**WHAT IS CSS?**

The concept of Context Sensitive Solutions (CSS) has been evolving in the transportation industry since the National Environmental Policy Act of 1969 required transportation agencies to address project stakeholders and consider the possible effects of transportation projects on the environment. It has since evolved into a policy in Illinois that provides an interdisciplinary approach to projects that seek effective, multi-modal transportation solutions by working with stakeholders to develop, build and maintain cost effective transportation facilities which fit into the project's surroundings - its context. A stakeholder is defined as someone who could be affected by the project and has a "stake" in the success or failure of the project. A Citizen's Advisory Group, or CAG, will be formed for the project. The CAG is a group of stakeholders that provide input and response to ideas and bring into focus the views, concerns and values of the communities.

IDOT's public involvement effort for this project will be conducted in a multi-step process; as summarized by the following:

1. The project study group (PSG) will reach out to as many stakeholders as possible to identify concerns and needs for the project. From this input, the PSG will develop a formal purpose and need for the project. The purpose will address the overall functionality of the Illinois Route 100 and 106 corridors along with concerns submitted by the public.
2. After the purpose and need for the project have been identified, the PSG will develop alternatives, including doing nothing, known as a "No-Build" alternative. These alternatives will focus on overall functionality balanced with the needs of the surrounding communities and the environment. These alternatives will then be presented to the public for feedback.
3. Based on technical analysis, along with feedback received during the second step of the public involvement process, the PSG will select an alternative that best fits the purpose and need of the project. This alternative will reflect to the extent possible the needs of the surrounding communities and the environment. This solution will be presented to the public for additional feedback and further refinement.

**GET INVOLVED**

Participants are encouraged to serve on the Citizen's Advisory Group (CAG) for this project. Members of the CAG will represent a variety of interests within the project area by acting as a point of contact for stakeholders in the area. Multiple CAG meetings will be scheduled to facilitate two-way communication between the study team and the stakeholders. Approximately 30 applicants will be selected to serve as CAG members. Interested applicants must complete and return the Public Comment Form to the IDOT District 6 Office by September 29, 2016.

**PROVIDE COMMENTS**

Participants are also encouraged to submit written comments about the project. Written statements may be given to us today, mailed to the IDOT District 6 Office, or e-mailed to contact@www.florencebridgestudy.com by September 29, 2016. A public comment form is provided with this handout for your use.

**NEXT STEPS**

Following the public meeting, the study team and IDOT will continue meeting with the public, gathering information, responding to comments from the public, developing a Citizen's Advisory Group (CAG) and initiating development of a project Purpose and Need.

**THANK YOU**

Thank you for attending this meeting and assisting us in our efforts to make this project a success. For information regarding upcoming meetings or project status updates, please visit the Illinois 100/106 River Crossing Project website at:
www.florencebridgestudy.com

Illinois Department of Transportation

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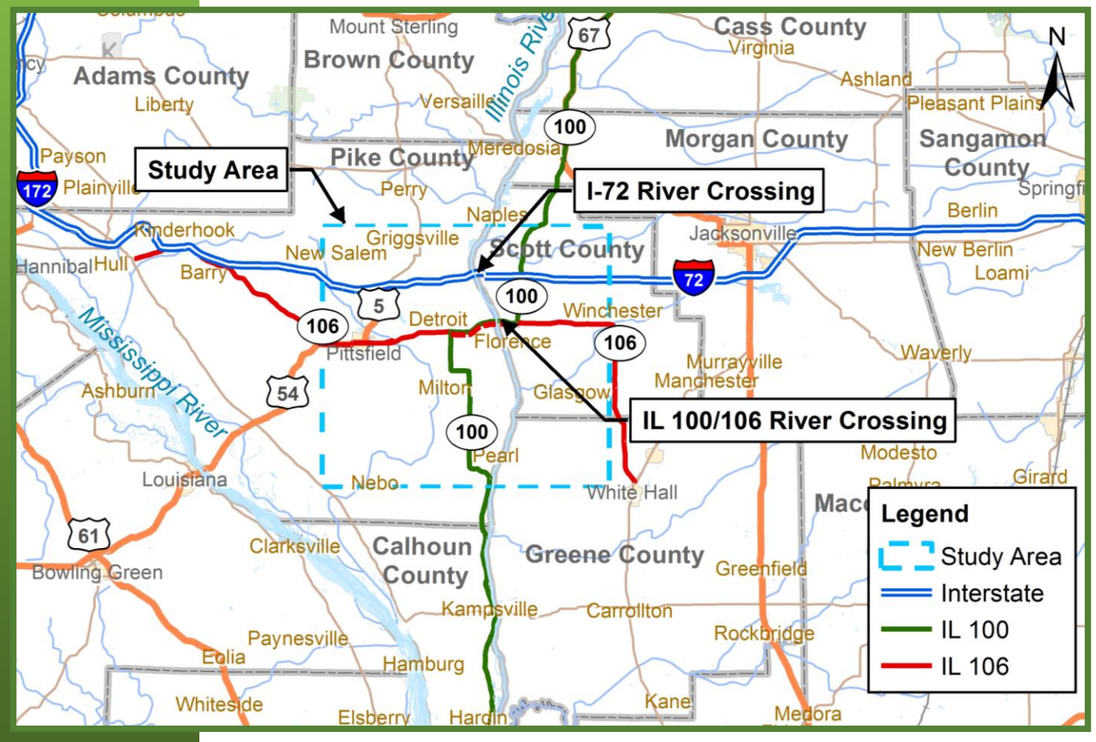
River Crossing Project

# Open House Public Meeting

## Thursday, September 15, 2016

## 4:30 p.m. – 6:30 p.m.

Scott County Fairgrounds
Nimrod Funk 4-H Community Building
401 North Walnut Street Winchester, Illinois 62694




*Bruce Rauner, Governor*
*Randall S. Blankenhorn, Secretary*

Illinois Department of Transportation
Division of Highways/District 6
Springfield, Illinois

River Crossing Project

# OPEN HOUSE PUBLIC MEETING

## WELCOME

Welcome to the open house public meeting for the Illinois Route 100/106 River Crossing Project. Personnel from the Illinois Department of Transportation (IDOT) and the consulting firms of WSP Parsons Brinckerhoff, Inc. and Crawford, Murphy & Tilly, Inc. are here to introduce the project, explain the environmental study process, answer your questions, and receive your comments regarding the proposed project. This meeting is being held in an "open house" format to allow informal discussions between the public and the project study team members throughout the session.

## WHAT IS THE ILLINOIS ROUTE 100/106 RIVER CROSSING PROJECT?

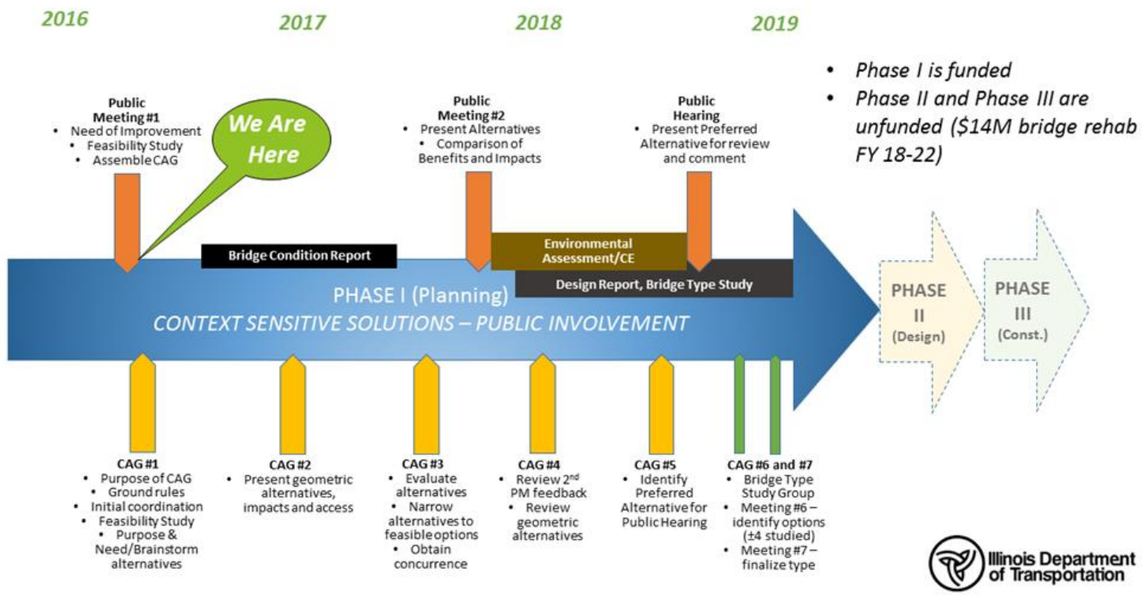
The project is a study to determine how to improve the existing Illinois 100/106 Bridge crossing over the Illinois River in Florence, Illinois while minimizing impacts to the human and natural environments. In this early stage, the Project Study Group would like to hear from the community on how travel along Illinois Routes 100 and 106 impacts their daily lives. Do motorists utilize the existing Illinois Route 100/106 Bridge crossing? If not, what alternate Illinois River crossing(s) are used? What are the conditions of the alternate routes used? How do these alternate travel routes affect businesses, jobs and/or personal lives?

Information regarding the project study area is on display at this public meeting for reference and comment.

## WHERE IS THE PROJECT LOCATED?

The project study area is located approximately 21 miles southwest of Jacksonville, Illinois where Illinois Routes 100 and 106 cross the Illinois River. Illinois Route 100 runs north-south from Canton to Alton and Illinois Route 106 runs east-west from East Hannibal to White Hall. Interstate 72 crosses the Illinois River four miles north of the study location.

**IL 100/106 Phase I Project Timeline – 3 Year Study**




## WHY DO WE NEED THE PROJECT?

The project study is needed because the existing Illinois 100/106 Bridge, constructed in 1929, is "functionally obsolete" and "structurally deficient". It is one of two remaining lift-span bridges on the state highway system that rely on electrical and mechanical systems, operated by IDOT personnel, to raise and lower a section of the bridge as needed to accommodate large vessels used in commercial river navigation. Electrical, mechanical, or structural problems can cause the bridge to be closed until repairs are completed; resulting in motorists seeking alternate routes. The nearest alternate river crossing, located on Interstate 72 approximately 4 miles north near Valley City, requires motorists to travel an additional 32 miles. Since farm machinery, bicycles, small motorcycles, and pedestrians are not allowed on the Interstate 72 Bridge, another alternate route must be used for these travelers; requiring 47 additional miles of travel.

The existing bridge deck is only 23 feet wide with only two 11'-6" wide opposing traffic lanes and no shoulders. Due to the narrow deck, slow-moving wide farm equipment, bicycles, and modes of travel for the disabled impede traffic and compromise the safety of the traveling public. Current design standards indicate that the bridge deck should be 32 feet wide minimum to accommodate the existing approximate 1400 vehicles that cross the bridge daily; thus categorizing the bridge as functionally obsolete.

Since 1929, the bridge has been subject to numerous repairs. Several closures for component repairs from 2000 to 2016 have ranged from several days to 9 months. The bridge was last inspected in 2016 and was determined to be structurally deficient, having a superstructure rating of 3 (out of 9), a substructure rating of 5, and a deck rating of 6. Being structurally deficient does not imply that a bridge is structurally unsafe. It means the bridge must be inspected, maintained, and repaired as needed. Due to bridge components with ratings of "4" and below, the bridge is evaluated on a yearly basis.

## COMPARISON TO LIRRCS STUDY

The previous Florence Bridge – Lower Illinois River Regional Crossing Study (LIRRCS) was initiated to determine the feasibility of several options for replacement of the existing lift-span bridge. A group of local officials, businesses, and interested citizens was formed to provide public input on five different alternatives that were studied. The study was concluded in 2013. Since federal funding is being sought for this project, a U.S. National Environmental Protection Agency (NEPA) level engineering and environmental study is required.

## ROLE OF ILLINOIS 100/106 RIVER BRIDGE CROSSING

The Illinois 100/106 Bridge Crossing serves as a vital connection for transportation, economic prosperity and emergency services within the region. The existing bridge connects several populous communities of Pike and Scott Counties, including the cities of Pittsfield and Winchester. Closure of the bridge would require extensive adverse travel for the 1400 vehicles that utilize the bridge daily.

Local businesses, industries, and farmers from nearby businesses rely on the bridge to transport goods, supplies, equipment, and workers. Cargill, located on the southwest side of the existing Illinois 100/106 bridge, has the capacity to store 1.8 million bushels of grain for river transport and receives 80% of this product from the east side of the Illinois River. Central Stone, a quarry located on the northwest side of the existing bridge, currently sends approximately 90% of its outgoing truckloads east across the bridge. The Illinois Valley Paving asphalt plant, located in Winchester, receives truckloads of stone from Central Stone. According to the United States Department of Agriculture (USDA) Census for 2012, there were 970 farms in Pike County and 356 farms in Scott County with annual market product sales of $232 million and $89 million, respectively.

Currently, there are approximately 10 three-wide barge tows daily that pass through the 202 foot wide navigation channel of the existing bridge crossing. Commonly used three-wide barge tows are approximately 105 feet wide; allowing less than 50 feet of clearance on either side between the barge tow and the pier protection cells. Navigation of the barge tows through the opening can be difficult when the Illinois River is high, especially when navigating downstream. The bridge has been struck numerous times by waterborne vessels and a pier protection cell was badly damaged in 1984. Overall, there have been approximately 80 collision events since 2000.

### Get Involved!

- Attend Project Study Public Meetings
- Participate in Project Study Citizen's Advisory Group Meetings
- Access the Project Study Website
- Follow Media Relations
- Submit Ideas/Comments