



**IL 100-106 River Crossing Project Phase I Study**  
**Citizens Advisory Group - Meeting #5 Summary**  
**August 27, 2019**

A meeting of the Citizens Advisory Group was held on August 27, 2019 at the Nimrod Funk Community Building in Winchester, IL. The agenda for the meeting included the following items.

- Project Update
- New Preferred Alternative Recommendation
- Agency Coordination
- Next Steps
- Project Funding
- Scheduled Bridge Repairs

Handouts at the meeting included:

- Updated 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 September 10, 2019.

After introductions were conducted by J. Wavering, R. Powell provided a project update and presented the recommended "Preferred Alternative, 4C/D" along with the reasons for changing from the previous Preferred Alternative 4C presented at CAG #4 in October 2018. 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 project funding for work beyond the Phase I study that was recently announced by Gov. Pritzker, in the amount of \$84.2 million which includes preliminary engineering, construction engineering, land acquisition, utility relocation, and construction of the replacement Illinois River bridge at Florence. He provided details for work on the existing bridge to be performed under stage construction in Fall 2019 by IDOT forces to perform additional structural steel repairs to preserve the 40-ton legal load posting. An additional contract, tentatively scheduled for the November 2019 letting,

would be constructed in summer of 2020 to perform bridge joint repairs, bridge deck patching of the truss spans and a new concrete wearing surface on the approach spans to ensure its short-term condition and operation. The 2020 construction would require a bridge closure from June 1 to August 15, 2020, with an incentive for the contractor to finish early.

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

- A CAG member asked if the bridge will be on piers or will there be fill west of the levee, on the east side of the river, and expressed concern over impacts of fill on river levels/flooding. IDOT responded that a hydraulic study is to be performed to determine whether fill can be placed west of the levee, which would potentially reduce the cost of the bridge.
- A CAG member asked what flood event will be studied, and asked the study team to explain the difference in the 100-year or “worst-case” scenario. IDOT replied that there are requirements for the hydraulic study, several periods are studied and the 100-year flood is studied for the design of the proposed structure as well as for permitting purposes, but the worst-case also is evaluated. This is when the existing bridge is still in place and the new bridge is under construction and the impacts associated with both structures and various construction methods are identified. IDOT must meet certain criteria for permitting regarding additional backwater created from the new bridge in place, as well as the worst-case scenario during construction.
- A CAG member asked how high the road will be over the levee. IDOT referred to the profile exhibit showing that the 15-foot clearance option will be 15-feet from top of levee to the low beam of the bridge, and an additional 50 inches from the low beam to the top of bridge deck. With the direct access option, there would be approximately 4-feet from top of levee to the top of bridge deck (the exhibit shows approximately 4.4-feet). The hydraulic study will need to be done before a levee access option can be decided.
- A CAG member asked how soon the new bridge could be opened. IDOT explained the timeline from design thru construction; design at approximately 18 to 24 months and construction at approximately 2 to 3 years.
- A CAG member asked for clarification between the fall 2019 repairs and the 2020 repairs. IDOT stated that the fall 2019 repairs would be performed by state forces, with traffic signals at each end allowing traffic to pass one direction at a time. The 2020 repairs will be done by a contractor, and will require a complete closure from June 1 to August 15, 2020. The contractor will have an incentive to complete the repairs and open the bridge ahead of schedule as well as a penalty if they are not done on schedule.
- A CAG member asked whether the funding for the new bridge had an expiration date. IDOT responded that the funding will remain in place for the foreseeable future.
- A CAG member asked where the contractor would obtain fill for the embankments leading up to the new river bridge. IDOT responded that the contractor is not usually

directed by IDOT to a source, but contractors typically seek out the closest and least expensive sources of fill that meet IDOT requirements.

- A CAG member asked who would own the property where the sensitive archaeological resource was found and if the area would be protected/preserved. IDOT stated that they will be acquiring the property and that the site would be preserved and protected.
- A CAG member asked if Florence Road could be raised with the overall bridge project to eliminate the roadway overtopping during peak flooding events. IDOT indicated that we are proposing to realign Florence Road through the existing intersection and that we would consider the proposed roadway profile within the realignment. Should a grade raise not be incorporated into the bridge replacement project, IDOT committed to looking at the profile of IL 100/106 to ensure the vertical clearance necessary should a profile grade raise of Florence Road occur at some point in the future.
  - IDOT later researched the jurisdiction of Florence Road after the meeting. North of IL 100/106 is both the township and municipality responsibility and south of IL 100/106 is municipality responsibility.
- A CAG member representing Big Swan Levee and Drainage District stated that if the direct access option was selected, they would want the elevation of the levee raised to match the new profile of IL 100/106 and tapered down to meet the existing levee height. This would avoid the need for sand bagging efforts in between the levee connector roads and the bridge during flooding events.
- A CAG member representing Big Swan Levee and Drainage District asked to be contacted once the results of the hydraulic study are available. IDOT needs to determine if fill inside the levee is a possibility. Having fill inside the levee will ultimately determine if 15-feet of clearance will be provided at the levee or if the proposed profile of IL 100/106 will provide approximately 4-feet above the existing levee height.

Three completed comment forms and one email comment were collected, including those submitted at the meeting and those sent afterward to IDOT District 6 by the September 10, 2019 comment deadline. The comments are summarized below.

- Glad to hear the project moving forward and that the alignment could miss the sensitive site within a couple hundred feet of the original proposal.
- Request to see a copy of the presentation.
- Supports the alignment 300' south of existing due to less impacts.
- Disappointed with the new alignment due to moving closer to town and property impacts.

Project Study Group members attending CAG Meeting # 5 included the following.

**IDOT:** Sal Madonia, Jay Wavering, Jon Kelley

**WSP:** Rick Powell, Meghan Hamilton, Tanya Adams

**CMT:** Kristin Timmons