



# IL 100-106 River Crossing at Florence

## Phase I Study

### Public Meeting #1



September 15, 2016



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# 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?

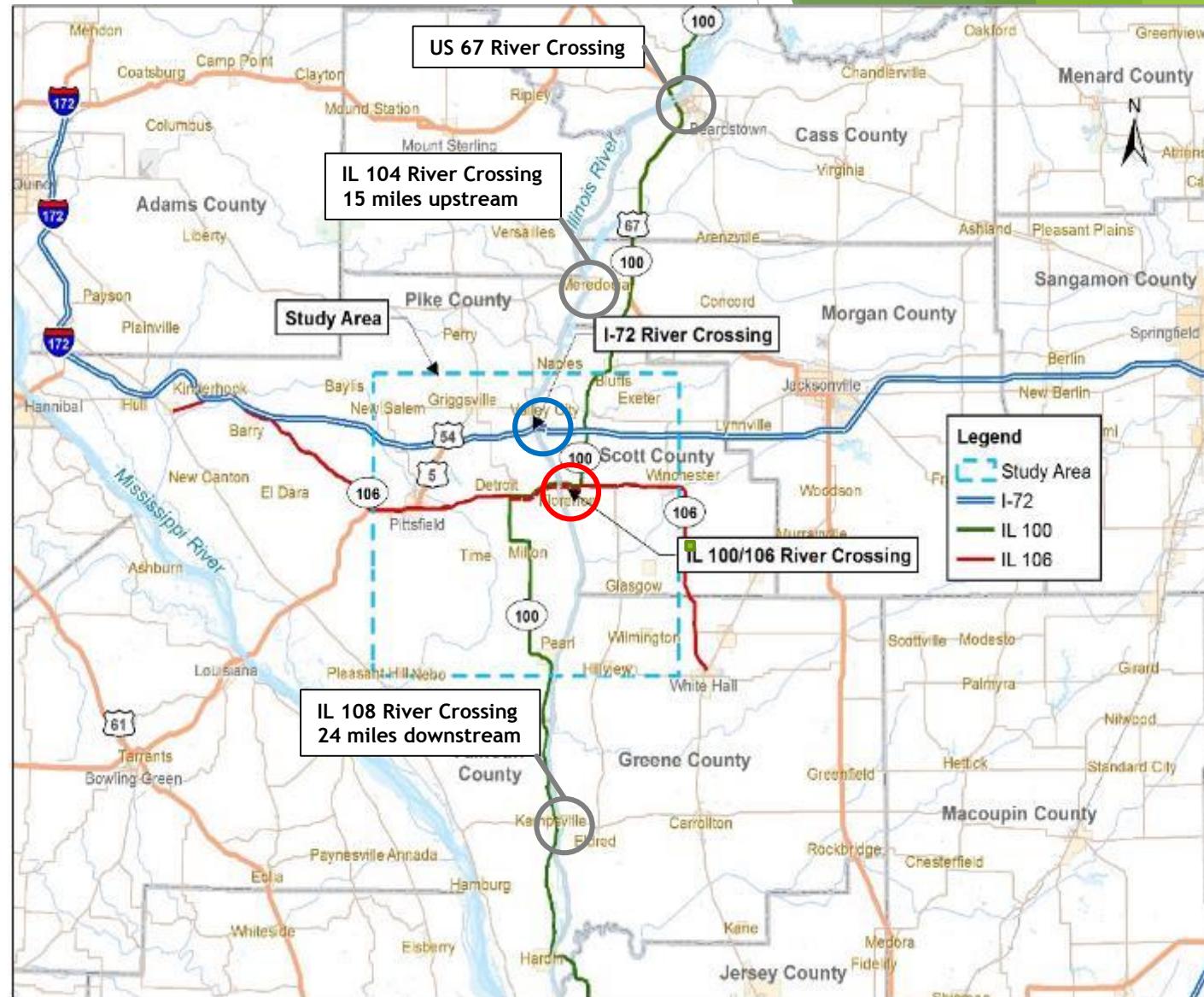
- ▶ The project is a study of various alternatives to determine how to improve the existing IL 100/106 bridge crossing over the Illinois River in Florence, Illinois while minimizing impacts to the environment and surrounding area.
- ▶ Initiated in spring 2016



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# Where is the Project Located?

- ▶ 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 Kampserville 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

Bridge Condition Report

PHASE I (Planning)

CONTEXT SENSITIVE SOLUTIONS – PUBLIC INVOLVEMENT

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

- Present geometric alternatives, impacts and access

- Evaluate alternatives
  - Narrow alternatives to feasible options
  - Obtain concurrence

- Review 2<sup>nd</sup> PM feedback
- Review geometric alternatives

- Identify Preferred Alternative for Public Hearing
- Bridge Type Study Group
- Meeting #6 – identify options ( $\pm 4$  studied)
- Meeting #7 – finalize type

Environmental Assessment/CE

Design Report, Bridge Type Study

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

PHASE  
II  
(Design)

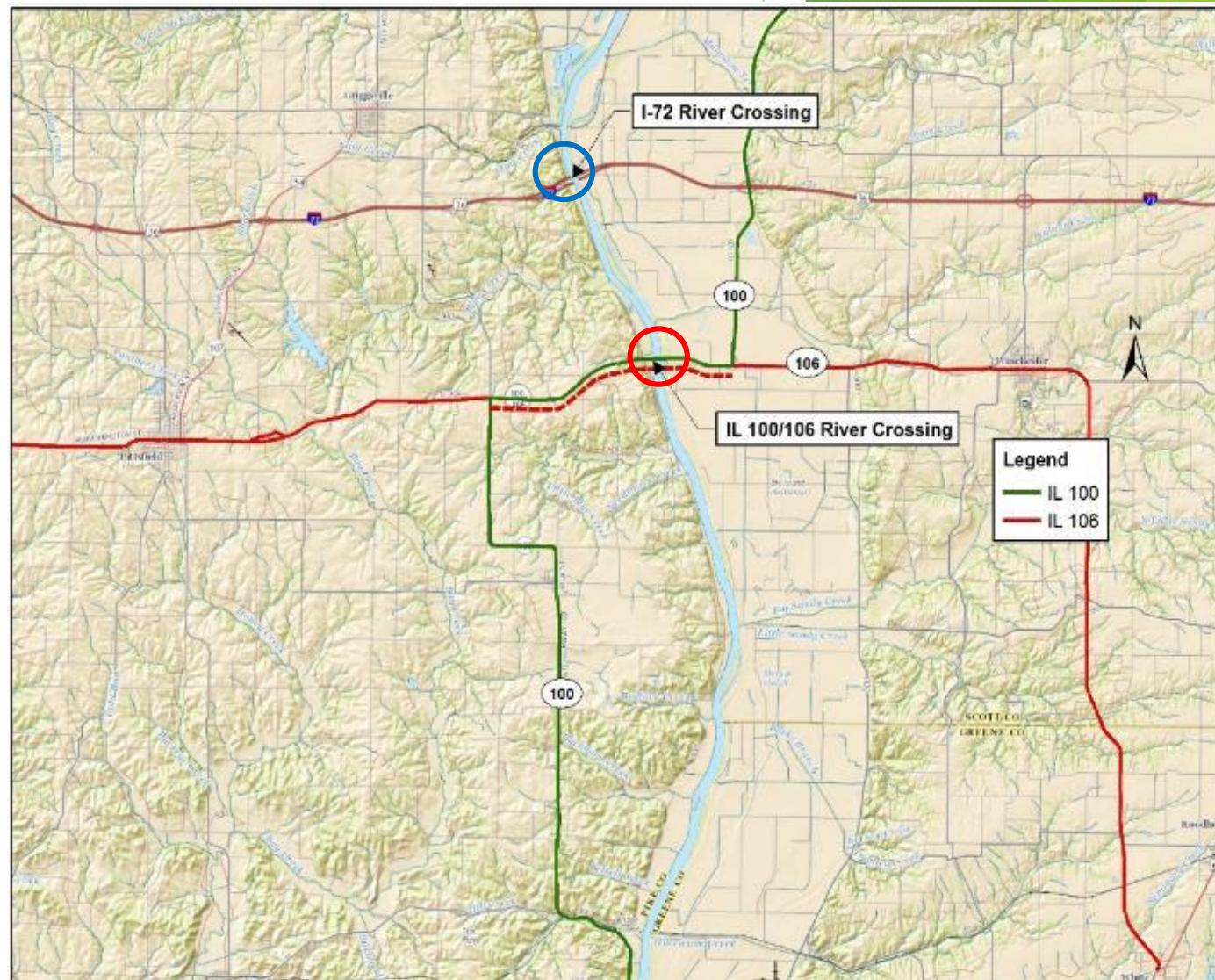
PHASE  
III  
(Const.)



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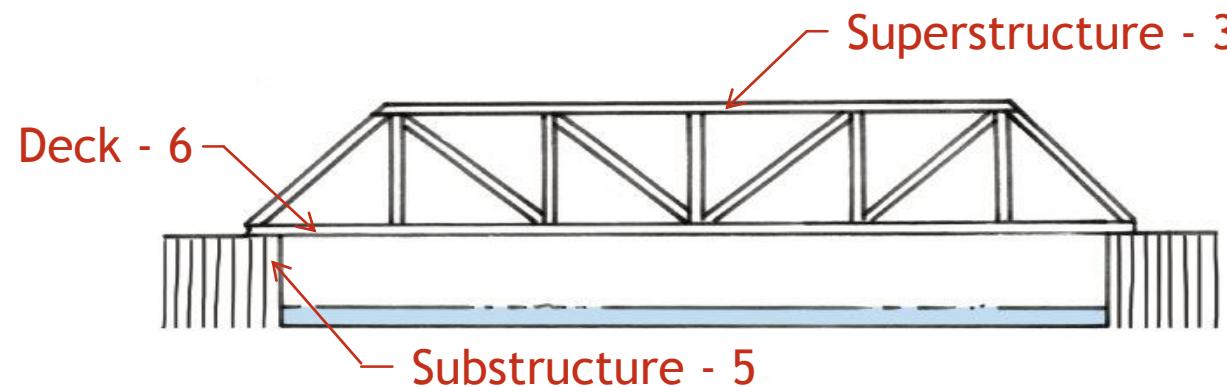
# Project Study Area

- ▶ 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?

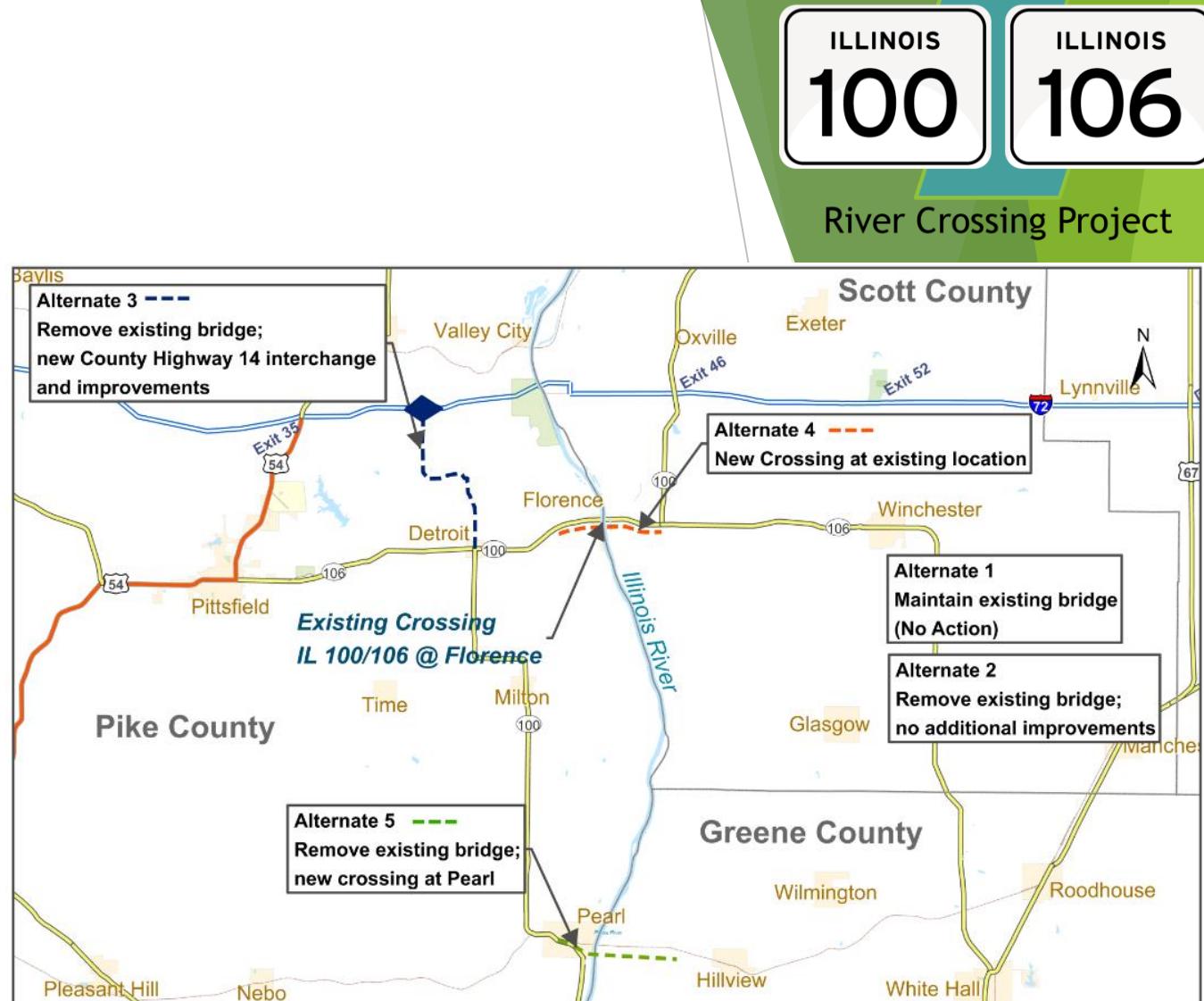
- ▶ LIRRCS - Lower Illinois River Regional Crossing Study
- ▶ The previous LIRRCS study was initiated to determine the feasibility of river crossing options
- ▶ A study group of local officials, businesses and interested citizens was formed
- ▶ Five alternatives were studied



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# 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*



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# 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



NEPA



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# 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

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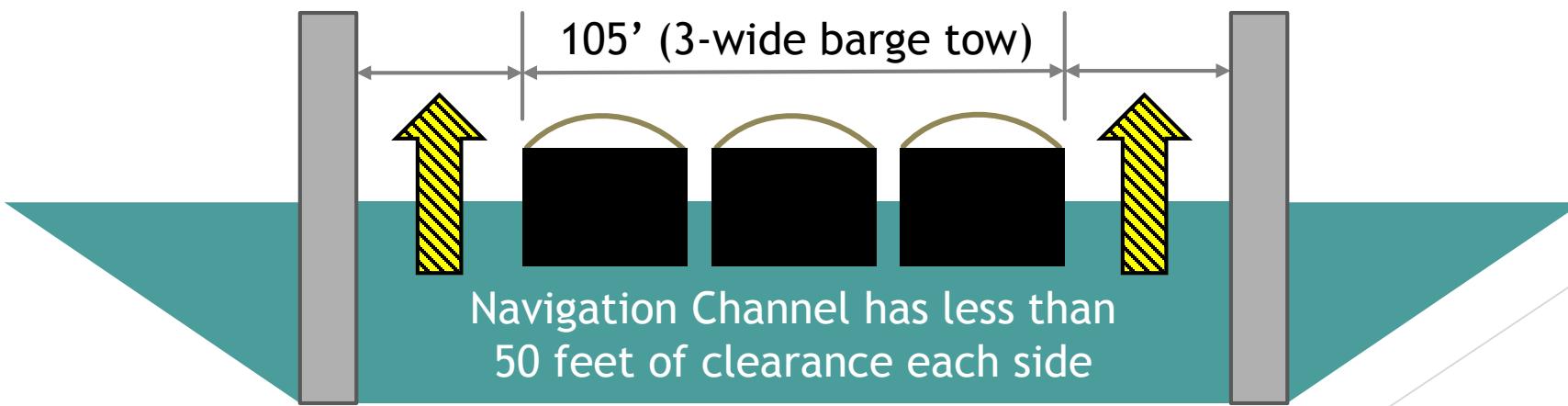
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# Role of the River Crossing in the Region's Transportation System and Economy

## ► River Traffic

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



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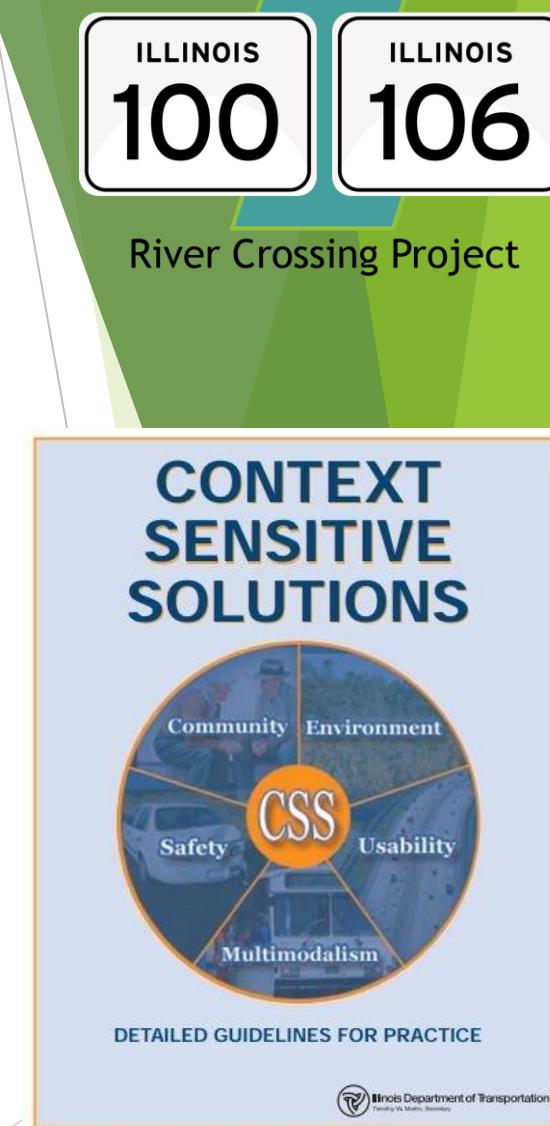
# Opportunities for Public Involvement

## ► 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](http://www.idot.illinois.gov/transportation-system/transportation-management/context-sensitive-solutions/index)



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# Opportunities for Public Involvement



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- ▶ 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](http://www.florencebridgestudy.com)
- ▶ Public Comments:
  - ▶ Email: [contact@www.florencebridgestudy.com](mailto: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 22<sup>nd</sup>, 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](mailto:contact@www.florencebridgestudy.com)



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