adverse Effect
- ▶ Public Notice for Advertisement
- ▶ Memorandum of Agreement between IDOT, FHWA and SHPO



The Section 106/Section 4(f) and Public Notice will be advanced following NEPA Merger concurrence of the Alternatives Carried Forward



River Crossing Project

Outstanding Environmental Considerations

► Cultural Resources

► Archaeology

- Potential archeological sites have been identified within the project study area
- Several alternatives potentially impact those areas
- Additional investigation required after a Preferred Alternative is selected

► Historic Properties

- Architectural photolog pending review
- Florence Bridge identified as eligible for National Register of Historic Places

Engineering Performance & Environmental Screening (April 2017)



River Crossing Project

Category	Measure	1A	1B ^B	1C ^B	2A	2B	3 ^B	4A	4B	4C	4C/D	4D	5A	5B	3 & 4B
		No Build	Rehab	Close & maintain	2,000 feet north	1,100 feet north	Improve CH14	100 feet north	Replace existing	100 feet south	300 feet south	600 feet south	4,000 feet south	4,500 feet south	Improve CH14 and replace existing
New Right-of-Way	Acres	0	0	0	85	70	60	30	10	20	50	65	95	95	70
Estimate of Probable Construction Cost	Current (Millions of Dollars) \$ M	0	\$15.0 M	Varies	\$100.5M	\$110.0M	\$23.5M	\$73.5M	\$64.0M	\$70.5M	N/A ^C	\$97.0M	\$129.5M	\$103.5M	\$87.5M
Main Bridge Length	Feet	0	0	0	2,260	2,630	0	2,810	2,800	2,830	2,815	2,800	2,340	1,640	2,800
New Roadway Length	Miles	0	0	0	2.6	2.0	5.6	0.9	0.4	0.8	1.2	1.8	3.4	3.3	6.0
Adverse Travel (Florence)	User Delay Cost (\$/yr.)	0	0	0	\$74.1K	\$37.9K	\$720.1K	\$0	0	\$0	\$0	\$29.0K	\$132.7K	\$136.8K	0
Adverse Travel (Through Travel)	User Delay Cost (\$/yr.)	0	0	0	\$129.3K	\$14.4K	\$1,537K	\$0	0	\$0	\$0	\$0	\$0	\$0	0
Constructability ^D	Subjective (described)	0	1	1	2	2	4	1	1	1	1	3	4	4	1
Forest Land	Acres				66.9	97.7	0.6	18.1	21.9	17.0	38.4	84.4	24.87	30.3	22.5
Wetlands	Acres				16.9	20.7	11.4	16.8	16.2	15.2	16.0	14.0	10.0	7.3	27.6
River/Stream Crossings	Each				1	1	1	1	1	1	1	1	1	1	2
Floodplain	Acres				57.0	50.0	0.0	28.0	30.7	27.4	25.5	41.5	33.2	38.3	30.7
Floodplain	Length in Miles				2.12	1.91	0.0	0.97	1.60	0.97	1.02	1.57	1.64	1.75	1.60
Prime Farmland	Acres				47.6	35.4	40.4	13.5	4.4	10.6	22.4	22.1	55.2	61.8	44.8
INAI Site ^E	Acres				0.0	0.0	0.0	1.3	1.4	1.5	1.0	1.5	0.0	0.0	1.4
Threatened & Endangered Species Areas of Occurrences ^F	Present - #				1	2	0	4	4	3	3	4	1	1	4
Bald Eagle Sightings ^G	Present - #				1	1	0	1	1	0	0	0	0	0	1
Community (includes Section 4(f))	Eligible Properties - Each				0	0	1	0	0	0	0	1	0	0	1
Cultural Resources (Section 106)	Eligible Properties - Each				1	1	1	1	1	1	1	1	1	1	1
Displacements (Residential)	Each				0	0	0	0	0	0	0	1	5	6	0
Displacements (Commercial)	Each				0	0	0	1	0	0	0	0	0	0	0
Displacements (Industrial)	Each				0	0	0	0	0	0	0	0	0	0	0
Divided Parcels	Each				6	6	4	4	0	0	6	5	7	9	5
Hazardous Waste Sites	Each														

Unknown at the time of evaluation

A. Impacts Assessment included the mainline alternative only and were based on designs from March 2017. The preliminary screening was done using a database of information available in April 2017. This table does not include an assessment of any connector roadways.

B. Alternatives 1B, 1C, and 3 were evaluated and will not move forward because they do not meet the Purpose and Need.

C. Not Applicable. Alternative 4C/D was not one of the original proposed designs and was not evaluated by the same criteria as the other alternatives; therefore, Alternative 4C/D would not have an estimate of Probable Construction Cost. Alternative 4C/D is a compromise between two designs and was evaluated for environmental impacts. Additionally, alternatives not carried forward have not been re-evaluated for cost.

D. "Constructability" refers to difficulty of construction, subjectively rated, with 1 being the most difficult and 4 being the least difficult.

E. Acres coincident with the Florence Bridge Bed (Illinois Natural Area Inventory Site #1658), identified as Category VI. for an unusual concentration of flora or fauna and high quality streams.

F. Zones around a point of occurrence.

G. Bald Eagle sightings are a record in the Illinois Natural History Survey (INHS) database. They are included in the alternatives matrix with respect to the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act.

Color-Code Key

Relatively high benefit or low impact
Relatively moderate benefit or moderate impact
Relatively low benefit or high impact

Engineering and Performance Considerations

Environmental Effects

Nine Alternatives Dropped



River Crossing Project

- ▶ Do Not Meet Purpose and Need
 - ▶ Alternatives 1B, 1C and 3
 - ▶ Alternative 1B (rehabilitate existing bridge) could be considered as a short to medium term strategy until the Preferred Alternative is funded
- ▶ Relatively High Impacts and/or Costs
 - ▶ Alternatives 2A, 2B, 4B, “Combined 3 and 4B”, 4D and 5A

Alternatives Carried Forward



River Crossing Project

Refinements:

- ▶ Geometry refined to accommodate Florence Road connection and US Coast Guard requirements
- ▶ Wetland survey (2017) results included for more accurate accounting of impacts
- ▶ Presence of Decurrent False Aster (T&E species)
- ▶ Presence of mussels (no protected species)
- ▶ Updated cost estimates
- ▶ Revised right-of-way limits

Alternatives Proposed To Be Carried Forward

Revised Impacts (October 2018)



River Crossing Project

Category	Measure	4A	4C	4C/D	5B
		100 feet north	100 feet south	300 feet south	4,500 feet south
New Right-of-Way	Acres	27.3	32.9	45.8	90.1
Estimate of Probable Construction Cost	Current (Millions of Dollars) \$ M	\$70.6M	\$77.6M	\$77.3M	\$72.1M
Main Bridge Length	Feet	3,165	3,167	3,167	1,816
New Roadway Length	Miles	0.8	1.0	1.2	3.6
Adverse Travel (Florence)	User Delay Cost (\$/yr.)	\$11.5K	\$17.2K	\$20.1K	\$136.8K
Adverse Travel (Through Travel)	User Delay Cost (\$/yr.)	\$0	\$0	\$0	\$0
Constructability ^A	Subjective (described)	1	1	1	4
Forest Land ^B	Acres	16.9	30.4	38.4	26.9
Wetlands ^C	Acres	14.8	13.4	12.4	5.2
Wet Floodplain Forest	Acres	6.3	8.2	12.0	5.0
Wet Forbland	Acres	3.2	3.9	0.0	0.0
Wet Meadow	Acres	4.7	1.4	0.4	0.2
Wetland Pond	Acres	0.6	0.0	0.0	0.0
Water Feature Crossed ^D	Each	1	3	3	1
River Crossing (Illinois)	Each	1	1	1	1
Lake Crossing (Ferry)	Each	0	1	1	0
Other	Each	0	1	1	0
Floodplain ^E	Acres	26.2	25.4	25.5	41.1
Floodplain	Miles	0.97	0.97	1.02	1.75
Prime Farmland ^F	Acres	13.0	7.3	14.9	59.0
Inventoried Natural Areas ^G	Acres	3.0	3.3	2.9	0.0
Potential Mussels Disturbance ^H	Present - #	215	270	86	197
Regionally Noteworthy Botanical Resource Area ^I	Acres	0.2	1.9	2.6	0.0
Threatened & Endangered Species Presence					
Decurrent False Aster ^J	Present - #	1.25	1.15	0.49	0
Cultural Resources (Section 106/ Section 4(f))		4	3	2	10
Displacements (Residential) ^K	Each	0	0	0	6
Displacements (Commercial)	Each	1	0	0	0
Parcels with Right-of-Way Impacts	Each	7	9	9	31
Divided Parcels	Each	2	1	1	9

- A. "Constructability" refers to difficulty of construction, subjectively rated, with 1 being the most difficult and 4 being the least difficult.
- B. Forest Land evaluated by aerial photographs.
- C. Wetlands evaluated by field verified delineations (Illinois Natural Heritage Survey (INHS), July and August, 2017). Wetland totals may not sum due to rounding.
- D. Water Features Crossed accounts for the Illinois River, Ferry Lake, and the unnamed body of water east of Ferry Lake.
- E. Floodplains evaluated by the 2016 files maintained by the Federal Emergency Management Agency (FEMA).
- F. Prime Farmland evaluated by available data from previous studies.
- G. Inventoried Natural Areas are from the Illinois Heritage Database (IHD, 2016).
- H. Potential Mussel Disturbance reports the number of mussels found and relocated during an INHS survey (August 2017). No state or federal listed threatened or endangered species were found.
- I. Regionally Noteworthy Botanical Resource Area report area assessed by the INHS (September 2018). No state or federal listed threatened or endangered species were found.
- J. Decurrent False Aster reports area of plant habitat assessed by the INHS as surveyed (June 2017).
- K. Displacements are based on available photographs and parcel boundaries from Pike and Scott counties (2016).

Color-Code Key

Relatively high benefit or low impact
Relatively moderate benefit or moderate impact
Relatively low benefit or high impact

Alternative 1A (No Build)

- ▶ Leaves existing bridge in place
 - ▶ Required to be carried forward under federal NEPA process
 - ▶ Provides a baseline for comparison with other alternatives
- ▶ Bridge maintenance
 - ▶ 89 year old bridge
 - ▶ Bridge is currently posted for legal loads
 - ▶ Bridge may become unserviceable in the future when repairs are no longer possible
- ▶ The No Build Alternative does not meet the project purpose and need



Alternative 4A (100 feet north)



River Crossing Project



Revised Engineering Screening Data:

- ▶ Land Acquisition: 27.3 acres
- ▶ Updated cost: \$70.6 M
- ▶ Illinois River bridge length: 3,165 feet

- ▶ New roadway length: 4,232 feet
- ▶ Connection to Florence Road in northwest quadrant
- ▶ Requires a short bridge for IL 100-106 over Florence Road

Alternatives Carried Forward

Alternative 4A (100 feet north)



River Crossing Project



Reasons for recommendation to be carried forward:

- ▶ Lowest construction cost and lowest right-of-way acquisition of alternatives remaining
- ▶ Reduces impacts to farmland and forest land
- ▶ Shortest new roadway length and adverse travel to Florence

*Potential impacts to Decurrent False Aster, invertebrates, and Bald Eagle

*Potential to displace business

Alternative 4C (100 feet south)



River Crossing Project



Revised Engineering Screening Data:

- ▶ Land Acquisition: 32.9 acres
- ▶ Updated cost: \$77.6 M
- ▶ Illinois River bridge length: 3,167 feet

- ▶ New roadway length: 5,078 feet
- ▶ Connection to Florence Road in southwest quadrant
- ▶ Requires a short bridge for IL 100-106 over Florence Road

Alternative 4C (100 feet south)

***Reasons for recommendation to be carried forward:***

- ▶ 2nd lowest property impact and right-of-way of alternatives remaining
- ▶ Reduces the amount of rock excavation as compared to 4D
- ▶ Least impacts to the floodplain and farmland

- ▶ Reduces impacts to forest land and divided parcels
- ▶ Similar construction costs and impacts compared to all remaining alternatives recommended for further evaluation

*Potential impacts to Decurrent False Aster and invertebrates

Alternative 4C/D (300 feet south)



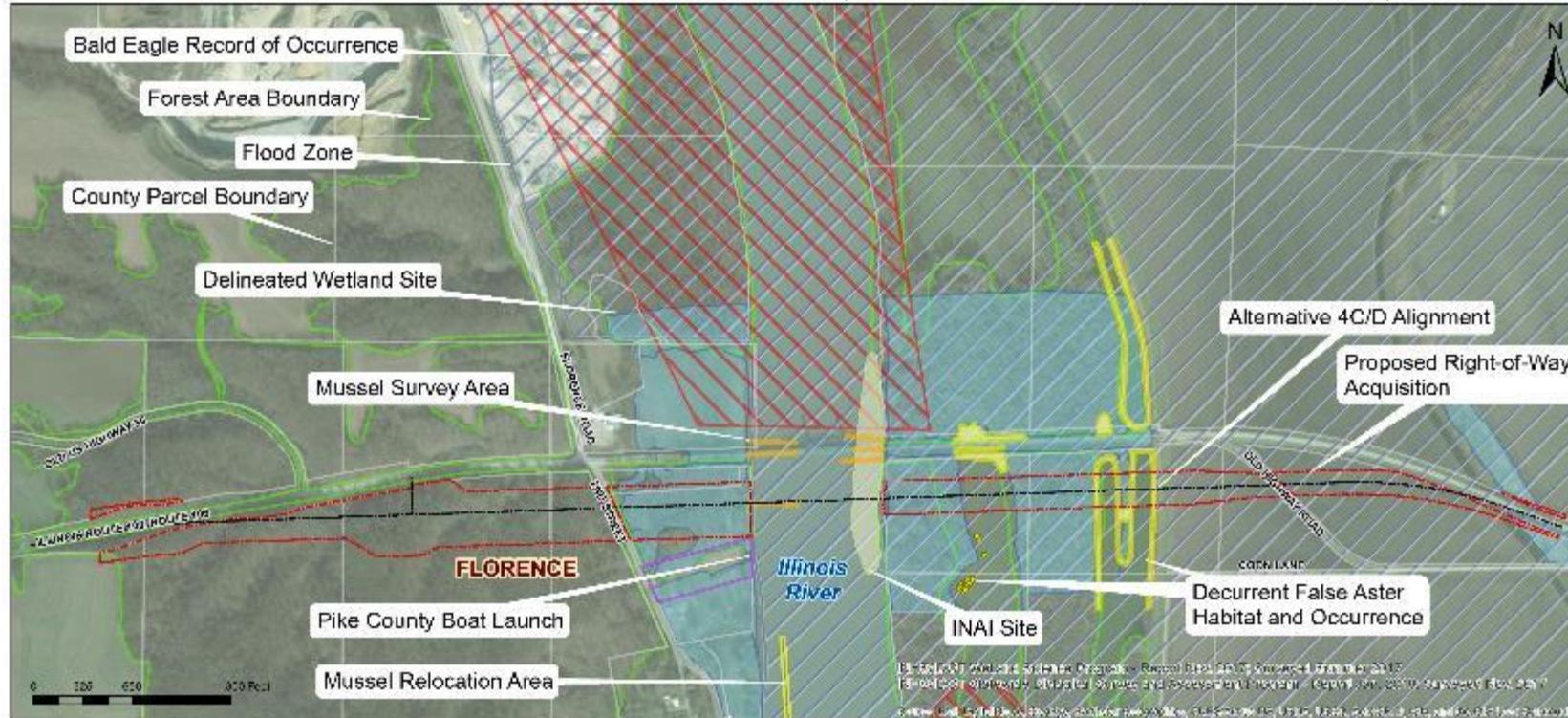
River Crossing Project



Revised Engineering Screening Data:

- ▶ Land Acquisition: 45.8 acres
- ▶ Updated cost: \$77.3 M
- ▶ Illinois River bridge length: 3,167 feet
- ▶ New roadway length: 6,586 feet
- ▶ Connection to Florence Road via a "T" connection to existing IL 100-106, east of Old US 36
- ▶ Requires a short bridge for IL 100-106 over Florence Road

Alternative 4C/D (300 feet south)

***Reasons for recommendation to be carried forward:***

- ▶ Variation of Alternative 4D
- ▶ Creates a “T” intersection connector road west of the bridge
- ▶ Can be constructed with minimal impact to existing traffic
- ▶ Similar construction costs as 4C
- ▶ Reduces the amount of rock excavation as compared

- ▶ to 4D
- ▶ Reduces number of divided parcels as compared to 4D

*Would increase farmland and forest land impacts as compared to 4C

*Potential impacts to Decurrent False Aster, invertebrates, and Bald Eagle

Alternative 5B (4,500 feet south)



River Crossing Project



Revised Engineering Screening Data:

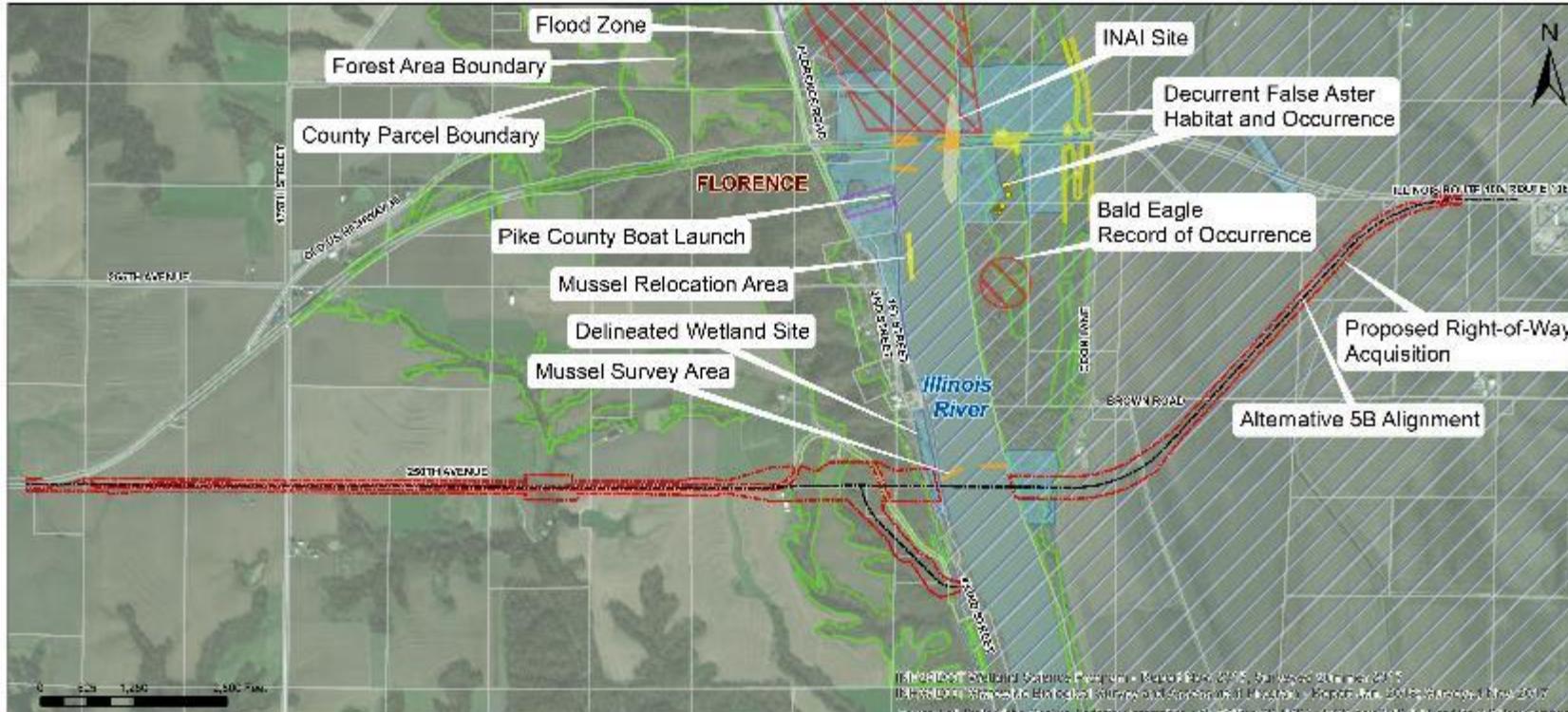
- ▶ Land Acquisition: 90.1 acres
- ▶ Updated cost: \$72.1 M
- ▶ Illinois River bridge length: 1,816 feet
- ▶ New roadway length: 18,885 feet
- ▶ Connection to Florence Road in southwest quadrant
- ▶ New river bridge will extend over Florence Road

Alternatives Carried Forward

Alternative 5B (4,500 feet south)

ILLINOIS
100

River Crossing Project



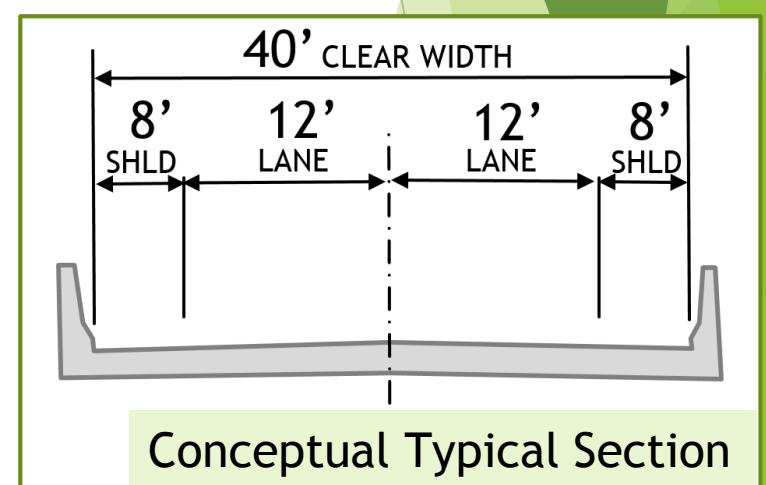
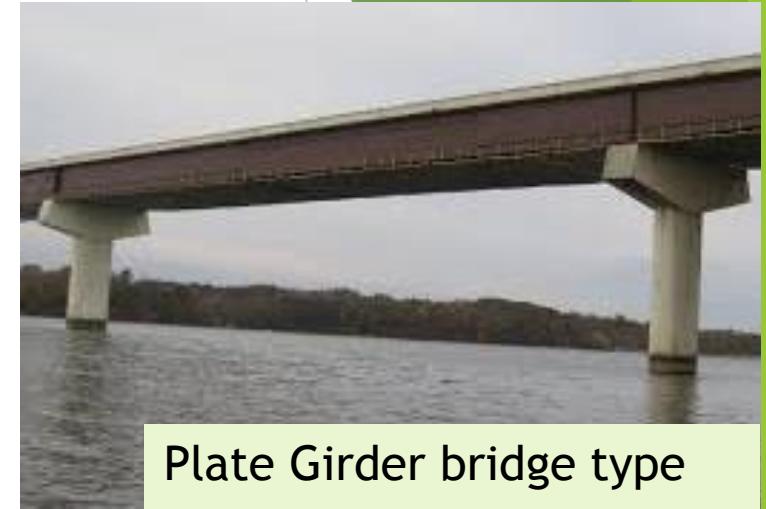
Reasons for recommendation to be carried forward:

- ▶ Shortest and least costly bridge crossing
- ▶ Least impacts to surveyed wetlands and Decurrent False Aster
- ▶ Can be constructed with minimal impact to existing traffic
- ▶ Furthest alternative from river bend

- *Highest roadway cost of the remaining alternatives recommended for further evaluation
- *Highest farmland impact of the alternatives remaining
- *Potential to displace residences (6)

River Crossing Design (all build alternatives)

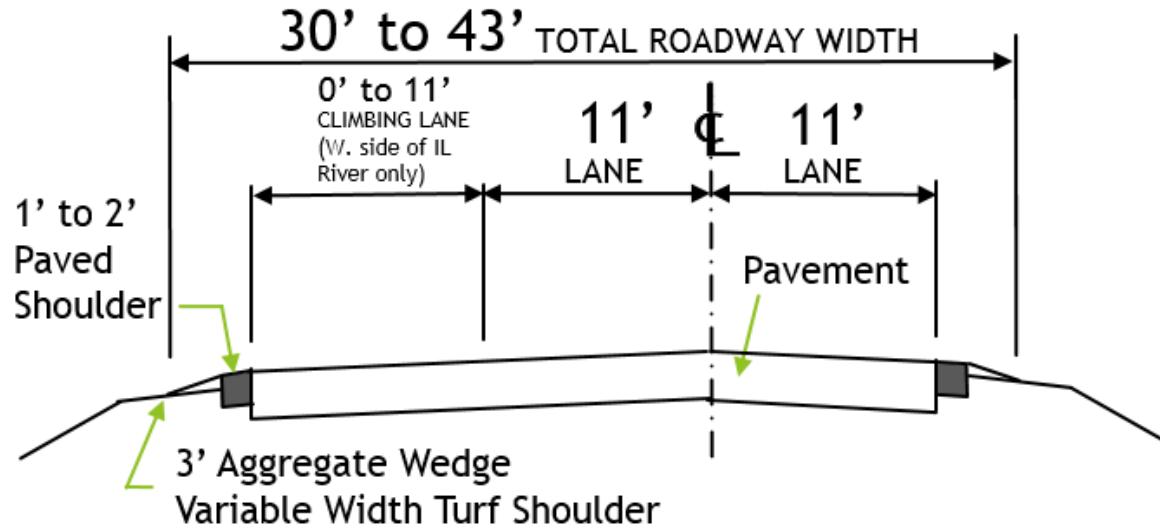
- ▶ Rural principal arterial facility
- ▶ 60 MPH design speed for IL 100/106
- ▶ 400 ft. navigation span (coordinated with USCG)
 - ▶ *Existing navigation span: 202 ft.*
- ▶ 55-ft. vertical clearance above 2% flow line (USCG)
- ▶ Assumes a plate girder bridge type
- ▶ Bridge Typical Section - 40-foot clear width
 - ▶ Will accommodate farm implements, pedestrian/bicycle use & staging for future rehabilitation



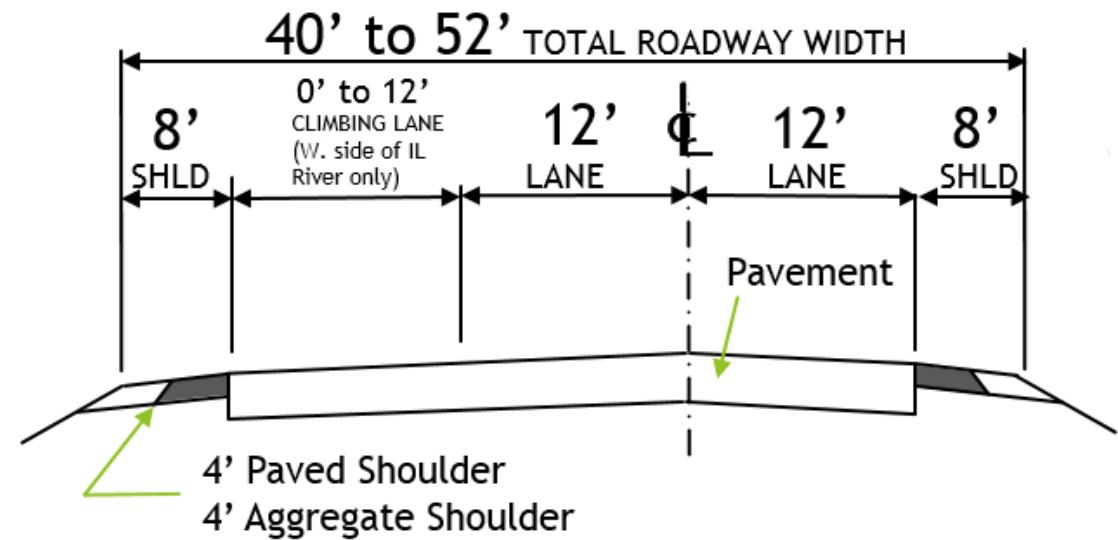
Alternatives Carried Forward

Roadway Design (all build alternatives)

EXISTING



PROPOSED



Conceptual Typical Sections

Public Meeting #2 Comment Review

December 7, 2017



River Crossing Project

Alternative	4A	4C	4C/D	5B
1 st Preference	7	17	3	0
2 nd Preference	6	4	5	0
3 rd Preference	3	0	9	0
Last Preference	0	0	0	10
Not marked	8	3	7	14

**4C
Preferred**

**“Not Marked” -
respondents left
preference blank**

- ▶ 24 total comments received; respondents asked to vote on preference of alternatives with 1st, 2nd, 3rd, and last preference
- ▶ No public support for Alternative 5B; adverse impacts to farmland and farm operations cited
- ▶ Support for Alternative 4C, as well as alternatives other than 5B
- ▶ Comments and concerns: pavement maintenance, flooding, property-specific concerns, drainage/levee district, archaeological impacts

CAG Meeting #3 Comment Review

April 25, 2018



River Crossing Project

Alternative	4A	4C	4C/D	5B
1 st Preference	2	7	6	2
2 nd Preference	4	7	0	0
3 rd Preference	2	0	4	3
Last Preference	3	0	0	5
Not marked	6	3	7	7

**4C
Preferred**

**“Not Marked” -
respondents left
preference blank**

- ▶ 17 total comments received; same voting procedure as Public Meeting
- ▶ Some support for each Alternative as first preference
- ▶ Strongest support for Alternative 4C
- ▶ Comments and concerns: archaeological impact (4A and 5B), loss of tax revenue (4A), traffic impact to Florence (5B), favor local connection (4C/D), favor shorter bridge (5B), shutdown of existing bridge during construction (all Alts), favor adding an I-72 interchange to project

Alternatives Carried Forward



River Crossing Project

Four alternatives were recommended to be carried forward for additional roadway and environmental impact analysis:

- ▶ Alternative 4A (100' north of existing bridge)
- ▶ Alternative 4C (100' south of existing bridge)
- ▶ Alternative 4C/D (300' south of existing bridge)
- ▶ Alternative 5B (4,500' south of existing bridge)
- ▶ Concurrence received June 14, 2018

Shortlisting of Alternatives Remaining



River Crossing Project

Recommend 5B to be *DROPPED*

- ▶ Least support by stakeholders
- ▶ Requires most right-of-way and agricultural land
- ▶ Extensive severance of farm parcels
- ▶ Displaces six residences
- ▶ Highest floodplain impact
- ▶ Highest local adverse travel

Shortlisting of Alternatives Remaining



River Crossing Project

Recommend 4C/D to be ***DROPPED***

- ▶ Less public support at PM #2 than Alts 4A or 4C
- ▶ Highest impacts to forest land (2x higher than others)
- ▶ Highest impact to floodplain forest wetlands
- ▶ Relatively high construction cost (savings of Florence Road connector offset by greater rock excavation through the bluff for the IL 100-106 mainline)
- ▶ More right-of-way required when compared to Alts 4A and 4C
- ▶ Changes traffic patterns onto Florence Road (greater adverse travel to and from the east, compared to Alts 4A and 4C)

Key Factors of Short Listed Alternatives



Comparison of 4A and 4C

River Crossing Project

Category	Measure	4A	4C
		100 feet north	100 feet south
New Right-of-Way	Acres	27.3	32.9
Estimate of Probable Construction Cost	Current (Millions of Dollars) \$ M	\$70.6M	\$77.6M
Adverse Travel (Florence)	User Delay Cost (\$/yr.)	\$11.5K	\$17.2K
Adverse Travel (Through Travel)	User Delay Cost (\$/yr.)	\$0	\$0
Forest Land ^B	Acres	16.9	30.4
Wetlands ^C	Acres	14.8	13.4
Wet Floodplain Forest	Acres	6.3	8.2
Wet Forbland	Acres	3.2	3.9
Wet Meadow	Acres	4.7	1.4
Wetland Pond	Acres	0.6	0.0
Water Feature Crossed ^D	Each	1	3
River Crossing (Illinois)	Each	1	1
Lake Crossing (Ferry)	Each	0	1
Other	Each	0	1
Floodplain ^E	Acres	26.2	25.4
Prime Farmland ^F	Acres	13.0	7.3
Inventoried Natural Areas ^G	Acres	3.0	3.3
Potential Mussels Disturbance ^H	Present - #	215	270
Regionally Noteworthy Botanical Resource Area ^I	Acres	0.2	1.9
Decurrent False Aster ^J	Present - #	1.25	1.15
Cultural Resources (Section 106/ Section 4(f))		4	3
Displacements (Commercial)	Each	1	0

- A. "Constructability" refers to difficulty of construction, subjectively rated, with 1 being the most difficult and 4 being the least difficult.
- B. Forest Land evaluated by aerial photographs.
- C. Wetlands evaluated by field verified delineations (Illinois Natural Heritage Survey (INHS), July and August, 2017). Wetland totals may not sum due to rounding.
- D. Water Features Crossed accounts for the Illinois River, Ferry Lake, and the unnamed body of water east of Ferry Lake.
- E. Floodplains evaluated by the 2016 files maintained by the Federal Emergency Management Agency (FEMA).
- F. Prime Farmland evaluated by available data from previous studies.
- G. Inventoried Natural Areas are from the Illinois Heritage Database (IHD, 2016).
- H. Potential Mussel Disturbance reports the number of mussels found and relocated during an INHS survey (August 2017). No state or federal listed threatened or endangered species were found.
- I. Regionally Noteworthy Botanical Resource Area report area assessed by the INHS (September 2018). No state or federal listed threatened or endangered species were found.
- J. Decurrent False Aster reports area of plant habitat assessed by the INHS as surveyed (June 2017).
- K. Displacements are based on available photographs and parcel boundaries from Pike and Scott counties (2016).

Color-Code Key

Relatively high benefit or low impact
Relatively moderate benefit or moderate impact
Relatively low benefit or high impact

Preferred Alternative Recommendation



River Crossing Project

Alternative 4C (100' south of existing bridge)

- ▶ Satisfies the project's purpose and need statement
- ▶ Preferred overall by project stakeholders
- ▶ Does not displace any residential, commercial, or industrial properties
- ▶ Maintains similar traffic patterns to Florence Road
- ▶ Eliminates potential conflicts with the existing pier protection cell foundations when compared to Alternative 4A
- ▶ Located further downstream than Alternative 4A which is better for river navigation
- ▶ Reduces impacts to prime farmland
- ▶ Other impacts comparable to Alternative 4A
 - ▶ Slightly lower wetland impacts
 - ▶ Higher forest land impacts

On-Going Coordination

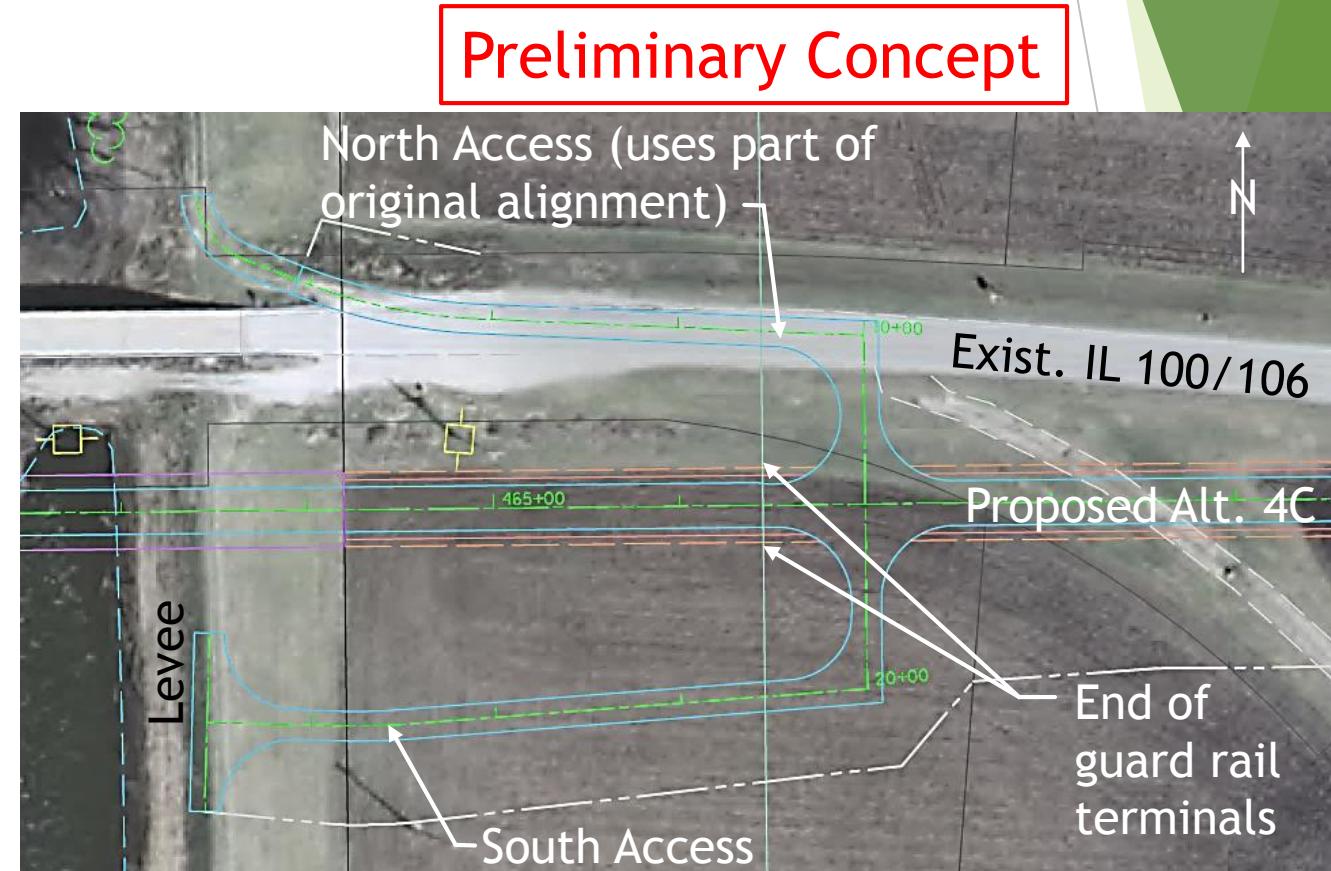


River Crossing Project

USACE Section 408 Permit Required

► Levee Access

- 15' vertical clearance; or
- Adequate direct access to levee from both sides
- Levee District prefers vertical clearance but will consider direct access
- June 2018 Alternatives do not provide 15' clearance (except Alt. 5B)



Direct access option (Alt. 4C example)

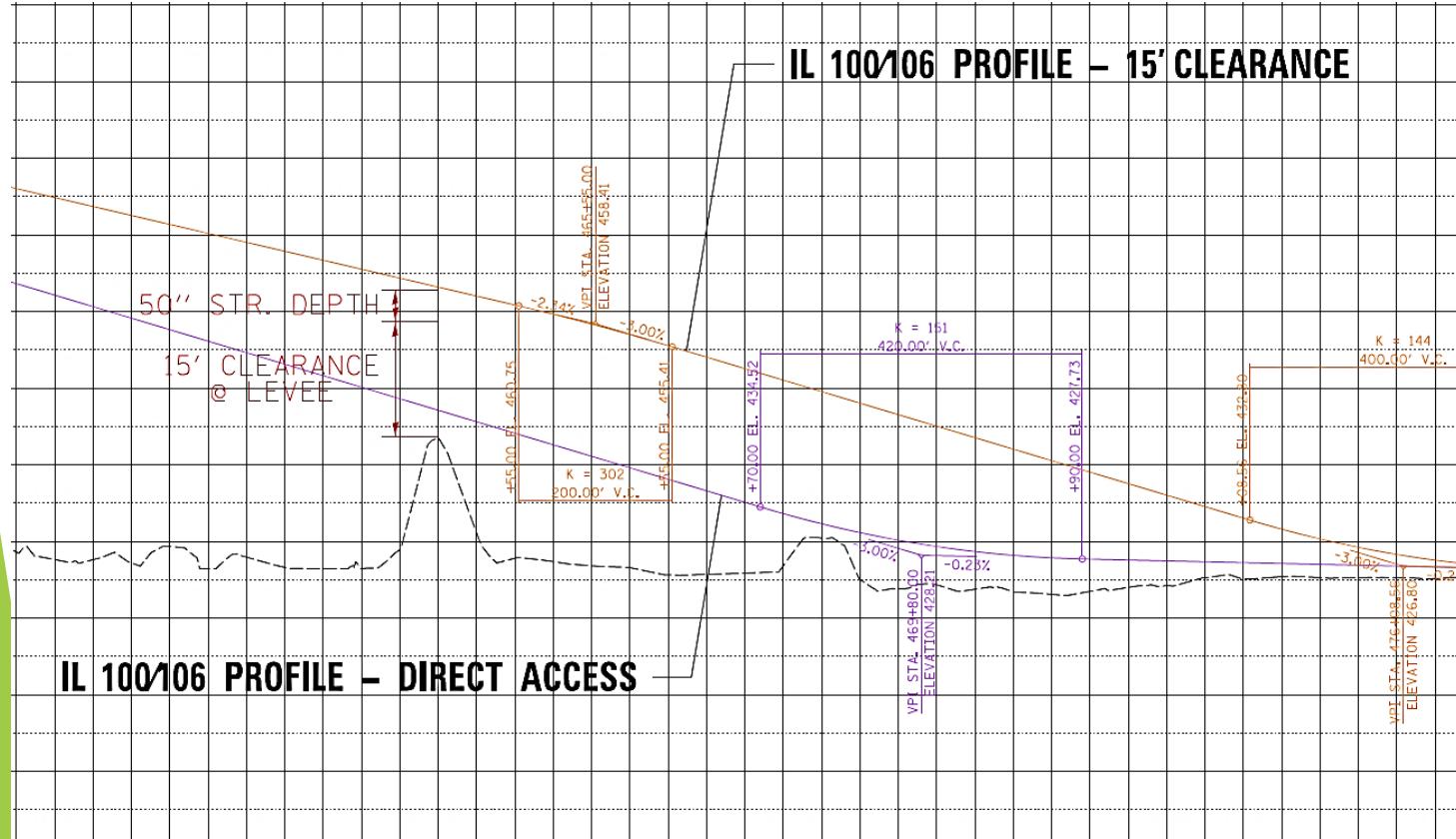
On-Going Coordination (Levee Access)



River Crossing Project

Roadway profile with levee access options (Alt. 4C example)

Preliminary Concept



- ▶ 15' Clearance
 - ▶ 2.3% and 3% approach grades
 - ▶ Assumes a 50" approach span superstructure depth over the levee
- ▶ Direct Access
 - ▶ 3% approach grade
 - ▶ Mainline roadway approx. 4 feet higher than levee

On-Going Coordination (Levee Access)



River Crossing Project

Cost and Right-of-Way Differential 15' Clearance vs. Direct Access

- ▶ Relatively small additional impacts and costs for levee access, beyond what was presented at CAG #3
- ▶ Comparison of 15' Clearance with Direct Access:
 - ▶ Direct Access adds \$200k cost; 15' Clearance adds \$800k cost
 - ▶ Direct Access adds 0.5 Acres right-of-way; 15' Clearance adds 1.3 Acres right-of-way

On-Going Coordination (Levee Access)

Impact Comparison of 4C with levee access

Category	Measure	4C (Base Alternative)	4C with Direct Access	4C with 15' Clearance
New Right-of-Way	Acres	32.9	33.4	34.2
Estimate of Probable Construction Cost	Current \$ Million	\$77.6M	\$77.8M	\$78.4M
Forest Land	Acres	30.4	31.8	31.4
Wetlands	Acres	13.4	14.9	14.5
Wet Floodplain Forest	Acres	8.2	9.7	9.3
Wet Forbland	Acres	3.9	3.9	3.9
Wet Meadow	Acres	1.4	1.4	1.4
Wetland Pond	Acres	0	0	0
Floodplain	Acres	25.4	29.6	28.4
Prime Farmland	Acres	7.3	10.7	10.4
INAI Site	Acres	3.3	4.0 (3.96)	4.0 (3.96)
Threatened & Endangered Species - Decurrent False Aster	Acres	1.15	1.26	1.18

- Both levee access options have slight increase in impacts to forest land, wetlands, floodplain, prime farmland, decurrent false aster, and INAI site*
- Direct Access has slightly more resource impacts than 15' Clearance

*compared to Base Alternative 4C



River Crossing Project

On-Going Coordination (IDNR)



River Crossing Project

Office of Water Resources Floodway Permit Required

- ▶ Additional fill in the floodplain
 - ▶ Not a concern east of the levee
- ▶ Potential to shorten bridge by adding fill west of levee
 - ▶ Could reduce bridge costs
 - ▶ Worst-case analysis required
 - ▶ Existing and proposed bridge, temporary causeways in place during construction
- ▶ Bridge opening must avoid making properties more flood-prone

Next Steps

- ▶ Complete Section 106/Section 4(f) documentation on the existing bridge
- ▶ Continue environmental coordination
 - ▶ Potential Archeological sites have been identified
 - ▶ Additional investigation required once Preferred Alternative is selected
- ▶ Merger Team Meeting (February 2019)
 - ▶ Concurrence with Preferred Alternative
- ▶ Initiate Environmental Assessment (EA)
- ▶ Public Hearing (Summer 2019)
 - ▶ Present Preferred Alternative for public comment



River Crossing Project

CAG #4 Comments



River Crossing Project

- ▶ Your written comments are welcome!
- ▶ Comment form included in handout
- ▶ Please submit your comments by Tuesday, October 30, 2018 to:

Mr. Jeffrey M. South, P.E.

Region 4 Engineer

Illinois Department of Transportation

126 East Ash Street

Springfield, Illinois 62704-4792

Attention: Jay M. Wavering, P.E.

Or email to contact@florencebridgestudy.com

Emergency Repair Contract



River Crossing Project

- ▶ Annual bridge inspection completed in June 2018
 - ▶ Identified structural deficiencies needing immediate repair
- ▶ As of July 19, 2018 - Legal load posting was reduced to:
 - ▶ 18 Tons - Single-unit vehicles
 - ▶ 20 Tons - Multi-unit vehicles
- ▶ Emergency repair contract began last week (Oct 10th)
- ▶ Traffic will be reduced to one lane with temporary traffic signals
- ▶ IDOT Day Labor will perform the work
- ▶ Repairs will restore the legal load posting (40 Tons)
- ▶ Anticipated project completion Spring 2019



River Crossing Project

Rehabilitation Contract

- ▶ Goal of rehabilitation is to extend the life of the bridge at least 10 years
- ▶ Phase II design plans are under way
 - ▶ Modjeski and Masters
 - ▶ Estimated cost - \$1.1 M
- ▶ Construction contract anticipated in FY 2020 subject to the availability of funds
- ▶ Anticipated scope of work includes:
 - ▶ Repairs to primary and secondary structural members
 - ▶ Installs a concrete deck overlay
 - ▶ Replaces the bridge joints
 - ▶ Paints a portion of the truss and approach spans
 - ▶ Other minor miscellaneous repairs
 - ▶ Estimated construction cost - \$16.2 M
- ▶ Contract will maintain the legal load posting of 40 Tons

Rehabilitation vs. Replacement



River Crossing Project

- ▶ Without replacement funding currently in place, rehabilitation becomes necessary to keep bridge open to traffic
- ▶ D6 continues to explore other funding sources for replacement
 - ▶ Illinois Special Bridge Program (FY 2024)
 - ▶ Illinois Competitive Freight Program