

River Crossing Project

IL 100-106 River Crossing at Florence

Phase I Study

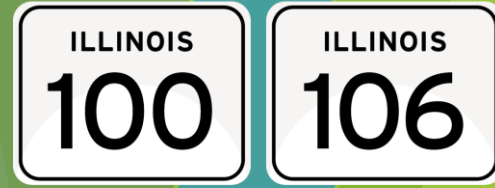
Public Meeting #1



September 15, 2016

Study Team

- ▶ IDOT Region 4/District 6
- ▶ Federal Highway Administration
- ▶ Consultant - WSP | Parsons Brinckerhoff
 - ▶ Crawford, Murphy & Tilly
 - ▶ EFK Moen
 - ▶ Kaskaskia Engineering Group
 - ▶ TSi Geotechnical



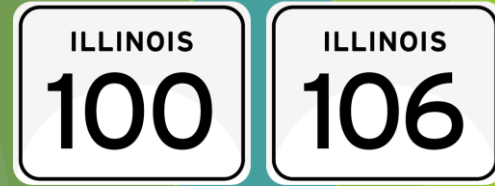
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Agenda

- ▶ What is the IL 100-106 river crossing project?
- ▶ Where is the project located?
- ▶ Why do we need the project?
- ▶ How is this project different than the previous Lower Illinois River Regional Crossing Study (LIRRCS) feasibility study?
- ▶ What is the role of the river crossing in the region's transportation system and economy?
- ▶ Next steps



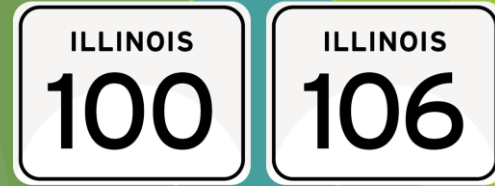
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What is the IL 100-106 River Crossing Project?

- ▶ The project is a study of various alternatives to determine how to improve the existing IL 100/106 bridge crossing over the Illinois River in Florence, Illinois while minimizing impacts to the environment and surrounding area.
- ▶ Initiated in spring 2016



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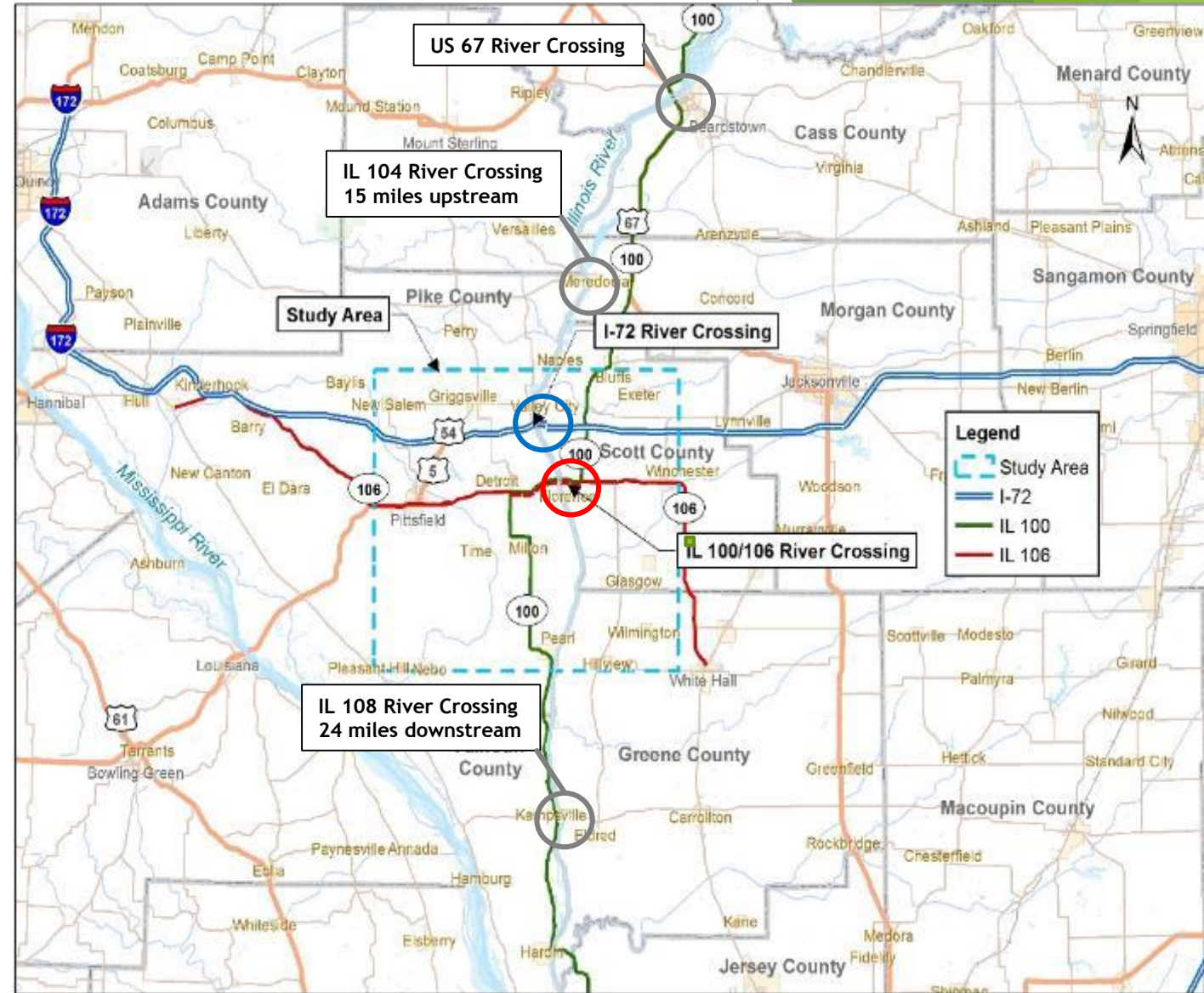
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Where is the Project Located?

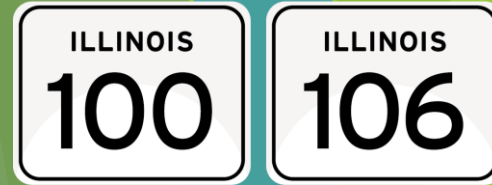
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100

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106

- ▶ The project is located in west central Illinois
- ▶ There is a nearby river crossing on I-72 to the north
- ▶ Other river crossings are located in Meredosia and Beardstown to the north and Kampsville and Hardin to the south



Project Study Timeline



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2016

2017

2018

2019

- Public Meeting #1**
- Need of Improvement
 - Feasibility Study
 - Assemble CAG

We Are Here

- Public Meeting #2**
- Present Alternatives
 - Comparison of Benefits and Impacts

- Public Hearing**
- Present Preferred Alternative for review and comment

- Phase I is funded
- Phase II and Phase III are unfunded (\$14M bridge rehab FY 18-22)

Bridge Condition Report

Environmental Assessment/CE

Design Report, Bridge Type Study

PHASE I (Planning)

CONTEXT SENSITIVE SOLUTIONS – PUBLIC INVOLVEMENT

PHASE II
(Design)

PHASE III
(Const.)

- CAG #1**
- Purpose of CAG
 - Ground rules
 - Initial coordination
 - Feasibility Study
 - Purpose & Need/Brainstorm alternatives

- CAG #2**
- Present geometric alternatives, impacts and access

- CAG #3**
- Evaluate alternatives
 - Narrow alternatives to feasible options
 - Obtain concurrence

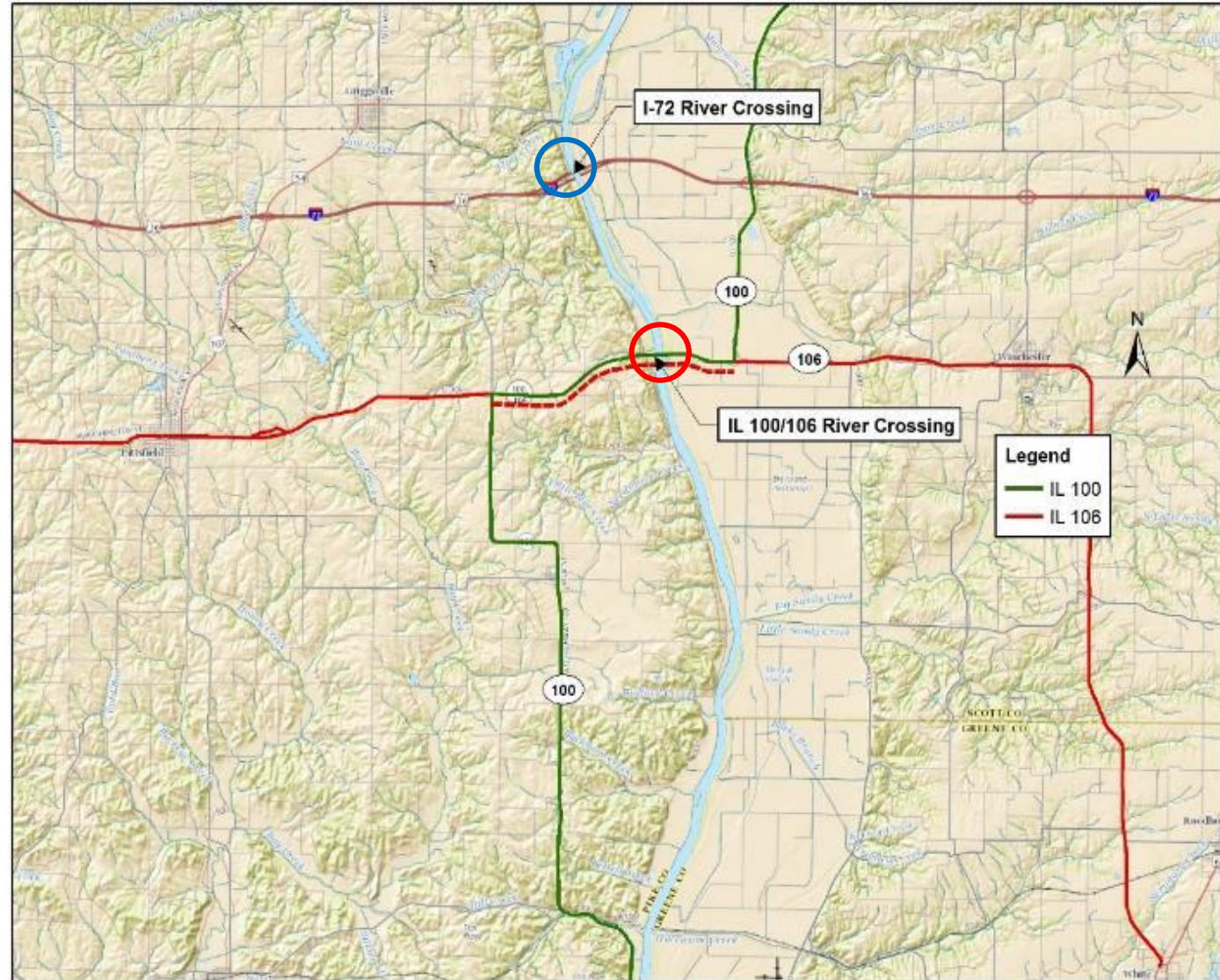
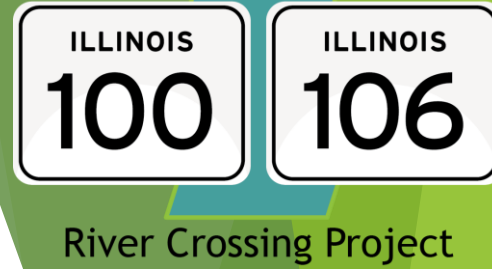
- CAG #4**
- Review 2nd PM feedback
 - Review geometric alternatives

- CAG #5**
- Identify Preferred Alternative for Public Hearing

- CAG #6 and #7**
- Bridge Type Study Group
 - Meeting #6 – identify options (±4 studied)
 - Meeting #7 – finalize type

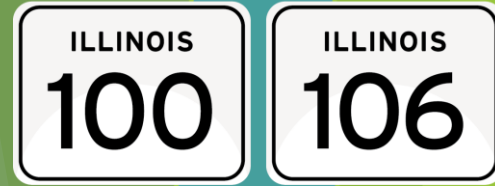
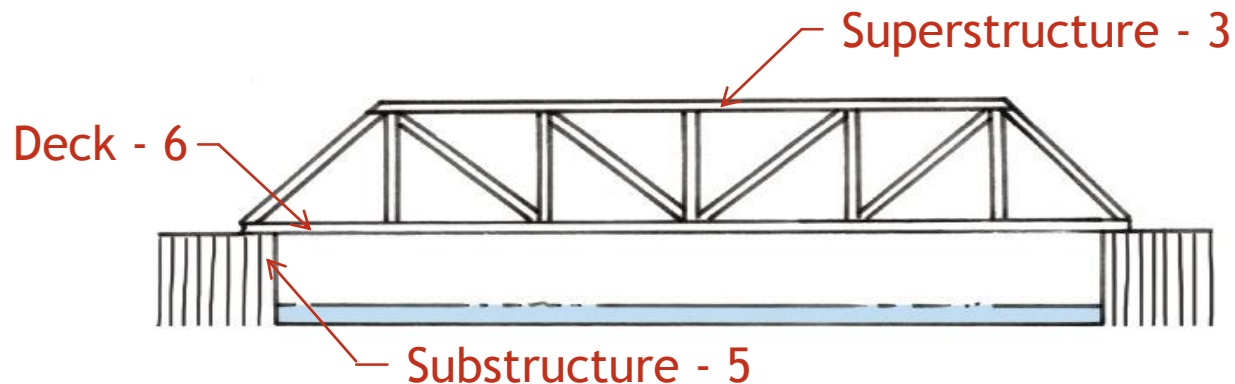
Project Study Area

- ▶ The study area for this project includes:
 - ▶ The river crossing at Florence
 - ▶ The nearby river crossing at I-72
 - ▶ Nearby communities in Scott, Pike and Greene counties



Why Do We Need the Project?

- ▶ The existing bridge is “functionally obsolete” and “structurally deficient”
 - ▶ Built in 1929
- ▶ Bridge’s Inventory Rating - (Scale from 0 - 9)
 - ▶ June 2016
 - ▶ Substructure - 5
 - ▶ Superstructure - 3
 - ▶ Deck - 6



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Definitions

► Functionally Obsolete

- When a roadway's width, carrying capacity, vertical clearance, or alignment no longer meets the demands of today's modern vehicles.

► Structurally Deficient

- Elements need to be monitored.
- Being structurally deficient does not imply that a bridge is structurally unsafe. It means the bridge must be inspected, maintained and repaired as needed.
- When any one of a bridge's inventory ratings falls to 4 or below, it is evaluated on a yearly basis.



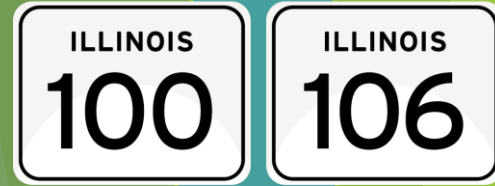
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Why Do We Need the Project?

- ▶ Traffic must use alternate routes if the bridge is closed for repair
 - ▶ **32** mile detour for most vehicles
 - ▶ **47** mile detour for farm implements and others that are not allowed on I-72 bridge



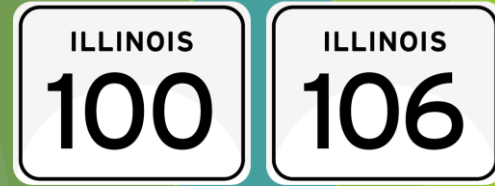
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How is This Project Different Than the Previous LIRRCS Study?

- ▶ LIRRCS - Lower Illinois River Regional Crossing Study
- ▶ The previous LIRRCS study was initiated to determine the feasibility of river crossing options
- ▶ A study group of local officials, businesses and interested citizens was formed
- ▶ Five alternatives were studied



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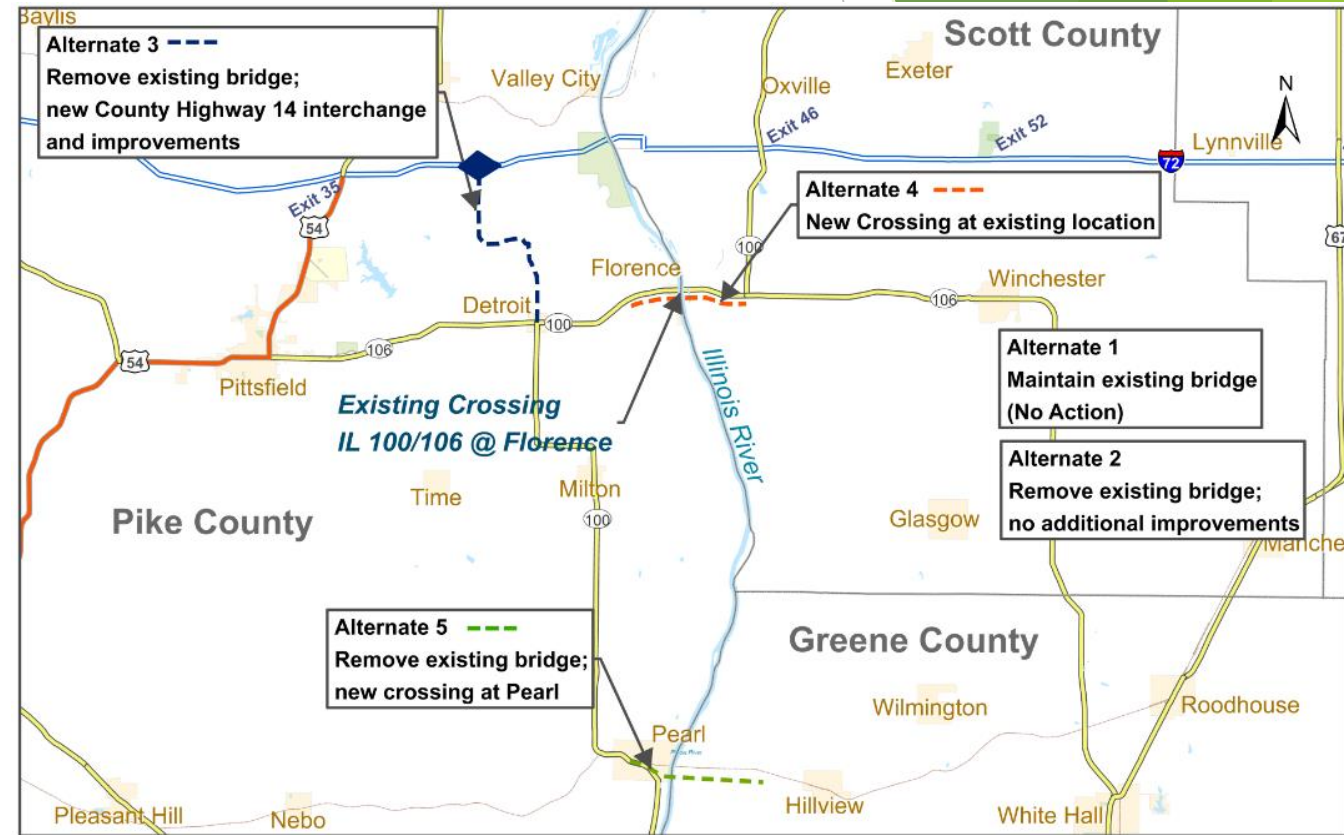


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LIRRCS Alternatives

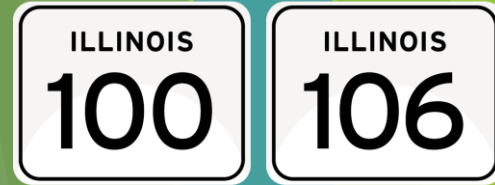
- ▶ **Alternate 1** - Maintain existing lift bridge
- ▶ **Alternate 2** - Remove existing bridge
- ▶ **Alternate 3** - New interchange at I-72 and CH 14, remove existing bridge
- ▶ **Alternate 4** - New bridge at/near existing location, remove existing bridge
- ▶ **Alternate 5** - New bridge at Pearl, remove existing bridge

*The LIRRCS recommended
Alternate 4*



However...

- ▶ In order to leverage federal funding for a major public project, the federal National Environmental Policy Act (NEPA) process must be followed
- ▶ The LIRRCS study provided valuable information, but did not conduct the detailed environmental and engineering process required by NEPA



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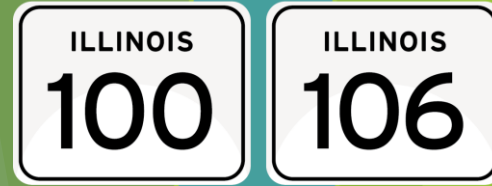
NEPA



NEPA Process

- ▶ Establish a project Purpose and Need
- ▶ Identify and evaluate a range of alternatives; disclose benefits as well as impacts
 - ▶ A “No Build” alternative is considered as a baseline for evaluation of other alternatives
- ▶ Identify a preferred alternative
- ▶ Avoid, minimize, and mitigate environmental impacts
- ▶ Consider public input in the decision-making process

The NEPA study can consider previous alternatives or new alternatives, but is not bound by the results of the LIRRCs



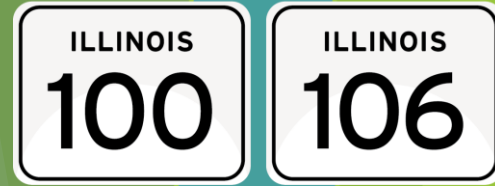
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NEPA



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Role of the River Crossing in the Region's Transportation System and Economy



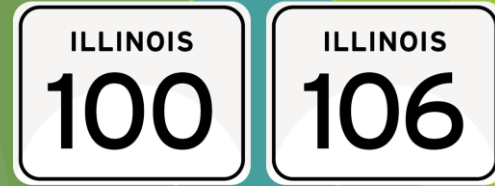
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- ▶ IL 100/106 carries 1,400 vehicles per day
 - ▶ I-72 carries 8,000 vehicles per day
- ▶ Directly connects the county seats of Scott and Pike counties
- ▶ Extensive out-of-direction travel if Florence bridge is closed



Role of the River Crossing in the Region's Transportation System and Economy

- ▶ Businesses dependent on river crossing
 - ▶ Cargill
 - ▶ Receives 80% product from east side
 - ▶ Central Stone
 - ▶ 90% of outgoing loads go east
 - ▶ Illinois Valley Paving
 - ▶ Agriculture
 - ▶ Pike County \$232 million/yr. in sales
 - ▶ Scott County \$89 million/yr. in sales



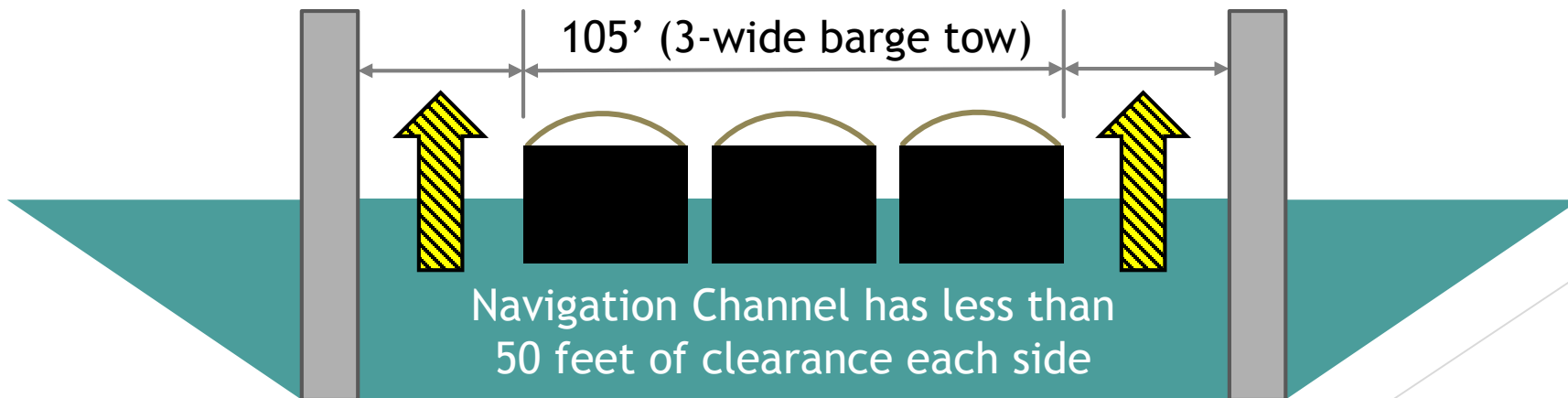
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Role of the River Crossing in the Region's Transportation System and Economy

► River Traffic

- 9-10 barge tows a day
- Opening is narrow for barge tows
- Approx. 80 collision events since 2000



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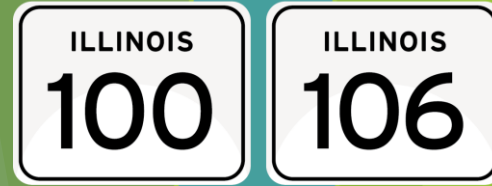
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Opportunities for Public Involvement

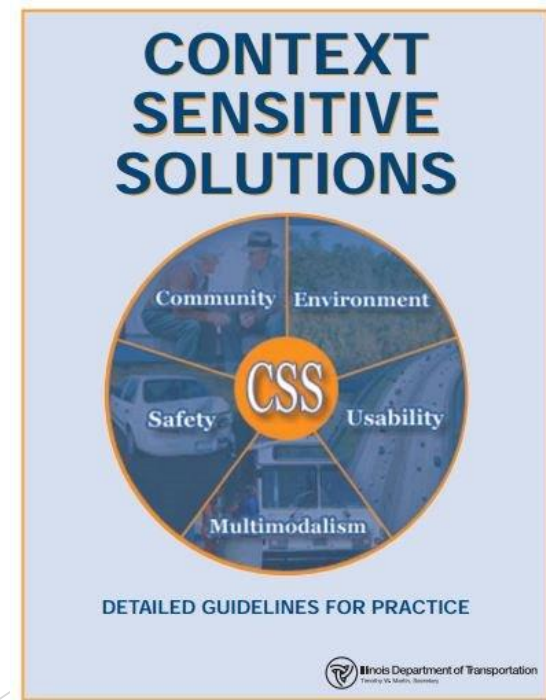
- ▶ Context Sensitive Solutions (CSS) Project
 - ▶ Balance safety and usability needs with community priorities while avoiding and minimizing environmental impacts
 - ▶ Consider multi-modal transportation solutions
 - ▶ Continuous and transparent public involvement
 - ▶ Seek consensus solution between stakeholders and IDOT

More information is available at:

<http://www.idot.illinois.gov/transportation-system/transportation-management/context-sensitive-solutions/index>



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Opportunities for Public Involvement

- ▶ Looking for individuals to form a Citizen's Advisory Group (CAG)
 - ▶ Communities, Businesses, Organizations, Citizens
- ▶ Public Meeting
 - ▶ Present alternatives to be carried forward
- ▶ Public Hearing
 - ▶ Present recommended alternative
- ▶ Project Website: www.florencebridgestudy.com
- ▶ Public Comments:
 - ▶ Email: contact@www.florencebridgestudy.com
 - ▶ Written Comments: Region Four Engineer, 126 E Ash Street, Springfield, IL 62704



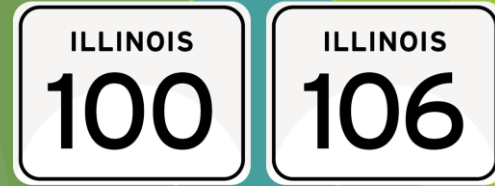
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Next Steps

- ▶ NEPA/404 Informational Meeting
 - ▶ Resource agency briefing
 - ▶ September 22nd, 2016
- ▶ CAG Meeting #1 (Tentatively Oct. 2016)
 - ▶ Purpose of CAG/ground rules
 - ▶ Initial coordination
 - ▶ Feasibility study review
 - ▶ Purpose and Need
 - ▶ Brainstorm alternatives
- ▶ Data collection/Purpose and Need development



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Thank You!

Please submit all comments by September 29, 2016

► Mail:

Mr. Jeffrey M. South, P.E.
Region Four Engineer
126 E. Ash Street
Springfield, IL 62704
Attn: Jay M. Wavering, P.E.

► Email:

contact@www.florencebridgestudy.com



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