

**WE NEED YOUR INPUT**

In order for the Illinois Department of Transportation to develop a safe transportation solution that meets the needs of the community, it will need the help of folks like you. Throughout the study process, IDOT will be utilizing a collaborative, interdisciplinary approach, known as Context Sensitive Solutions (CSS), which provides opportunities for all project stakeholders to become involved. A stakeholder is anyone who could be affected by the project and its outcome. IDOT is looking for focused and direct input from local community members to help the Department in the development of the study as well as to understand the community’s concerns and transportation needs.

**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@florencebridgestudy.com](mailto:contact@florencebridgestudy.com)  
by December 21, 2017. A public comment form is provided with this handout for your use.

**NEXT STEPS**

Following the public meeting, IDOT and the consultant study team will continue meeting with the public, gathering information, responding to comments from the public, continuing Citizen’s Advisory Group (CAG) meetings, and recommending Alternatives to be carried forward for detailed study.

**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](http://www.florencebridgestudy.com)

**Get Involved!**

- Attend Project Study Public Meetings
- Access the Project Study Website
- Follow Media Relations
- Submit Ideas/Comments

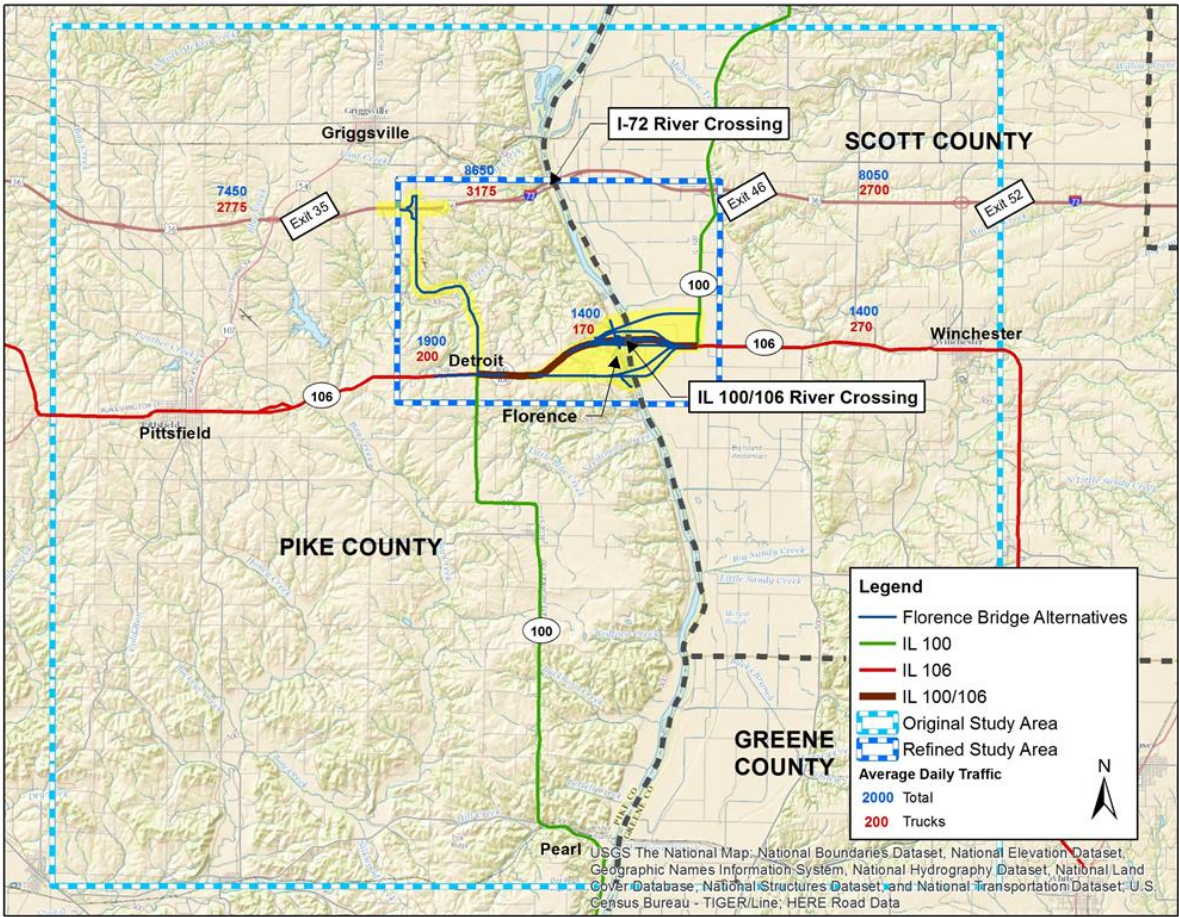


**Open-House Public Meeting #2  
IL 100/106 River Crossing Project  
Florence Bridge - Phase I Study**

**Thursday, December 7, 2017**

**4:30 p.m. - 6:30 p.m.**

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







## 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 USA, 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 stage, the Project Study Group would like to hear from the community on the proposed Alternatives to be Carried Forward. Are there any changes that you would recommend, or items we should consider in selecting these Alternatives?

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

### WHAT IS THE PROJECT’S PURPOSE AND NEED?

The project’s *purpose* statement has been defined as:

*“The purpose of the project is to evaluate new transportation facility options across the Illinois River that are safe, reliable and meet current design standards. The project shall provide connectivity across the Illinois River for all modes of vehicular traffic, facilitate river traffic, and support local and regional economic needs.”*

This statement identifies why action is needed and what will be accomplished. It will also serve as the basis by which all alternatives are evaluated.

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 narrow, causing slow-moving wide farm equipment, bicycles, and modes of travel for the disabled to impede traffic and compromise the safety of the traveling public. Current design standards indicate that the bridge deck should be wider to accommodate the traffic that crosses the bridge daily; thus categorizing the bridge as functionally obsolete. The bridge was last inspected in 2017 and was determined to be structurally deficient. 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.

The entire Purpose and Need document can be accessed at:

[http://www.florencebridgestudy.com/pdfs/purpose\\_need\\_022317.pdf](http://www.florencebridgestudy.com/pdfs/purpose_need_022317.pdf)

### WHERE ARE WE AT WITH ALTERNATIVE DEVELOPMENT?

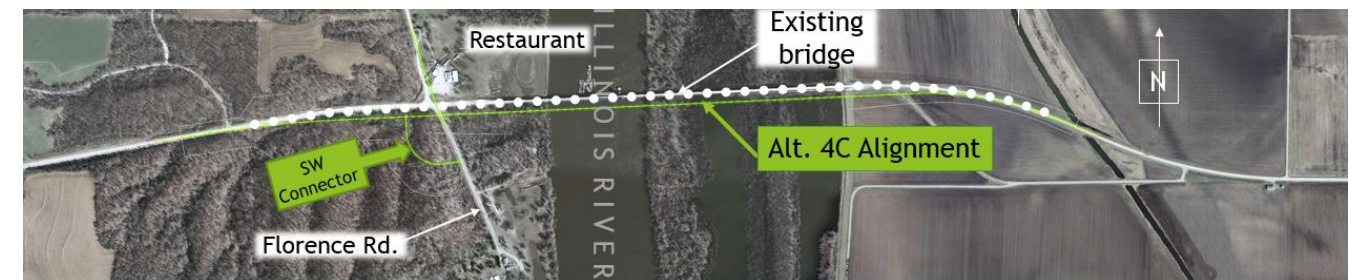
After the 1<sup>st</sup> Public Informational Meeting was held in September 2016, a Citizen’s Advisory Group (CAG) was formed to help IDOT get a better understanding of the local community’s needs. The CAG is comprised of local area community leaders, businesses, organizations, and individuals. At the CAG meeting held in November 2016, several alternatives were identified in an “alternatives brainstorming” exercise. These alternatives were further refined and developed by the Project Study Group (PSG) which includes IDOT, the Federal Highway Administration and the project consultants. At the CAG meeting held in April 2017, eight “build” alternatives were shown to the group, with preliminary information on transportation performance, environmental impacts and cost.

Based on input provided by the CAG and coordination with the U.S. Coast Guard concerning preliminary river clearance requirements, four “build” alternatives are recommended for further study:

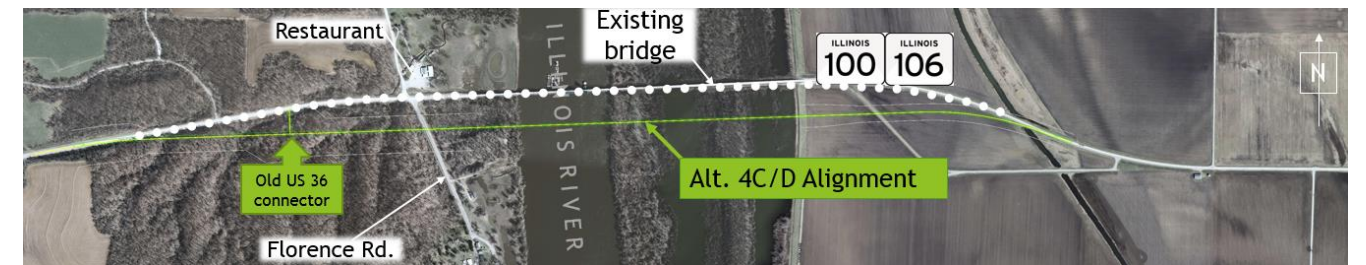
Alternative 4A - 100’ north of the existing bridge



Alternative 4C - 100’ south of the existing bridge



Alternative 4C/D - 300’ south of the existing bridge



Alternative 5B - 4,500’ south of the existing bridge

