



WELCOME!

PUBLIC INFORMATIONAL MEETING

Illinois Route 4/15 over the Kaskaskia River Bridge Study

St. Clair County, Illinois

March 13, 2024

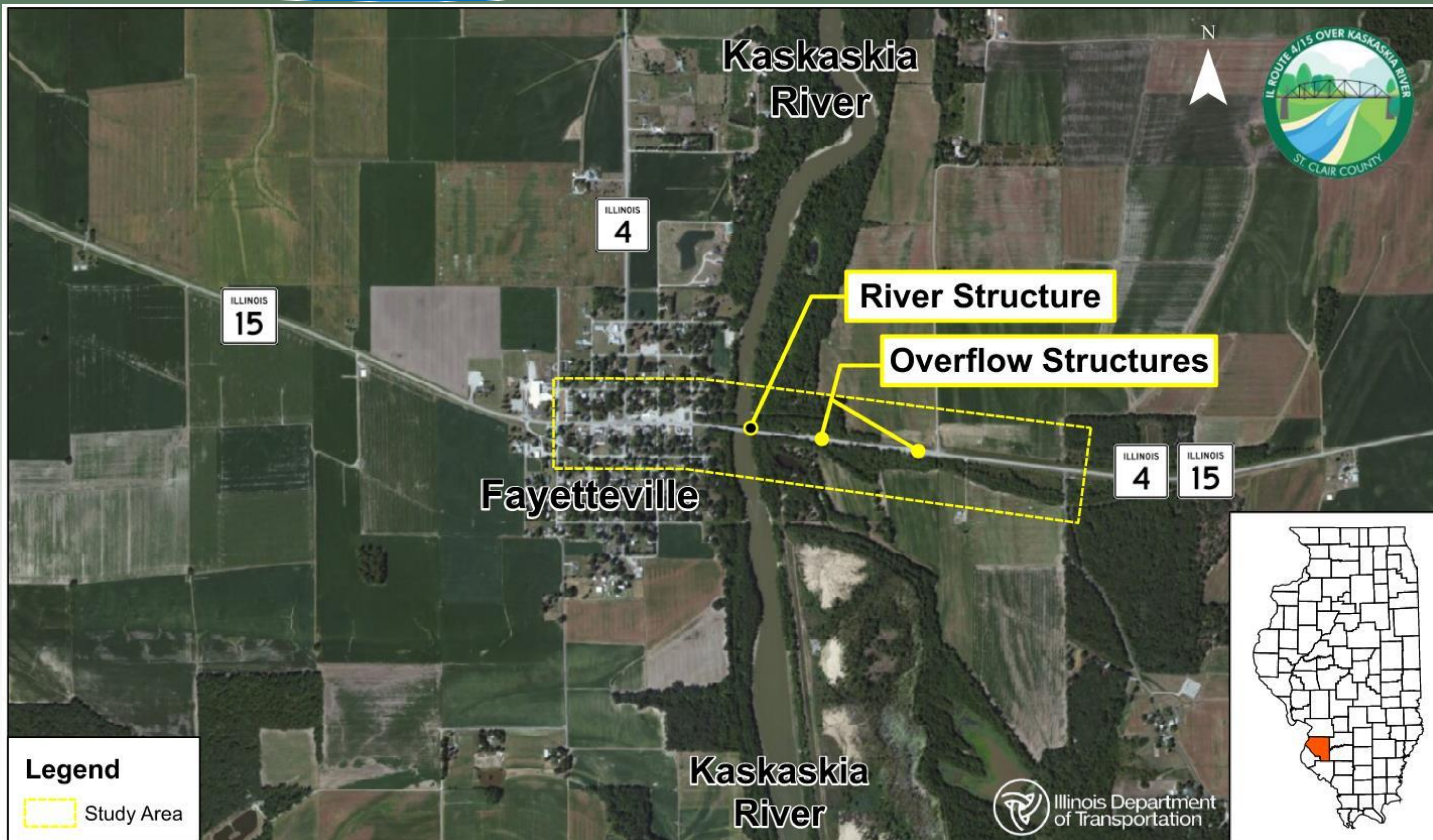


<https://idot.click/il-4-15-st-clair-co>





STUDY AREA





PURPOSE OF MEETING

- ❖ Provide information on the Alternative Development Process.
- ❖ Provide information on the Potential Preferred Alternatives and Impacts.
- ❖ Inform the public of the project schedule.
- ❖ Receive input from the public.





STUDY OVERVIEW – PURPOSE & NEED

- ❖ The purpose of the project is to replace the existing bridge that carries IL Route 4/15 over the Kaskaskia River.
- ❖ Bridge is safe however the NEED for replacement of the existing IL Route 4/15 bridge over the Kaskaskia River is due to:
 - Age of structure (Built in 1946).
 - Continual and rising costs of maintenance.

Various areas of paint failure, section loss of steel beams

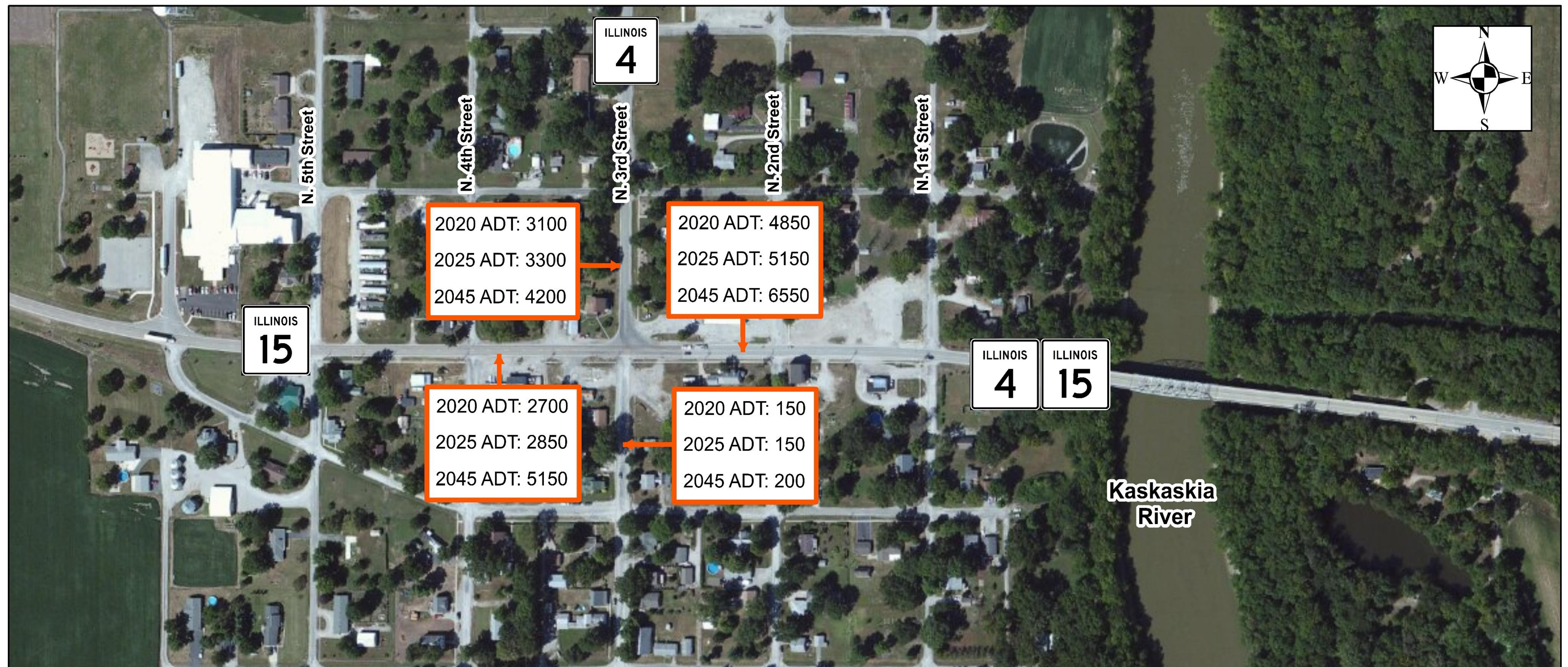


Various areas of concrete deck cracking and deterioration





EXISTING & PROJECTED TRAFFIC VOLUMES



Average Daily Traffic (ADT)

0 250 500 1,000 Feet



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IL ROUTE 4/15 CRASHES

- IDOT conducted a five-year crash study.
- 23 crashes occurred in the years studied (2014-2018):
 - Two crashes resulted in fatalities
 - Five crashes resulted in serious Injury.
 - The majority of the crash types were 'Rear End' collisions.
 - Objects in the clear zone, narrow shoulders and steep ditch slopes were factors in many of the crashes.



IL Route 4/15 east of 4th St. looking east.
The image shows the non-policy shoulder along this section

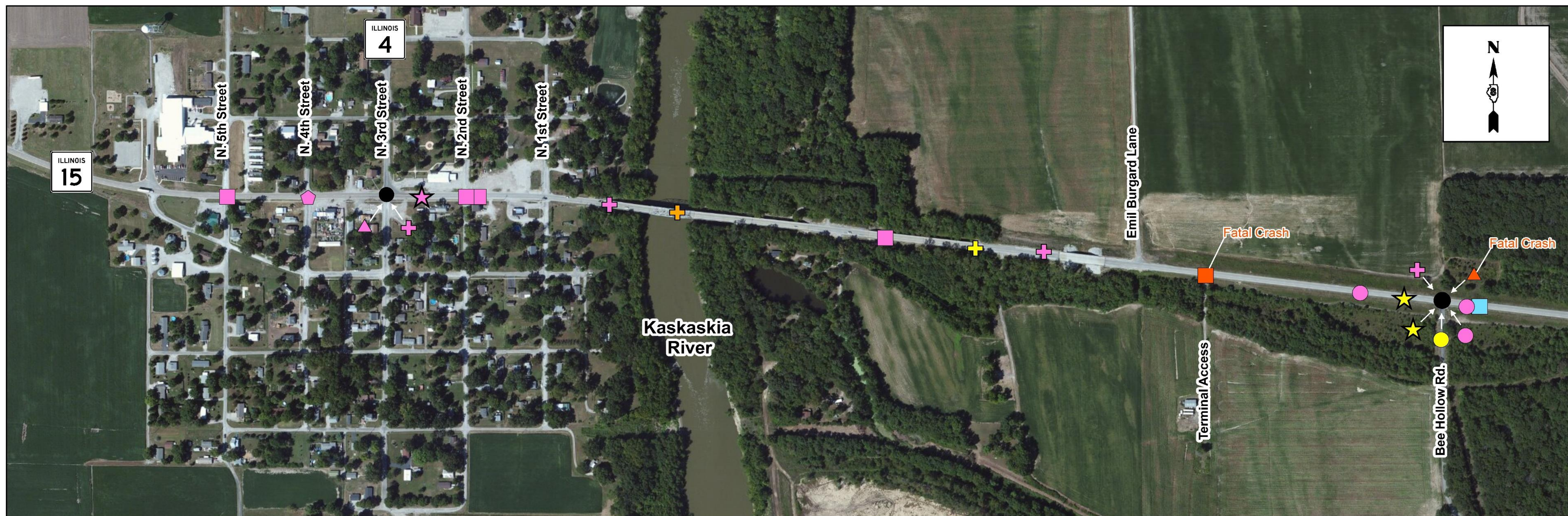


IL Route 4/15 just east of 2nd St. looking east.
This image shows existing power poles within the clear zone.





CRASH PATTERNS 2014-2018



Injury Type Classifications:

- Type K is a fatality in which at least one person dies within 30 days of the crash.
- Type A is an injury in which is considered an incapacitating injury.
- Type B is an injury in which is considered a non-incapacitating injury.
- Type C is a possible injury but not evident.
- Type PD is Property Damage

Legend

Crash Type, Injury Type (Number of Crashes)

- Fixed Object, Fatal (1)
- Head On, Fatal (1)
- Rear End, A-Injury (1)
- Animal, B-Injury (1)

- Rear End, B-Injury (1)
- Turning, B-Injury (2)
- Fixed Object, C-Injury (1)
- Animal, PD (3)
- Fixed Object, PD (4)

- Head On, PD (1)
- Parked Motor Vehicle, PD (2)
- Rear End, PD (4)
- Turning, PD (1)

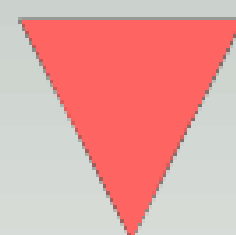




PROJECT DEVELOPMENT, FUNDING & SCHEDULE

IDOT has a three-phase project development process, as shown on the timeline graphic below. The IL Route 4/15 Kaskaskia River Bridge Study is Phase I of the project development process, which develops the preliminary design. During this phase the proposed geometry, environmental concerns, and proposed right-of-way are identified.

**WE ARE
HERE**



PHASE I

Preliminary Design and
Environmental Study

Estimated Time: 36 Months

PHASE II

Final Design, Construction Bid
and ROW Acquisition Documents

Estimated Time: 18-24 Months

PHASE III

Construction of the
Project

Estimated Time: TBD

PUBLIC INVOLVEMENT

All three phases are currently identified in the IL FY 2024-2029 Proposed Highway & Multimodal Improvement Program



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SUMMARY OF PUBLIC MEETING #1

- IDOT held the first Public Meeting on June 15, 2022, in Fayetteville, IL.
- Approximately 132 people attended.
- 38 comments were received.

Common themes were:

- Keep the bridge open to traffic during construction.
- New bridge needs to be wider to accommodate farm equipment.





COMMUNITY ADVISORY GROUP (CAG)

- As part of the in-depth public involvement process called Context Sensitive Solutions (CSS), a Community Advisory Group (CAG) was formed for this study.
- The purpose of the CAG has been to provide input from the public's perspective on various elements of the study, including developing a problem statement, identifying issues important to the public, and providing feedback on alternatives.
- The Project Study Team has held two CAG meetings.
- The first CAG meeting helped identify the two biggest concerns were keeping the bridge open during construction and the new bridge being wide enough to accommodate farm equipment.
- During the second CAG meeting, CAG members reviewed and commented on the two potential preferred alternatives.



IDOT formed the CAG which represents local business, commuters, local officials, emergency response, schools and residents.





PROBLEM STATEMENT

The members of the CAG helped in developing the project problem statement. A problem statement identifies the problems within a project study area that need to be addressed.

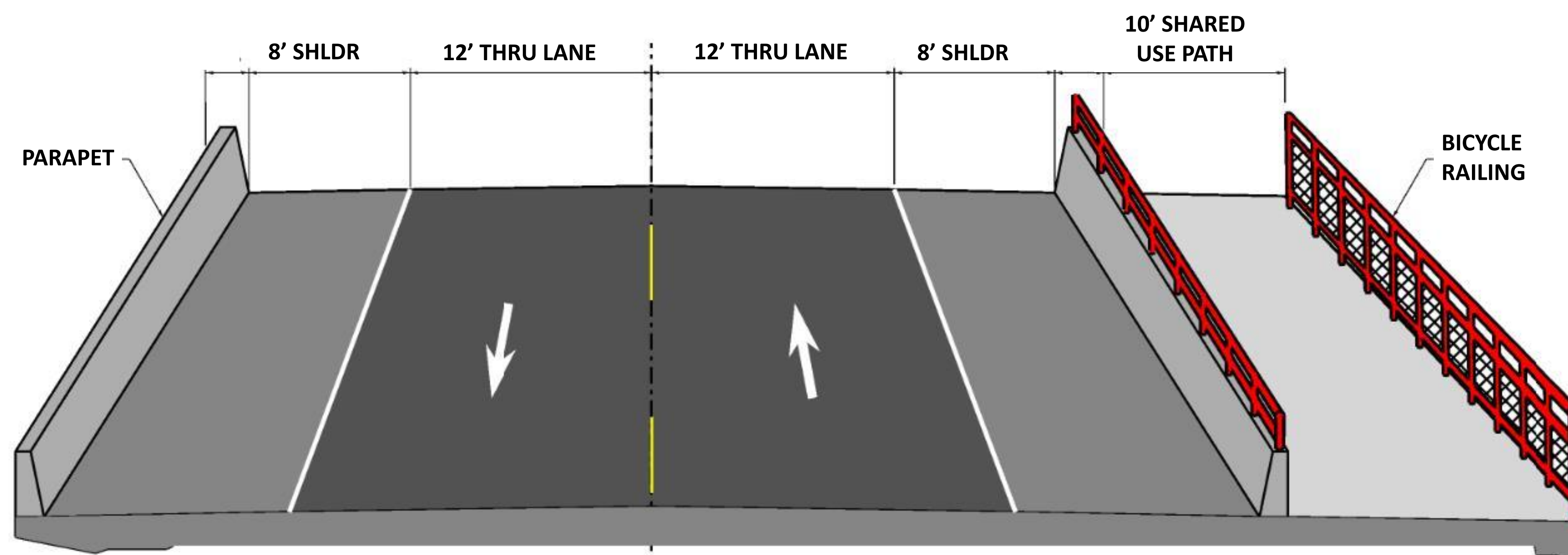
“The existing bridge carrying IL Route 4/15 over the Kaskaskia River is aging and in need of continual repairs. There is a need to provide a cost-effective, long-term improvement that provides reliable access across the Kaskaskia River for farm equipment, Emergency Management Services, school buses, and everyday users of the bridge and reduces the need for continual repairs, while demonstrating respect for our environment.”



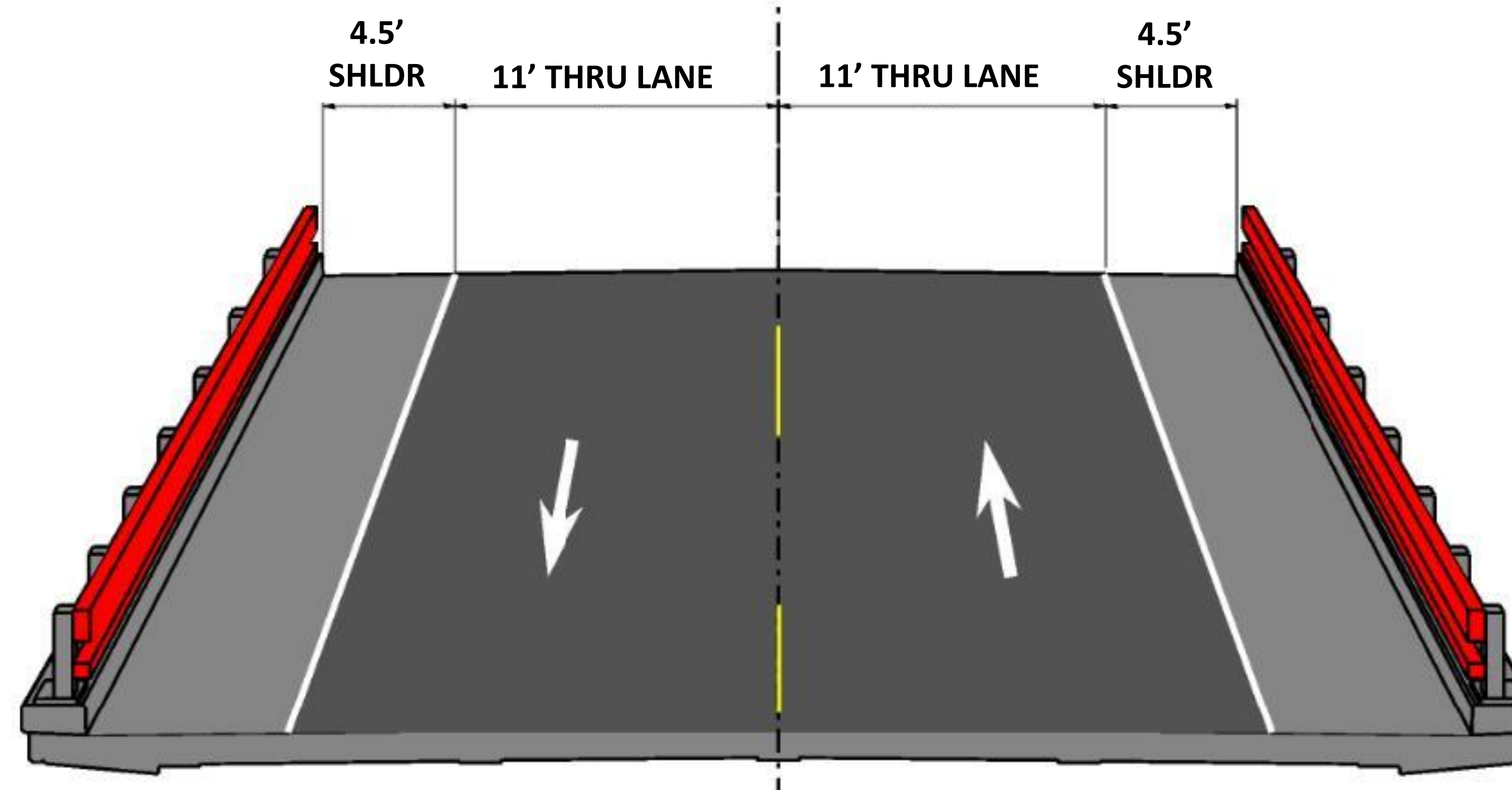


EXISTING & PROPOSED TYPICAL SECTION

**PROPOSED BRIDGE
TYPICAL SECTION**



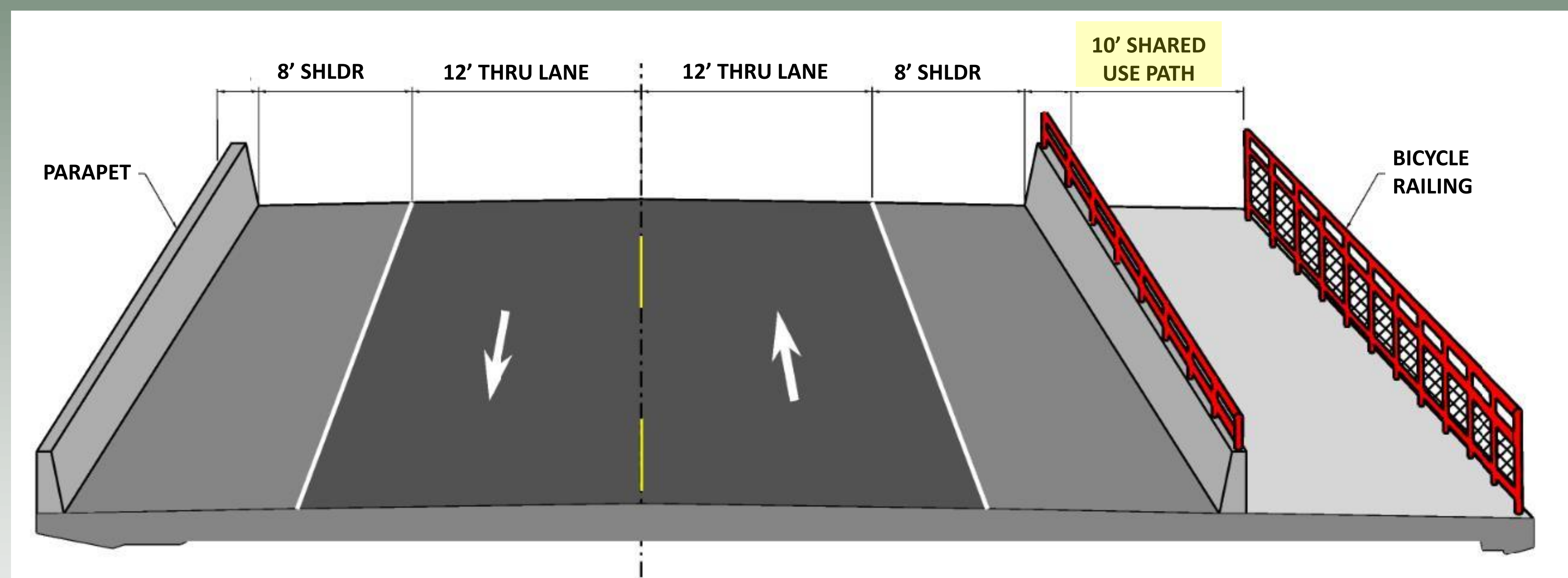
**EXISTING BRIDGE
TYPICAL SECTION**





BICYCLE & PEDESTRIAN ACCOMODATIONS

A 10-foot-wide shared use path is proposed to be constructed with the new bridge.



IDOT completed a Bike and Pedestrian study which identified existing and potential future improvements by others which met warrants for inclusion of accommodation in this proposed improvement.





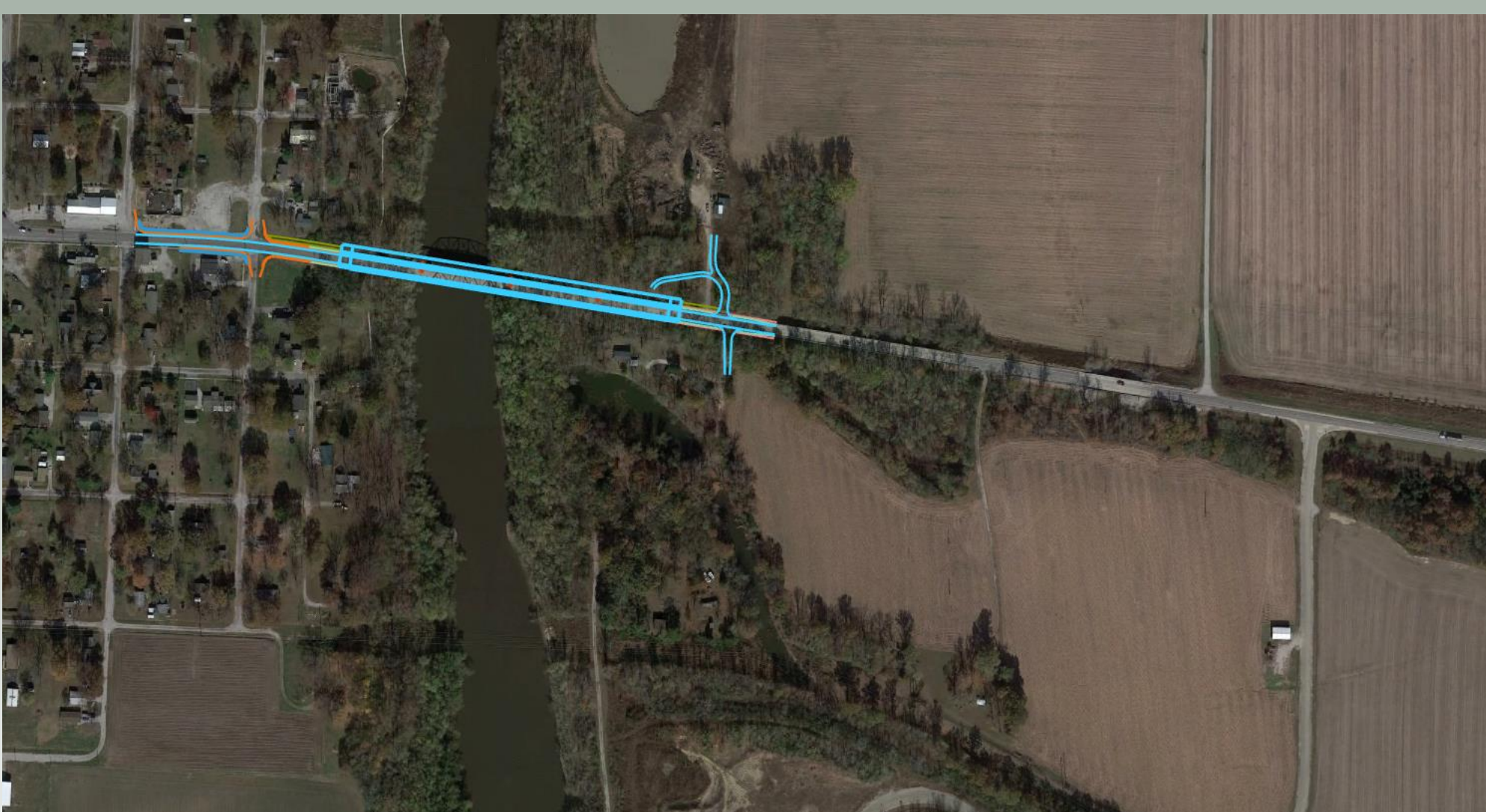
ALTERNATIVE DEVELOPMENT

14 Alternatives were studied

2 alternatives on
existing alignment

3 alternatives south of
existing alignment

9 alternatives north of
existing alignment



12 of the 14 alternatives did not meet the problem statement or had engineering flaws.

Examples of engineering flaws include:

- Extended roadway closure time during construction.
- Non-policy roadway design for existing speed limits.
- Negative impacts to river hydraulics and local area drainage.





SOUTH ALTERNATIVE

PLEASE SEE THE LARGE AERIAL MAP ON THE TABLE

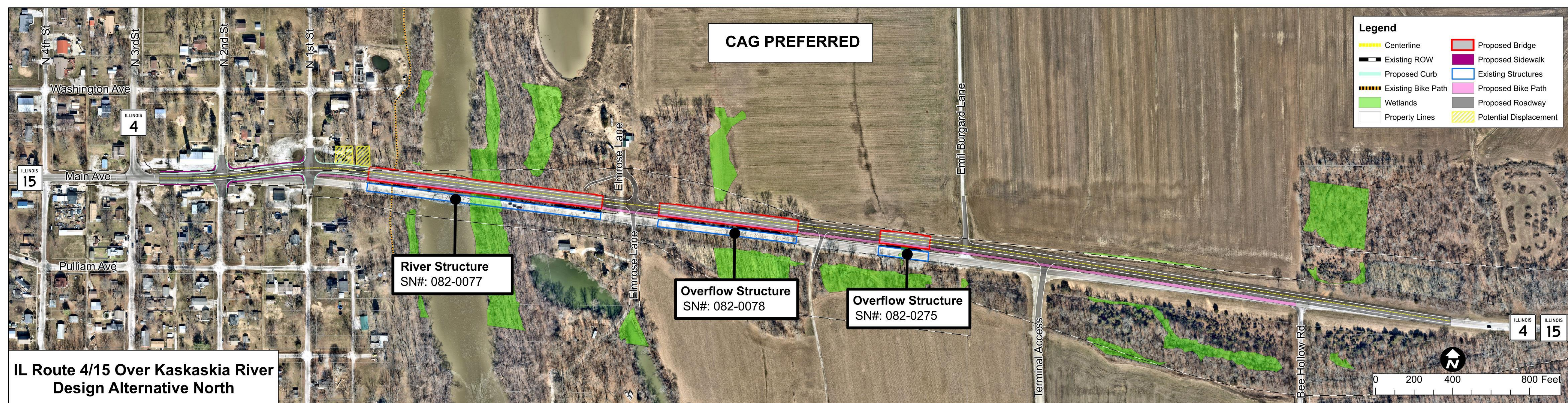


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NORTH ALTERNATIVE

PLEASE SEE THE LARGE AERIAL MAP ON THE TABLE



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TRAFFIC MAINTENANCE DURING CONSTRUCTION

- Both Alternatives will allow for bridge construction activities to be completed adjacent to existing traffic with minimal impacts.
- Short-term closures are possible to make the connection on the east and west ends of the improvement.





CONSIDERED ALTERNATIVE COMPARISON

CAG Preferred

CRITERIA	NORTH	SOUTH
Potential Displacements	2	7
Wetland Impacts	0.5 acres	2.5 acres
New Right-of-Way/Easements	2.2 acres	1.6 acres
Tree Removal	3.5 acres	8.0 acres
Approximate Construction Cost	\$50-60 Million	\$50-60 Million
Bridge to remain open during construction	Yes	Yes
Width of Proposed Bridge accommodates farm equipment & semi-truck	Yes	Yes

After much discussion, the CAG members came to a consensus in support of the north bridge replacement alternative because of fewer displacements, less tree removal, and less wetland impacts.





WE NEED YOUR INPUT

You can comment by any of the following:

- Complete a comment form and return it to IDOT within 14 days of this public meeting.
- Share your ideas with the study team tonight
- Contact Matthew Meyer from IDOT:
 - Email: Matthew.Meyer@illinois.gov
 - Phone: 618-346-3160
- Comment through the study website:
 - <https://idot.click/il-4-15-st-clair-co>
- Use the study website above to:
 - View the public meeting displays
 - Complete a comment form

Comment forms accepted until March 27, 2024



<https://idot.click/il-4-15-st-clair-co>



***THANK YOU FOR YOUR
ATTENDANCE!***



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