JOE PAGE
BRIDGE

Illinois Department of Transportation

Welcome

PUBLIC MEETING

Joe Page Bridge Phase I Study

The intent of this meeting is to present the Purpose & Need and introduce Corridors that will be studied.

We Are Here

PHASE I
36 - 48 MONTHS

Preliminary Engineering and Environmental Studies

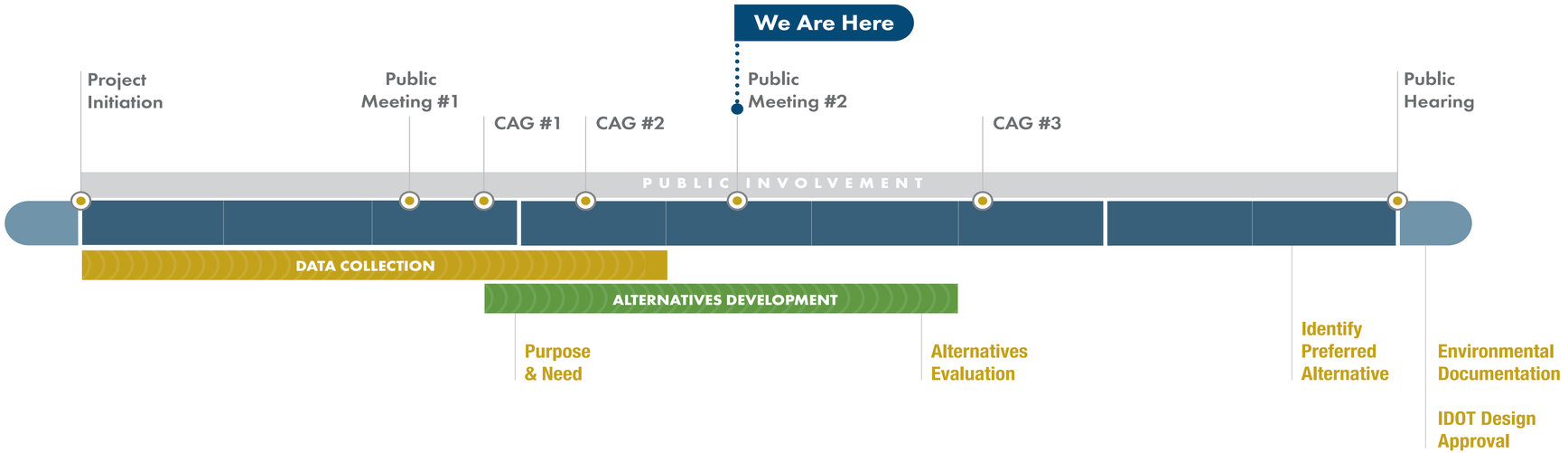
PHASE II
24 - 36 MONTHS

Contract Plan Preparation & Land Acquisition

PHASE III
+/- 36 MONTHS

Construction

PHASE I STUDY SCHEDULE



Study Area Map

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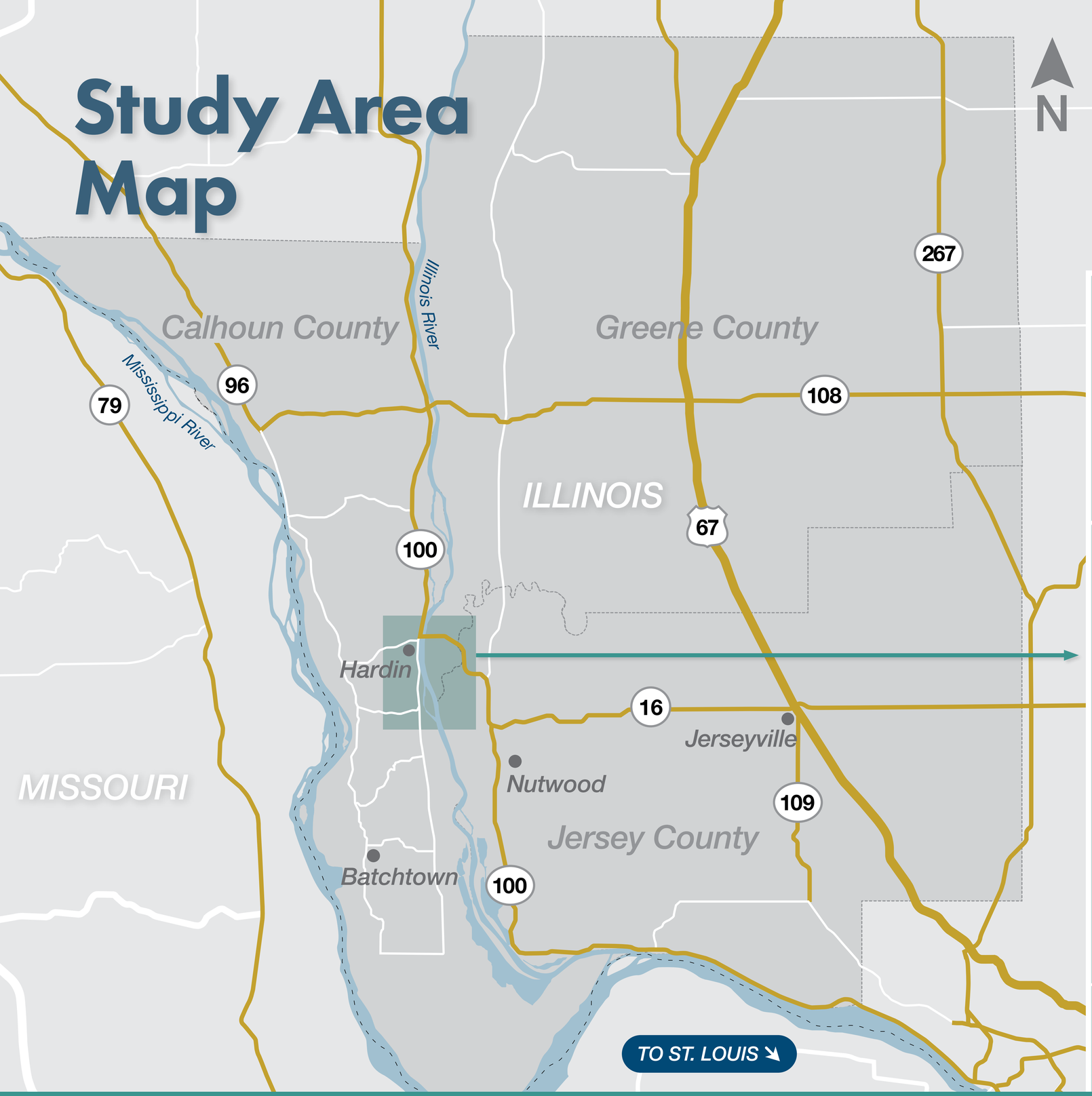

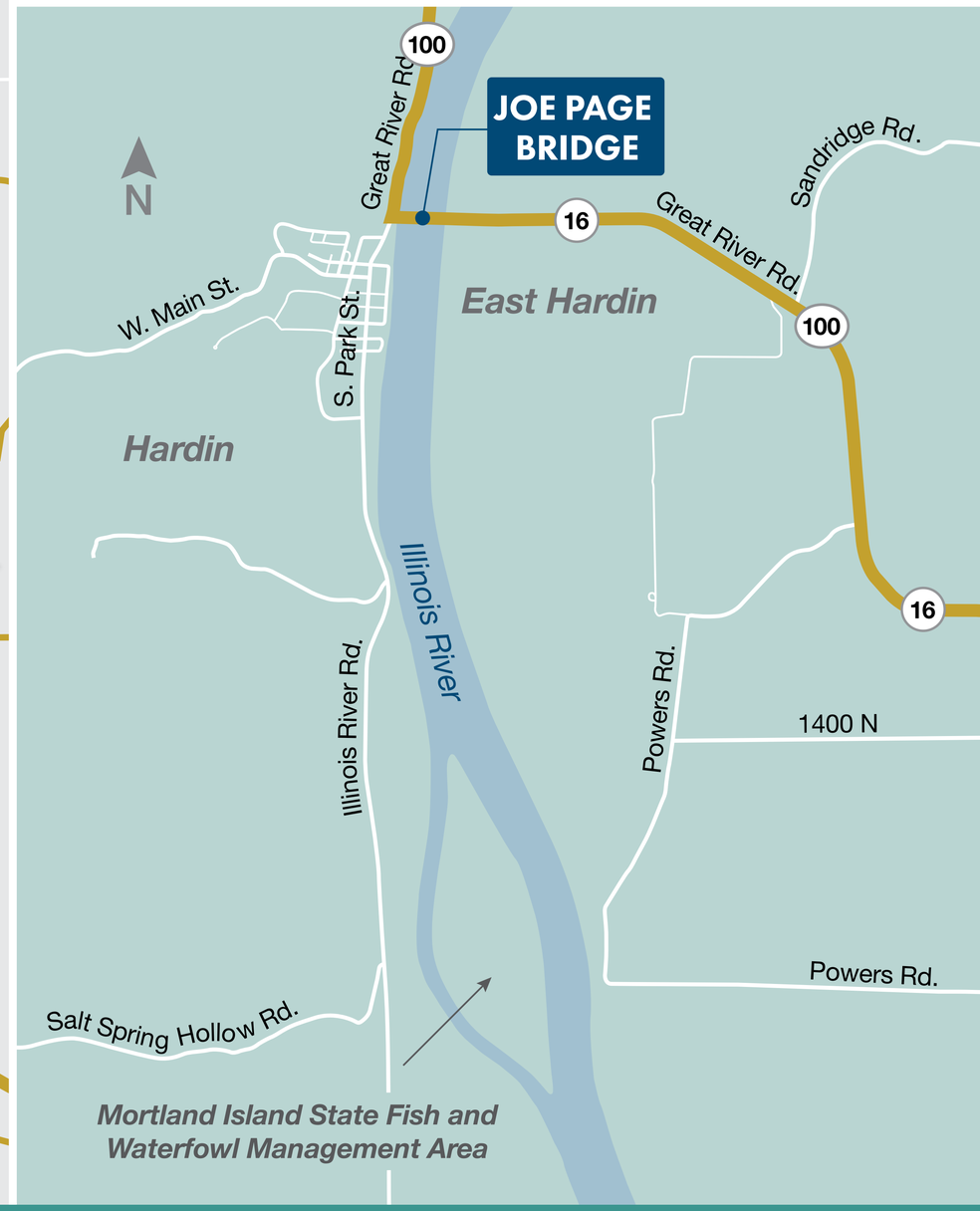

National Environmental Policy Act (NEPA) Process

1. Initiate the NEPA scoping, define scope of project
2. Initiate public involvement and agency coordination
3. Establish purpose and need
4. Evaluate alternatives
5. Evaluate environmental impacts, determine preferred alternative
6. Approve environmental document, conduct public hearing

Consider public/agency input, issue FONSI (Finding of No Significant Impact) if appropriate

Problem Statement

The Joe Page Bridge carrying IL Routes 16/100 over the Illinois River is nearing the end of its useful life and in need of continual repairs.

The lift span creates traffic delays, increases emergency response times and is increasingly difficult to maintain.

There is a need to provide a sustainable long-term solution that provides a reliable crossing for the continued movement of goods and services along IL Routes 16/100 while preserving the environmental, recreational and economic viability within the project area.

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Purpose and Need

The **PURPOSE** and **NEED** is a federally required document that explains what a project will do and why it is necessary.

The **PURPOSE** of the project is to provide a reliable and efficient crossing of the Illinois River between Calhoun and Greene counties that is structurally sound and meets current design standards.

The **NEED** is due to the current bridge being structurally deficient, functionally obsolete, and nearing the end of its expected service life.

Received concurrence through the NEPA/404 process.

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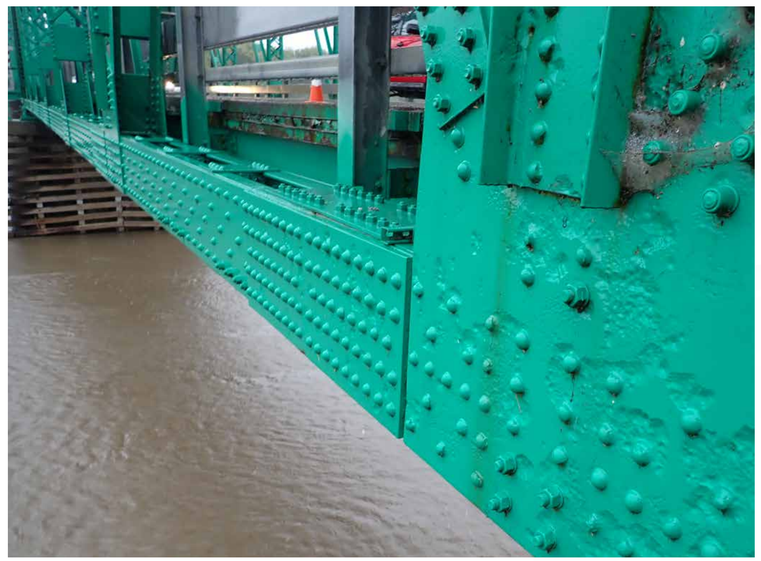
Bridge Deficiencies



- Advanced superstructure deterioration
- Exposed rebar
- Isolated substructure cracking
- Non-policy design
- Narrow bridge width
- Narrow shoulders
- Vertical clearance limits agricultural vehicles
- Mechanical bridge can get stuck
- Lift span operation delays traffic and emergency responders
- Trouble securing replacement parts

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Corridor Considerations

Examples Include:

- ✓ Connectivity to transportation system
- ✓ Bluff on west side of river
- ✓ River flow
- ✓ Nutwood levee
- ✓ Park limits
- ✓ Wetlands
- ✓ Historic properties
- ✓ Public service
- ✓ Transmission lines

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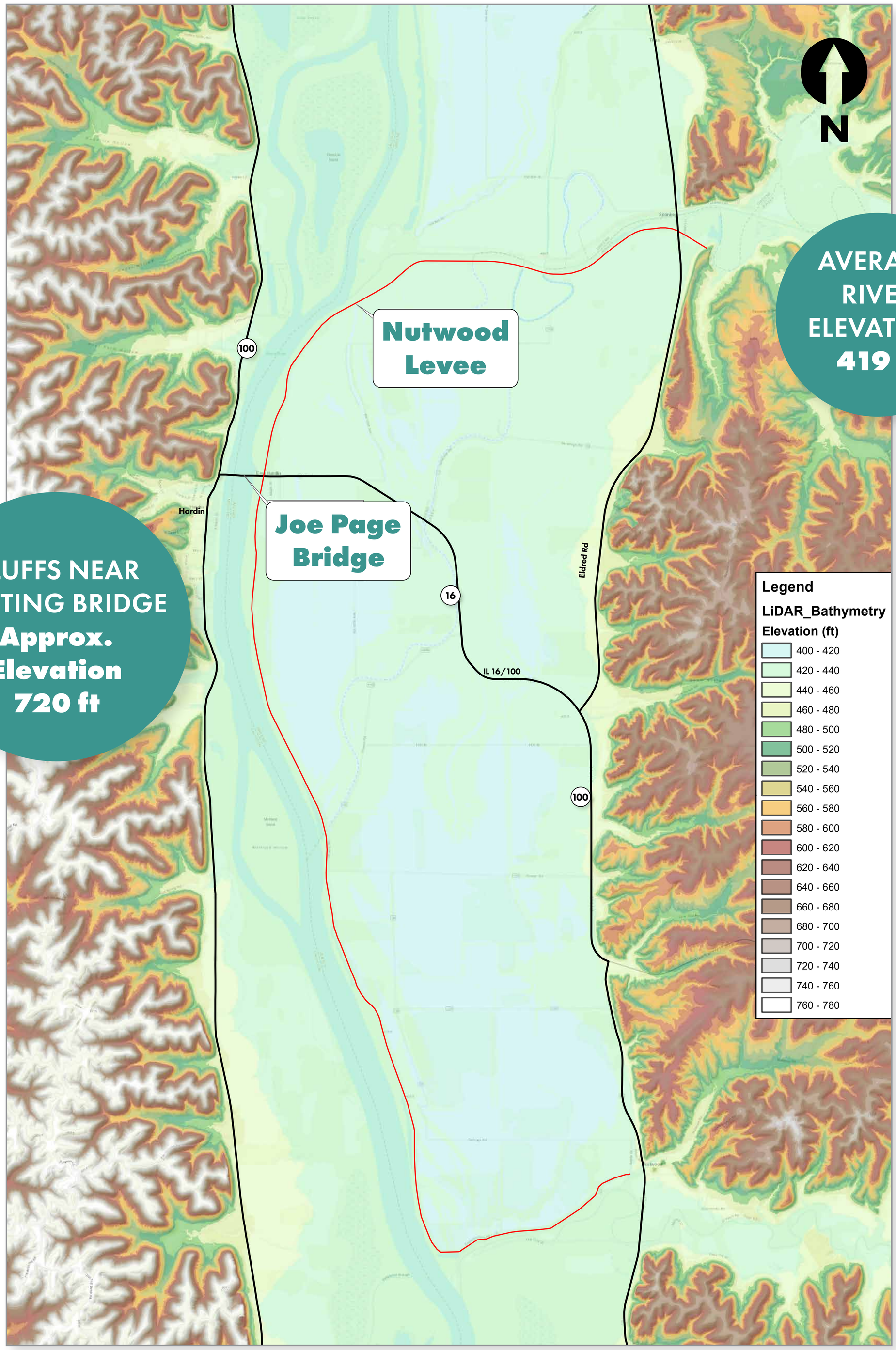
Elevation Map



This elevation map helps show the height difference between the top of the bluff and the IL River. Normal Pool for the IL River is at elevation 419, indicated by the blue color on the map. Some bluff locations near the existing Joe Page Bridge have an approximate elevation of 720, indicated by the grayish brown color on the map. This component must be considered as a location for the new bridge is evaluated.

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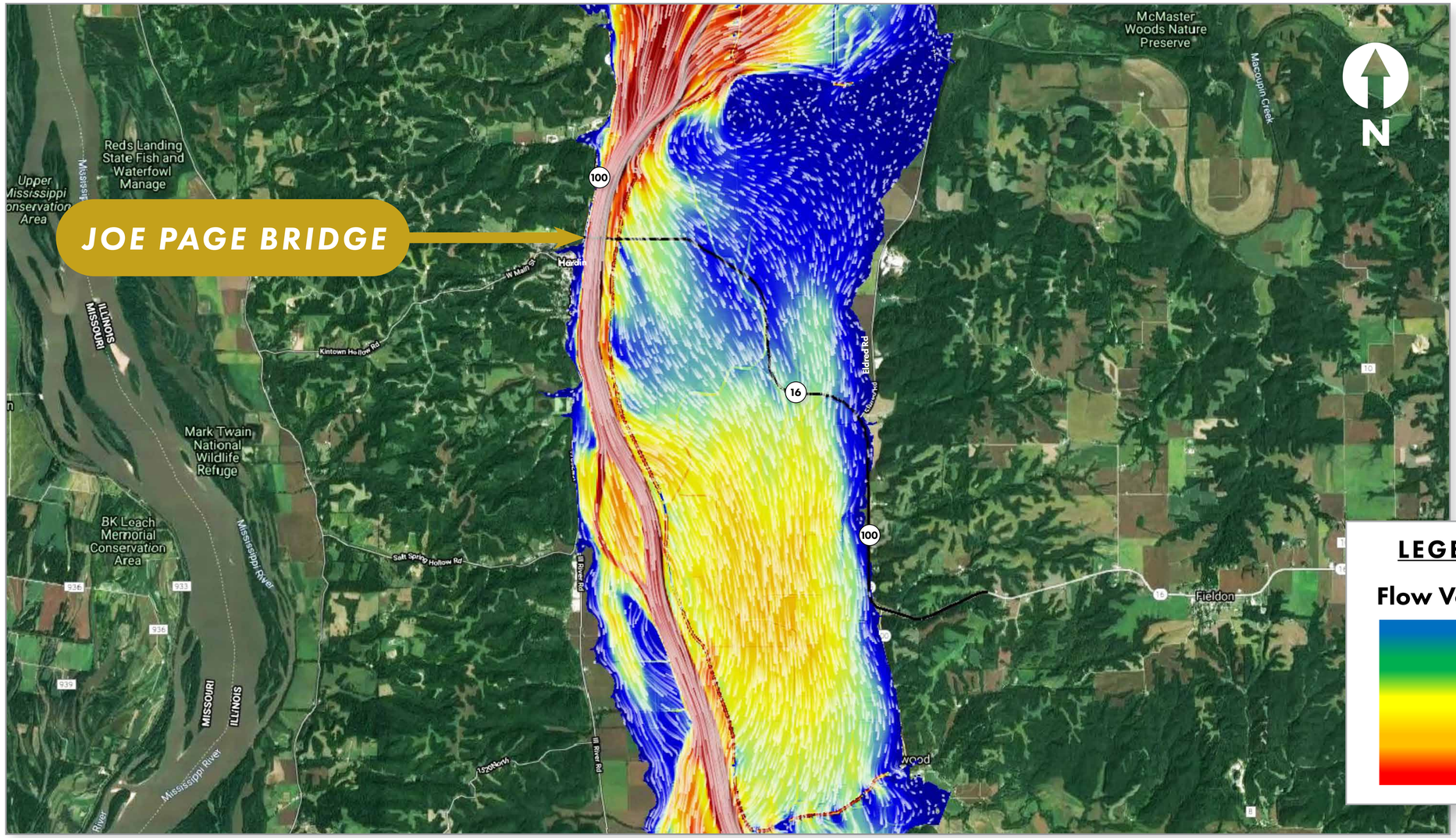
River Flow Volumes



The flood plain through the project limits is very wide. This graphic shows areas of lower river volumes in blue and higher river flow volumes in red. Areas further south have increased flow volumes. These locations would require a much longer bridge to handle the increased flow volume.

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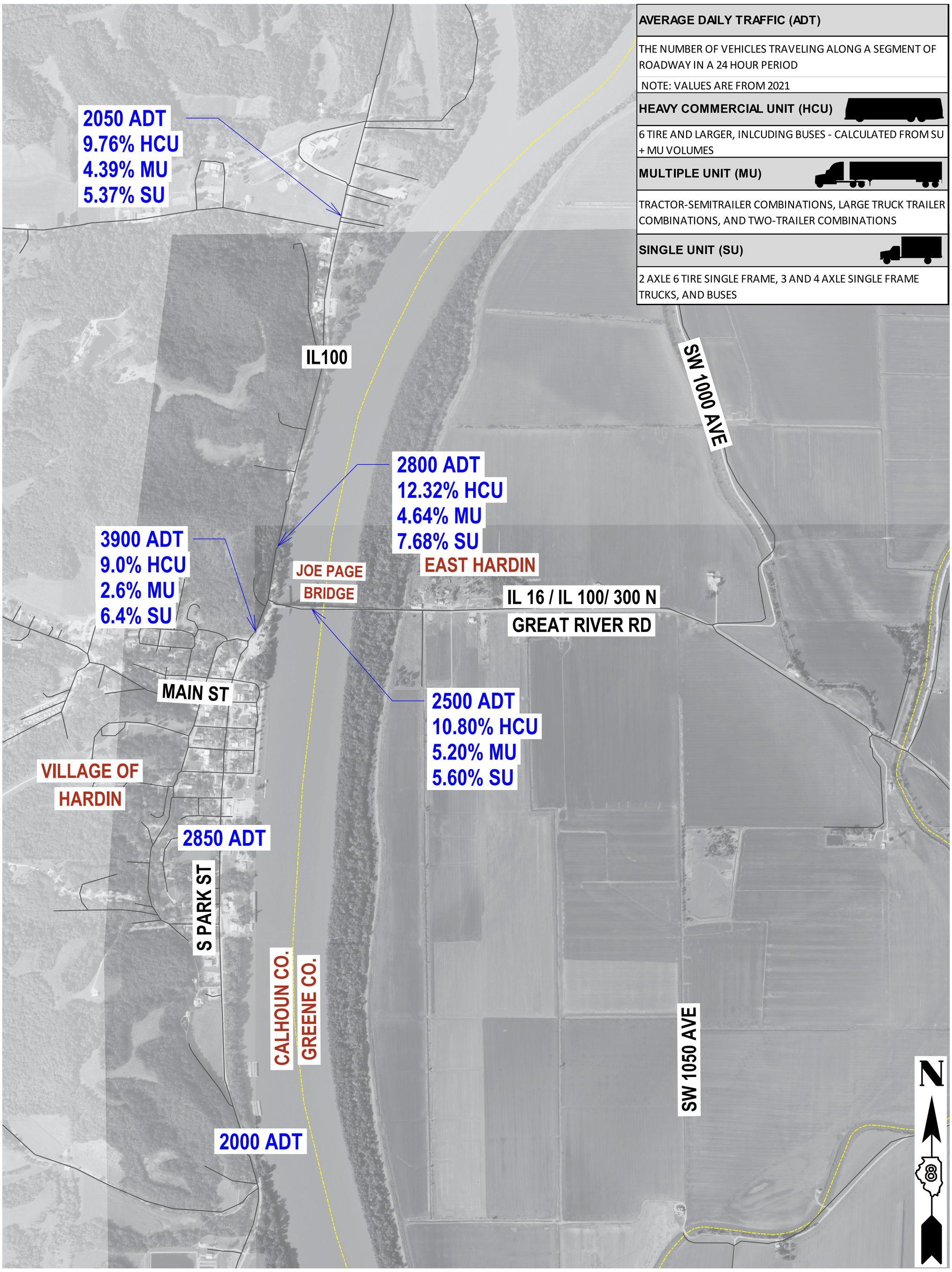
Average Daily Traffic

The amount and type of traffic on and around the Joe Page Bridge on an average day in 2021.



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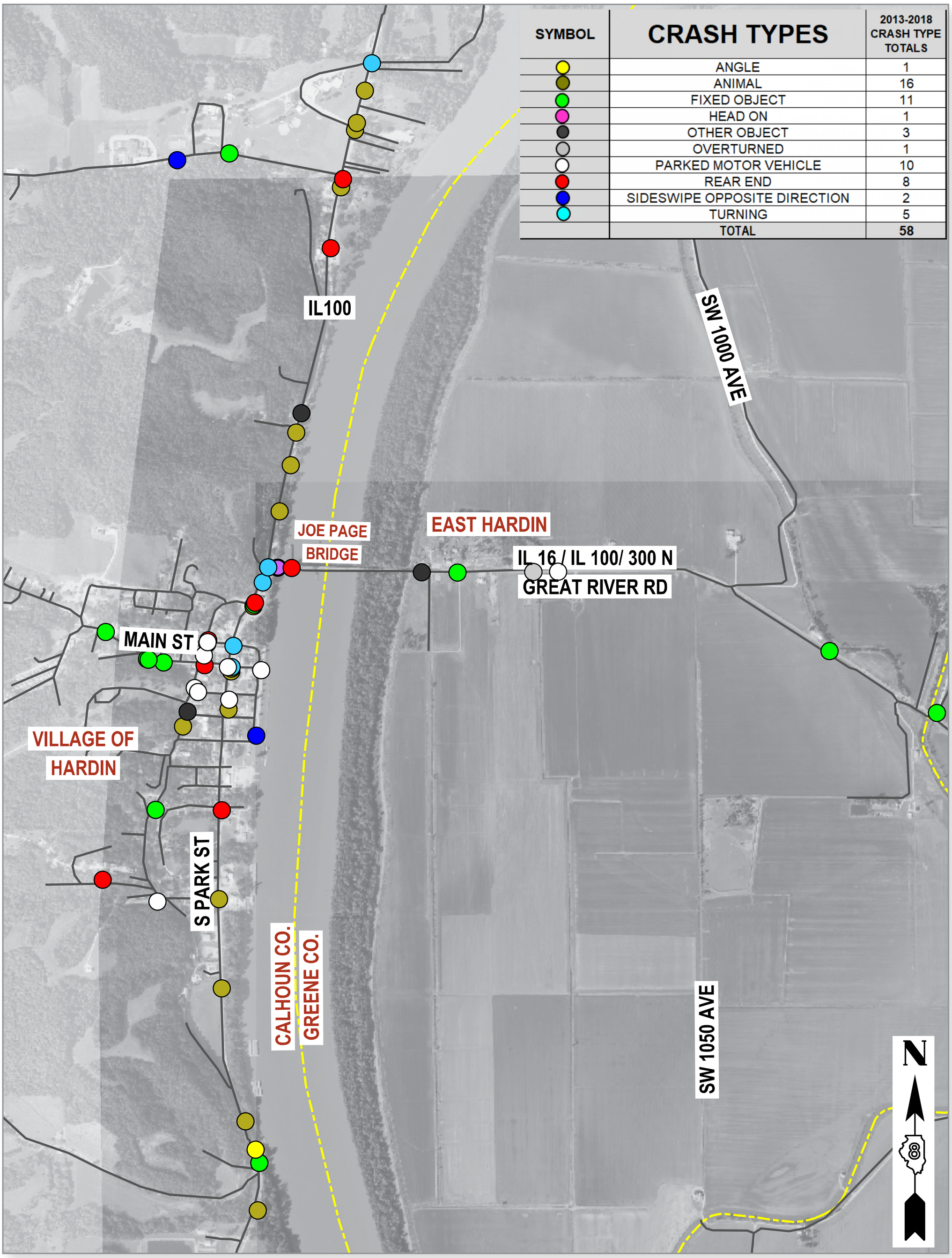
Total Crashes

Type and location of traffic crashes on and around the Joe Page Bridge between 2013 and 2018.

SYMBOL	CRASH TYPES	2013-2018 CRASH TYPE TOTALS
	ANGLE	1
	ANIMAL	16
	FIXED OBJECT	11
	HEAD ON	1
	OTHER OBJECT	3
	OVERTURNED	1
	PARKED MOTOR VEHICLE	10
	REAR END	8
	SIDESWIPE OPPOSITE DIRECTION	2
	TURNING	5
	TOTAL	58



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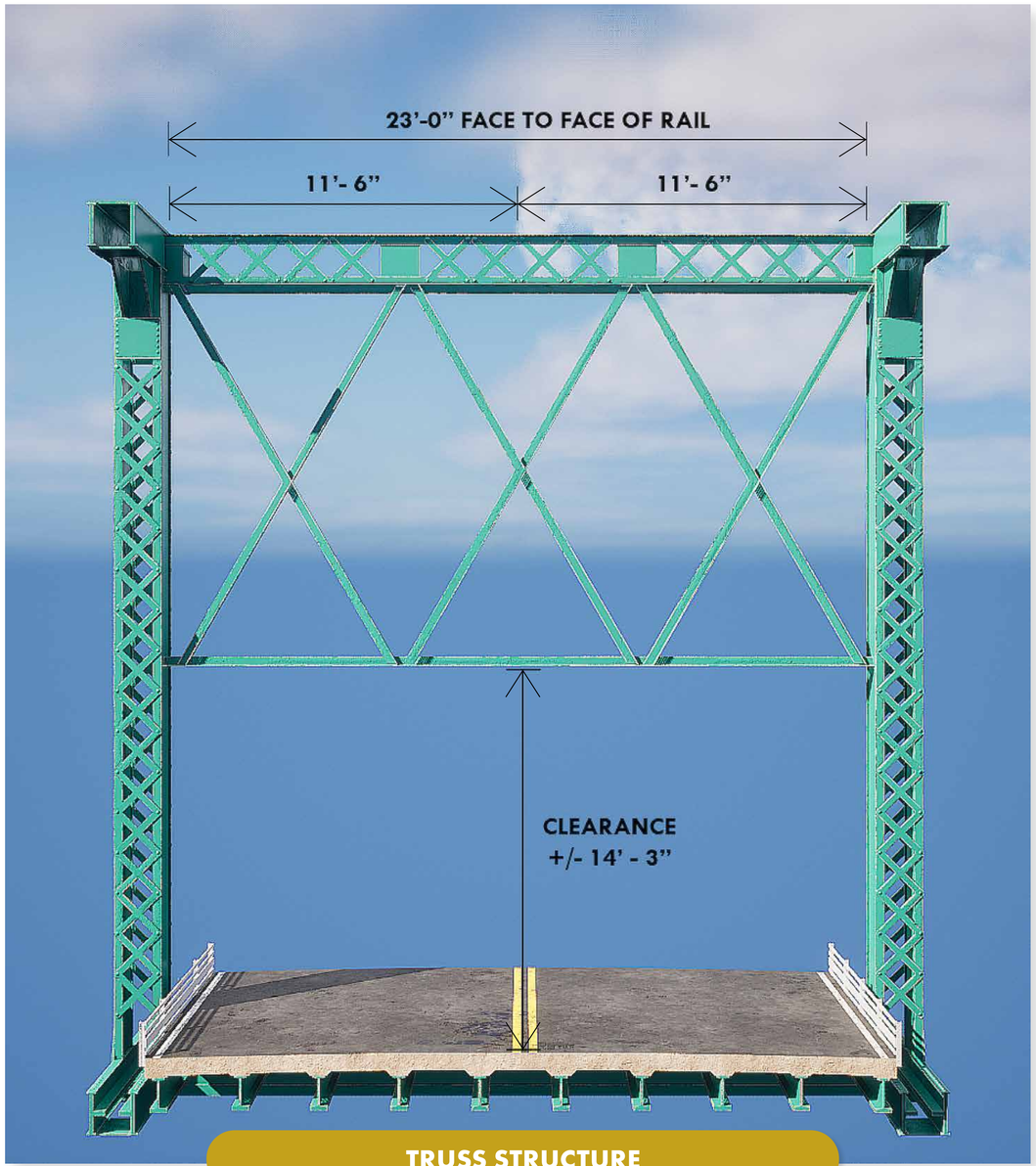
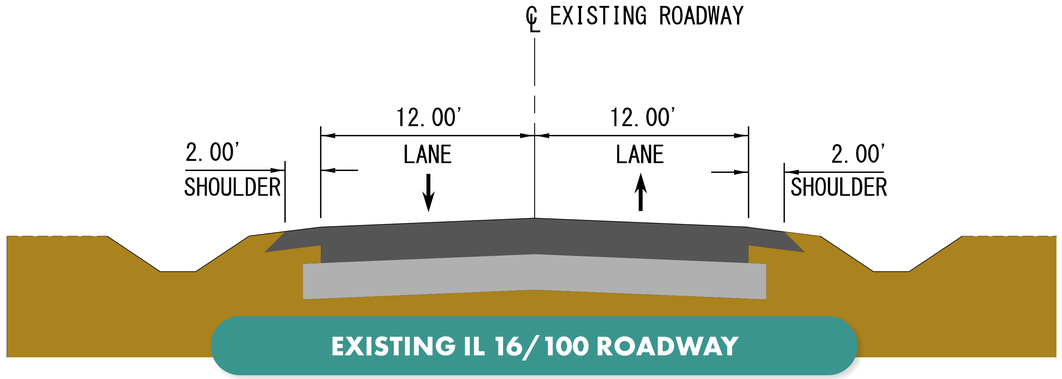
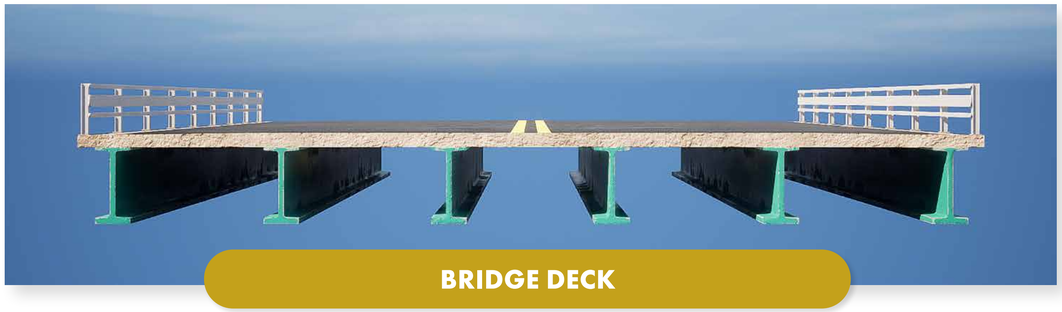
Existing Cross Sections



TRUSS STRUCTURE



EXISTING IL 16/100 ROADWAY



BRIDGE DECK

CURRENT DESIGN POLICY FOR A BRIDGE REQUIRES

- 16′- 6″ vertical clearance
- 32′ Bridge width (Minimum)
- 4′ shoulder width (Minimum)
- Consideration of bike/pedestrian accommodations

Alternatives Development Process

STAKEHOLDER INPUT

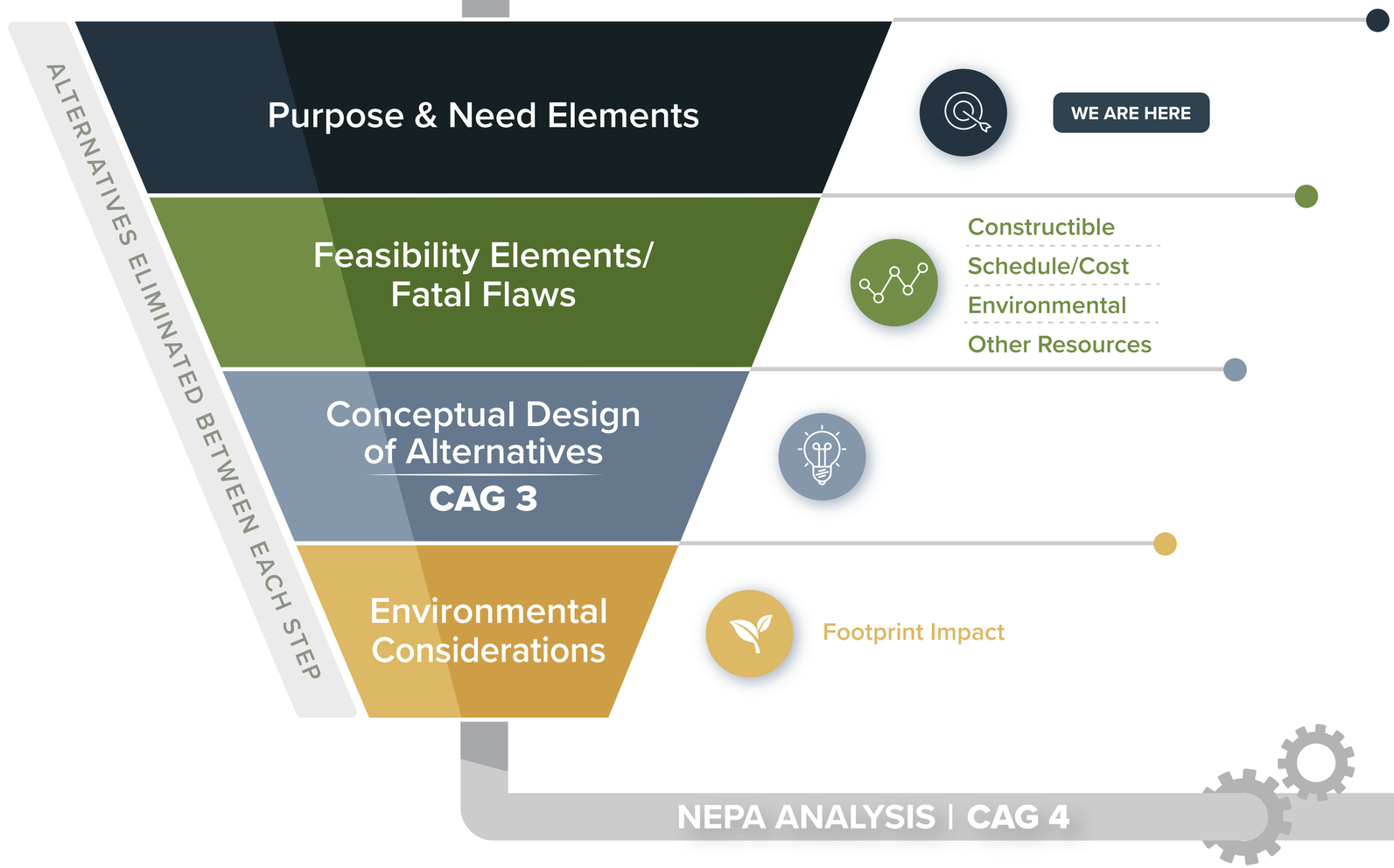
- Environmental Resource and Local Agencies
- Community Advisory Group (CAG) Members
- Public Meetings
- On-line Comment Form

SCREENING CRITERIA

- Study Goal
- Purpose and Need
- Avoid or Minimize Environmental Resource Impacts
- IDOT Engineering Policy
- Permitting Requirements

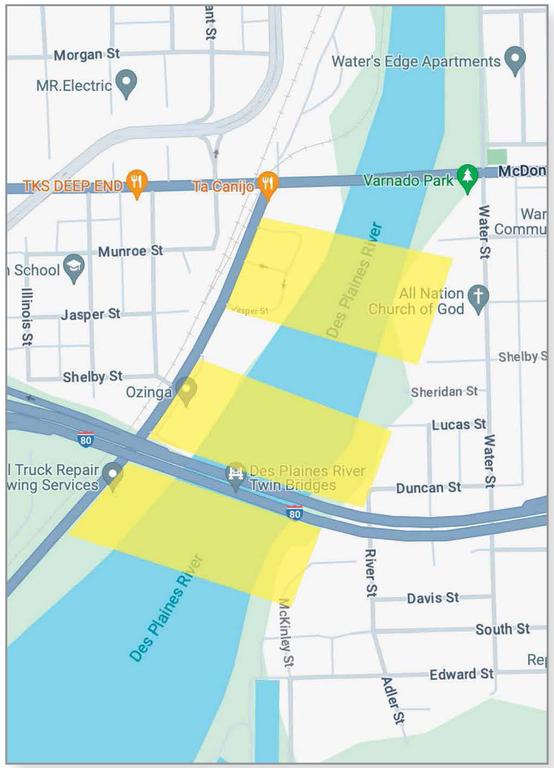
Alternatives Screening Process

ALTERNATIVES SCREENING PROCESS



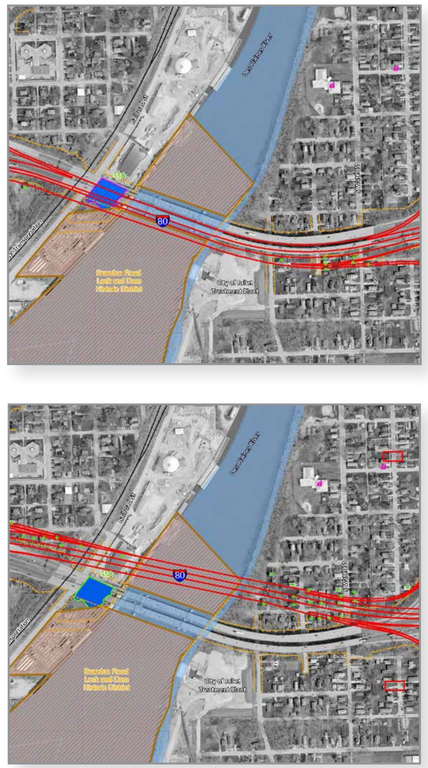
Example Screening Process

CORRIDOR



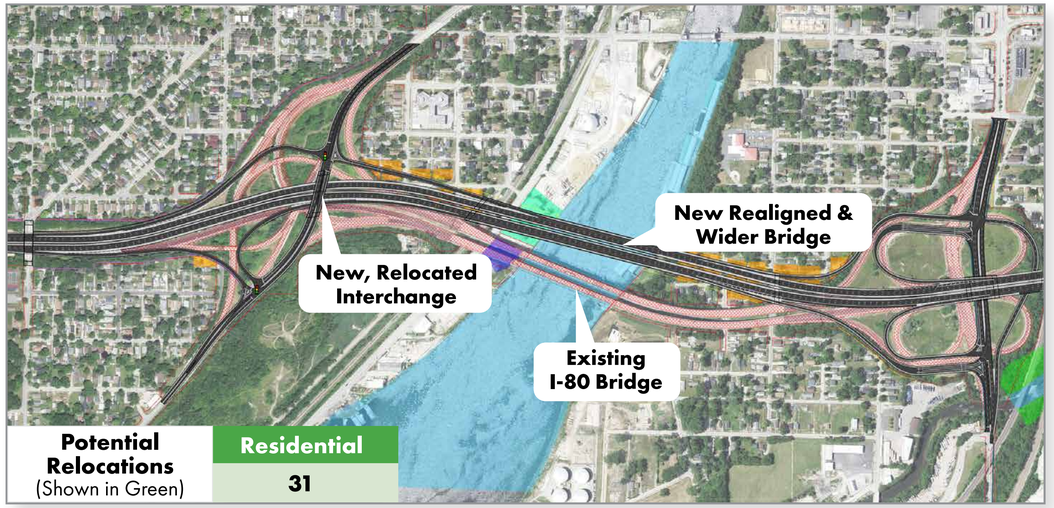
These yellow bars are wide areas to be looked at for a possible alignment.

REFINED



Once the corridors are examined, some may be eliminated, and potential alignments are identified.

PREFERRED



Additional evaluation takes place to recommend an alignment.

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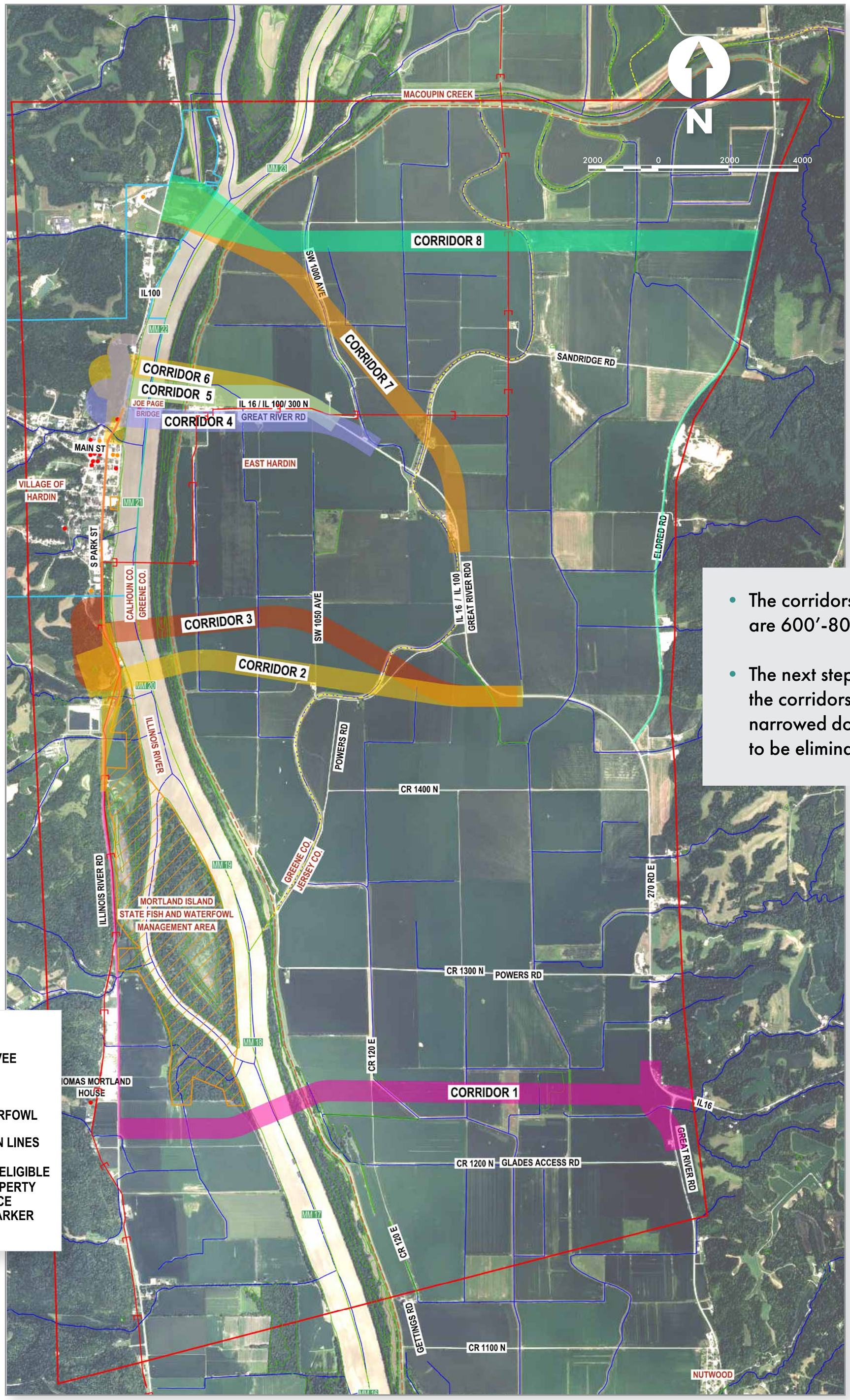
Corridor Map

This map shows corridors to be examined for elimination or potential alignment.



- The corridors shown here are 600’-800’ wide
- The next step is identifying the corridors that can be narrowed down and those to be eliminated

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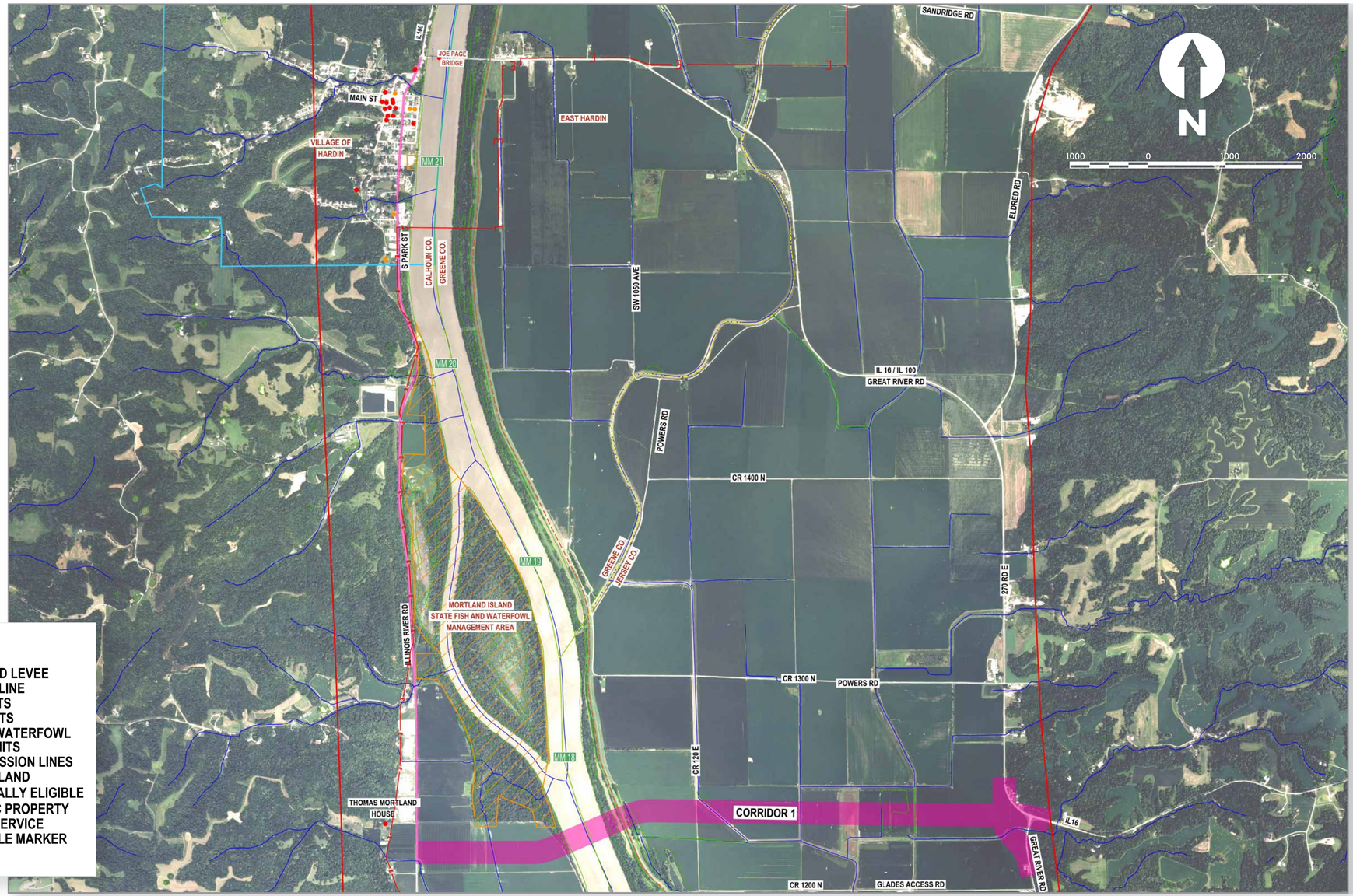
Corridor 1



- Begins at the intersection of IL Route 16 and IL Route 100 (Great River Road) and ends at Illinois River Road.
- The shift south helps avoid the wildlife management limits around Mortland Island and the Captain Thomas Mortland House historic property.
- This corridor crosses farmland, the Nutwood Levee, an existing National Wetlands Inventory wetland, two small streams, CR 120 E on the east side of the Illinois River and one small stream west of the Illinois River.

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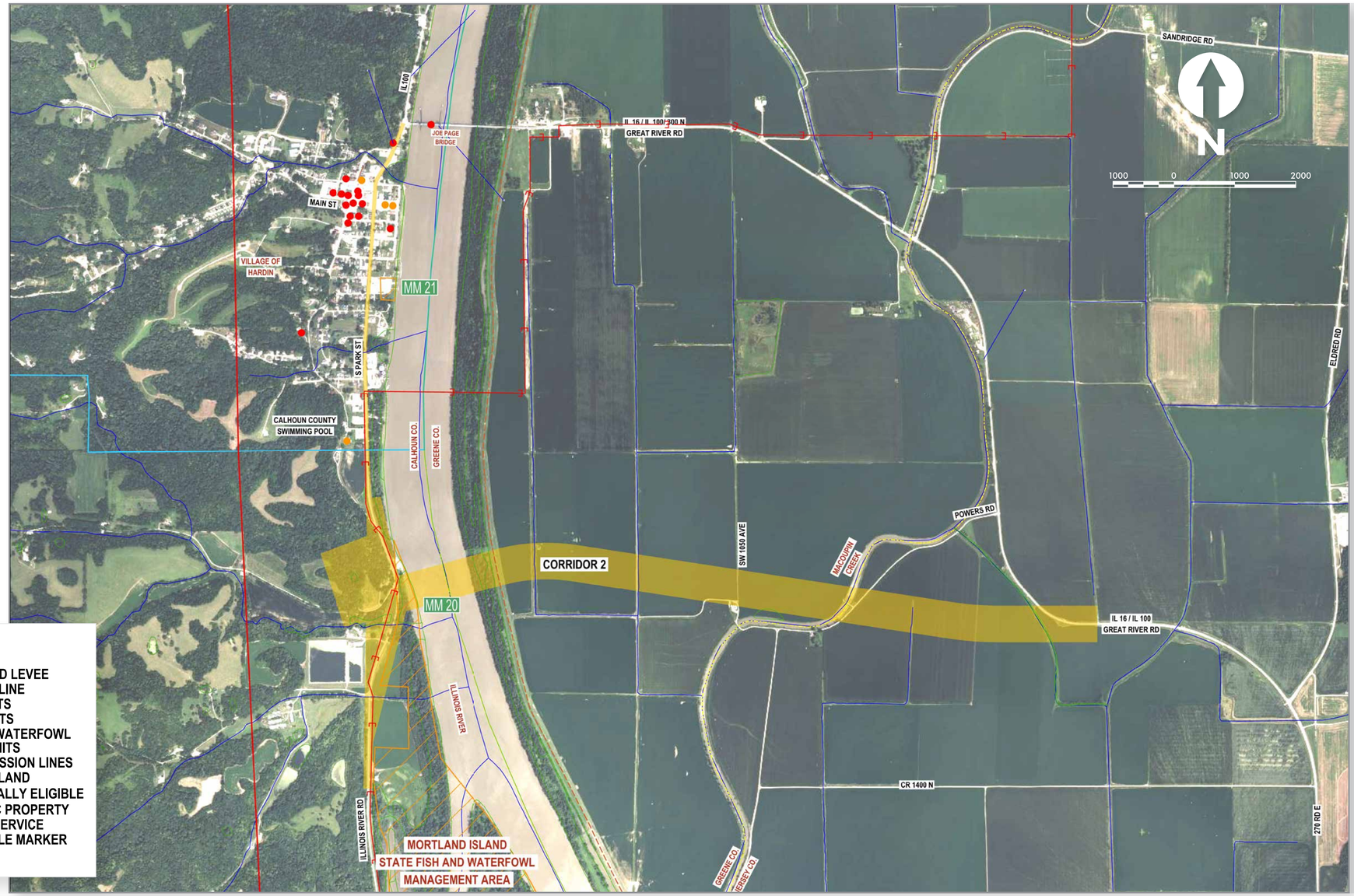
Corridor 2



- Begins at IL Route 16/IL Route 100 just south of Powers Road and ends at Illinois River Road.
- It heads west through the northern limit of Mortland Island Park boundary and crosses Powers Road, Macoupin Creek, SW 1050 Avenue and two small streams east of the Illinois River.
- This corridor crosses farmland, National Wetlands Inventory wetland along the river and the Nutwood Levee.

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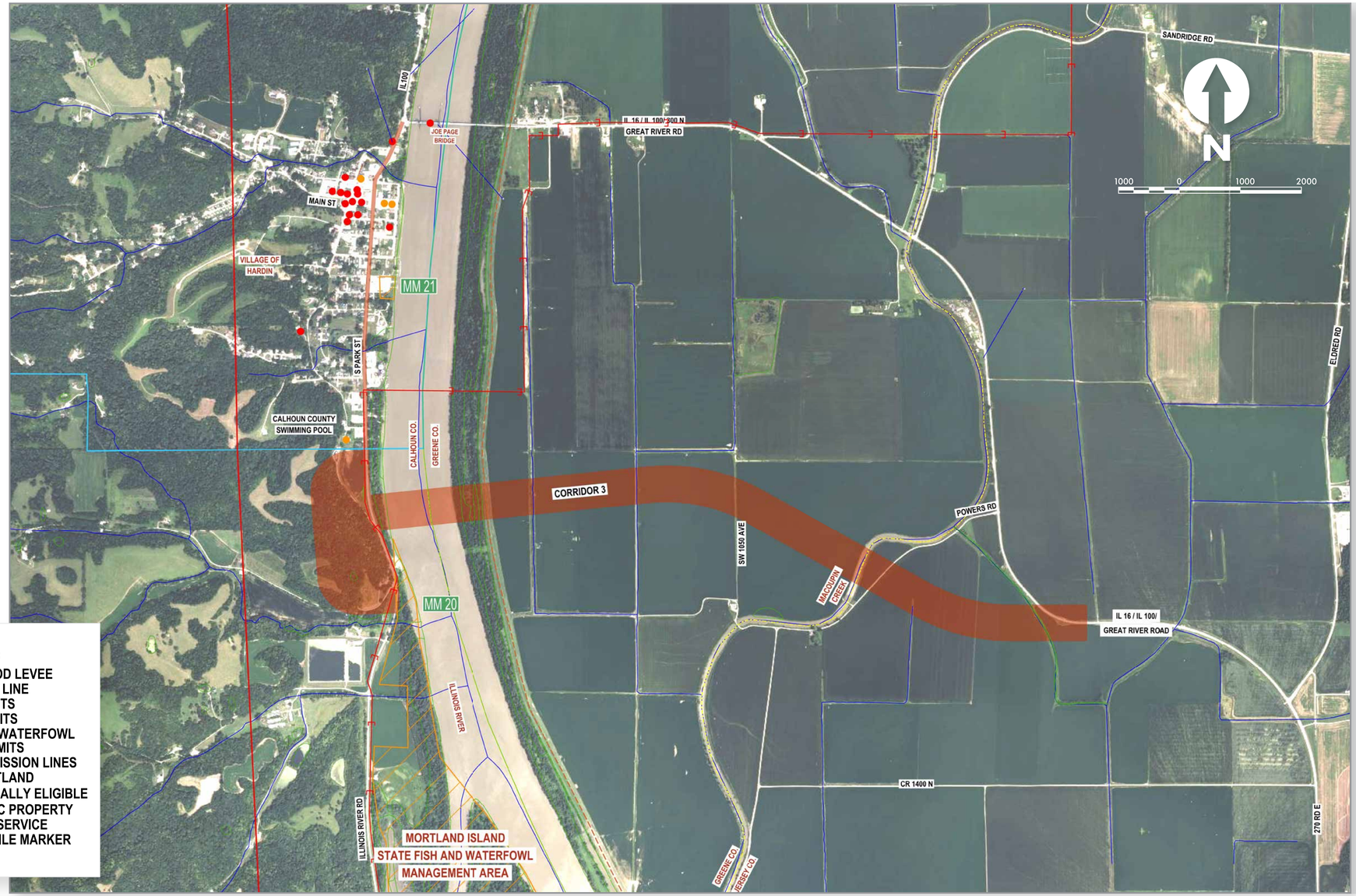
Corridor 3



- Begins at IL Route 16/IL Route 100 just south of Powers Road and ends at Illinois River Road.
- It heads northwest/southeast to avoid the northern limit of Mortland Island Park boundary and crosses Powers Road, Macoupin Creek, SW 1050 Avenue and two small streams east of the Illinois River.
- This corridor crosses farmland, National Wetlands Inventory wetland along the river and the Nutwood Levee.
- The proposed bridge would cross the Illinois River perpendicularly before tying into Illinois River Road.
- The tie-in to Illinois River Road could either be north or south of the crossing over the river, whichever has fewer impacts.

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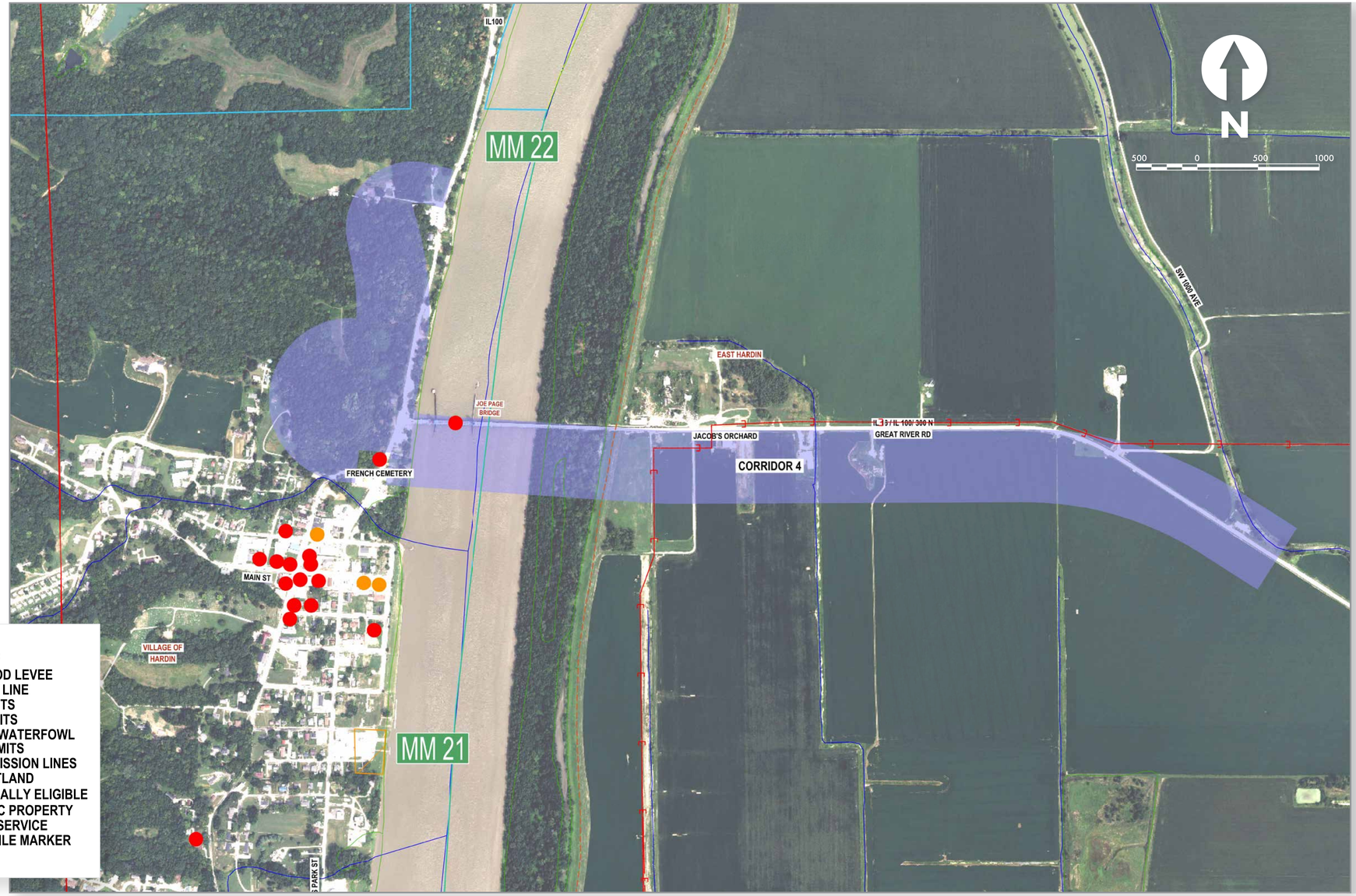
Corridor 4



- Begins near the intersection of IL Route 16 / IL Route 100 with SW 1000 Avenue.
- This corridor crosses one small stream and existing transmission lines before crossing the Illinois River and N Park Street.
- It is nearly parallel to IL Route 16/IL Route 100 on the south side and is anticipated to impact several parcels including Jacob's Orchard.
- This corridor crosses farmland, National Wetlands Inventory wetland and the Nutwood Levee, and possibly impacts, upland forest at the west river bluff.
- Proximity of IL Route 100 to the bank of the river and the height of the proposed bridge, likely would require an area into the bluff west of IL Route 100 to tie into the existing roadway network.

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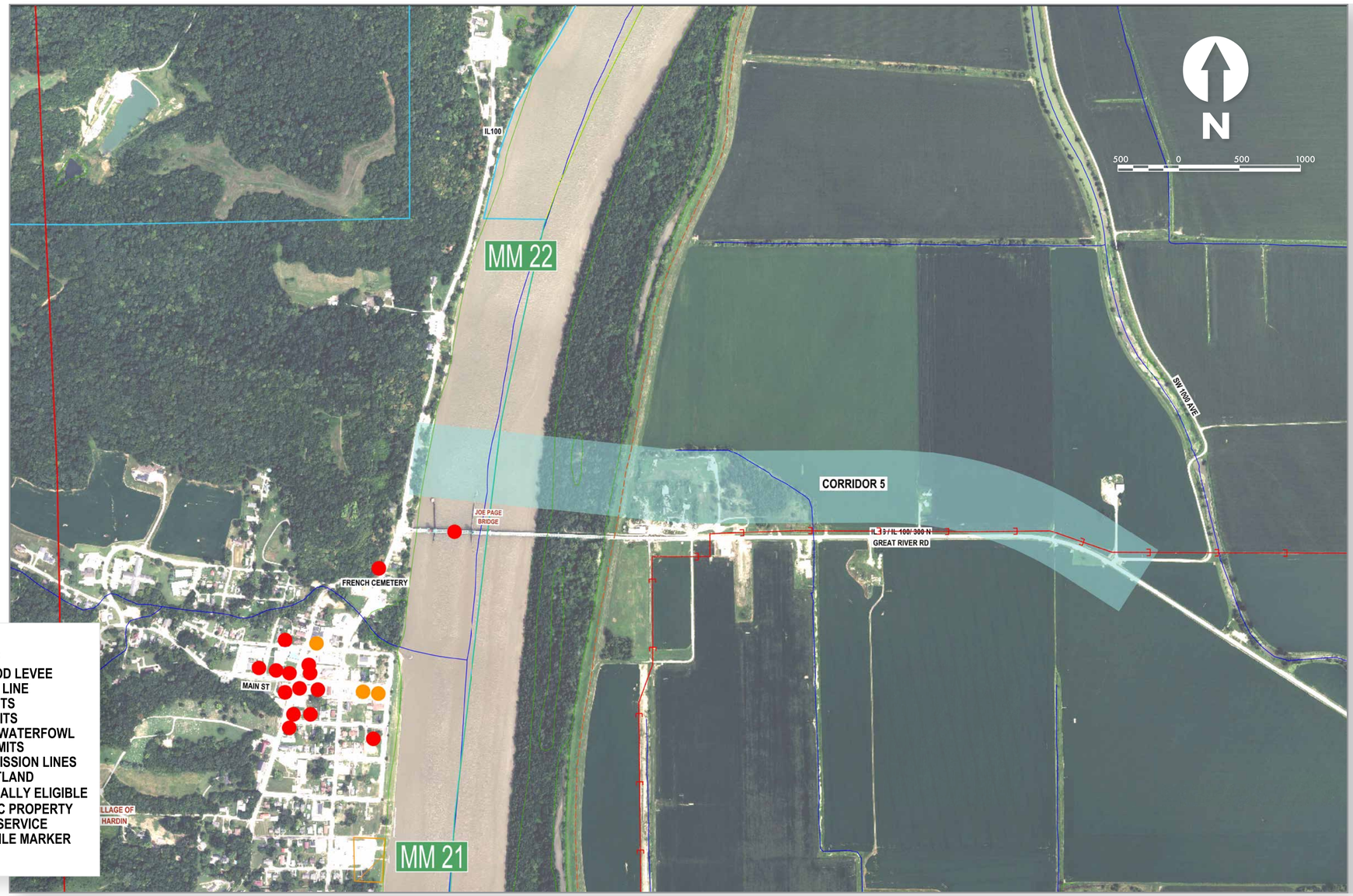
Corridor 5



- Optional moveable bridge with modern technology on a new alignment.
- The alignment is similar to Corridor 6, but the moveable bridge design allows for a tie-in to existing IL Route 16/100 immediately west of the bank, instead of providing a gradual transition in elevation like Corridor 6 and impacting the bluff.

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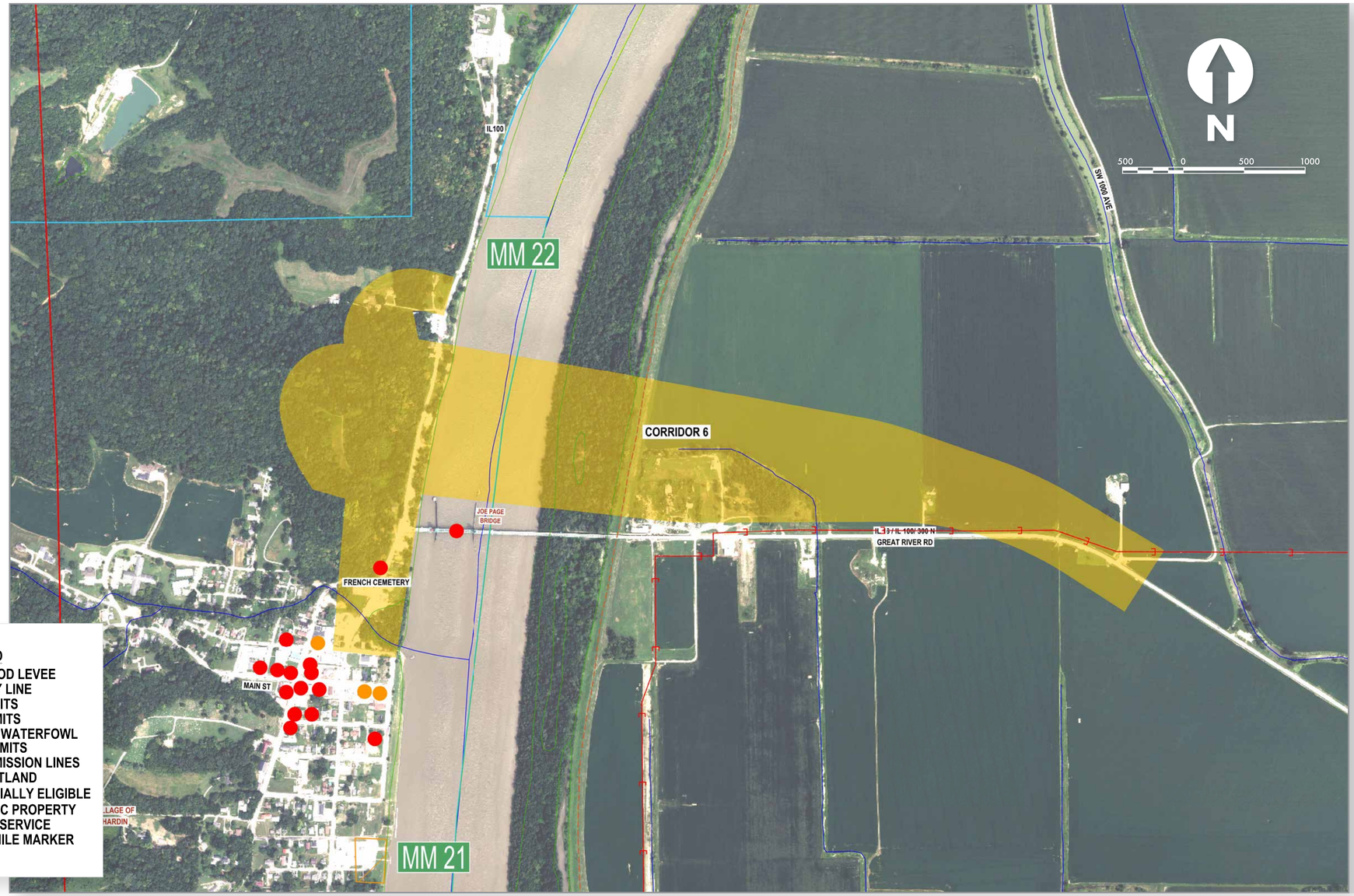
Corridor 6



- Begins at the intersection of IL Route 16/IL Route 100 and SW 1000 Avenue and nearly parallel to IL Route 16/IL Route 100 but on the north side.
- Crosses one small stream before crossing the Illinois River andIL Route 100 (N Park Street).
- This corridor crosses farmland, National Wetlands Inventory wetland and the Nutwood Levee, and impacts upland forest at the west river bluff.
- Proximity of IL Route 100 to the bank of the river and the height of the proposed bridge, likely would require an area west of IL Route 100 to tie into the bluff to the existing roadway network.

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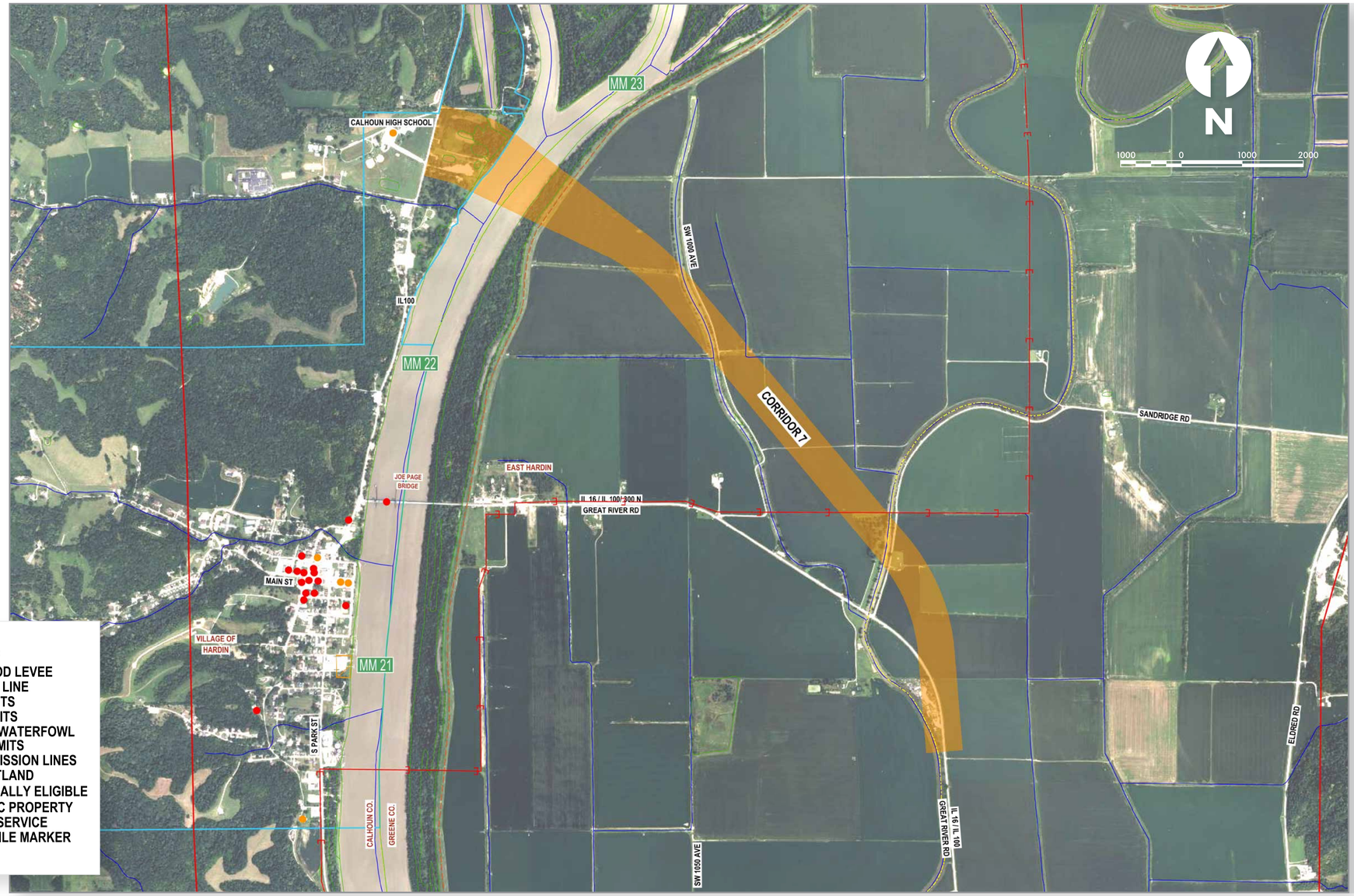
Corridor 7



- Begins at IL Route 16/IL Route 100 near the horizontal curve that transitions the existing road from north/south in direction to northwest/southeast.
- Crosses Sandridge Road, SW 1000 Avenue, existing transmission lines, and two small streams before crossing the Illinois River. Farmland and the Nutwood Levee would also be crossed.
- The roadway decrease in elevation, in order to tie-in to IL Route 16/IL Route 100, is anticipated to impact several small wetland areas.
- This corridor is in close proximity to Calhoun High School.

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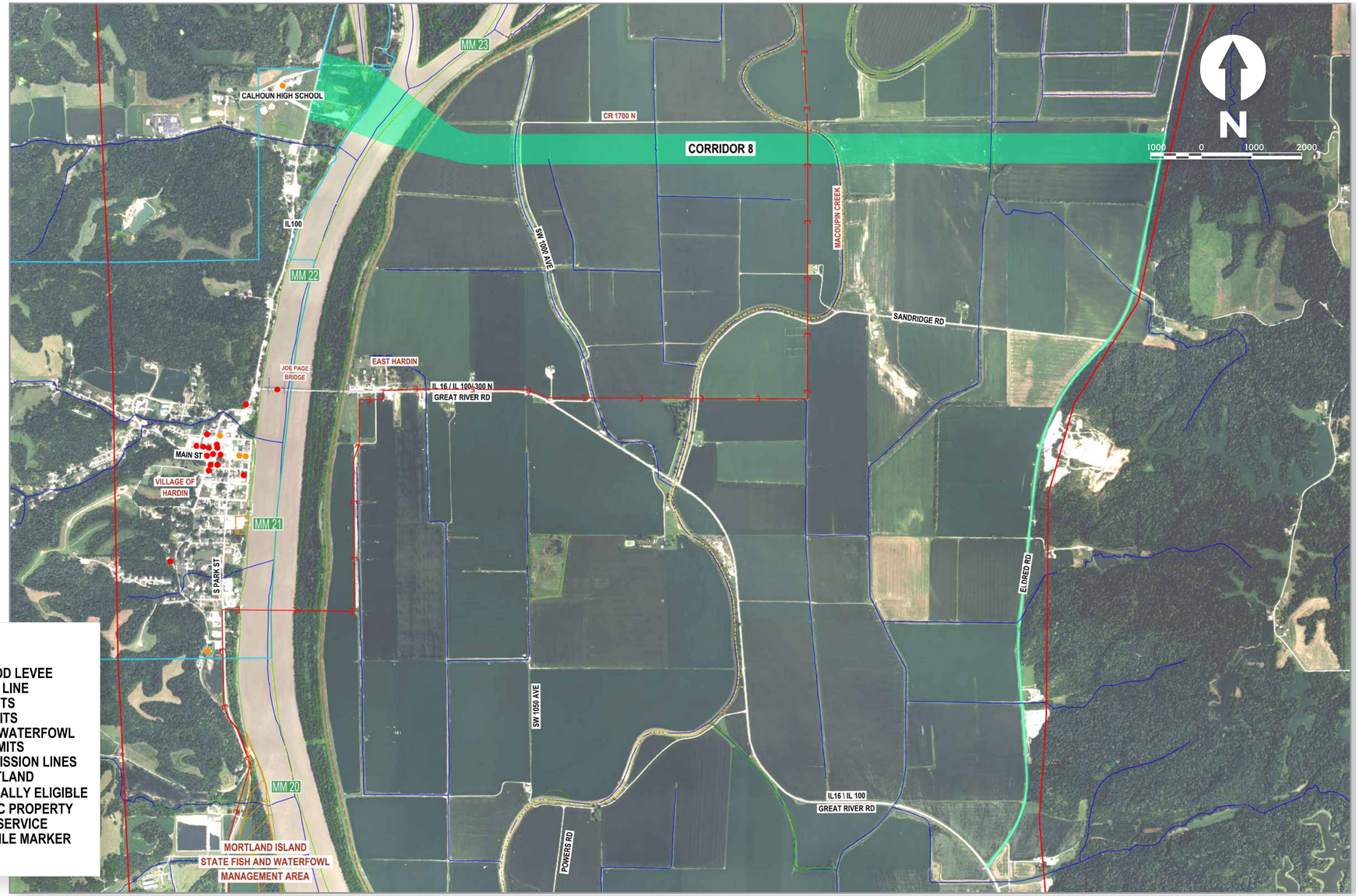
Corridor 8



- Begins at Eldred Road with a new intersection.
- Crosses 4 small streams, including Macoupin Creek, existing transmission lines, SW 1000 Avenue, several farmland tracts, and the Nutwood Levee.
- Several small wetland areas may be impacted before connecting back to IL Route 16/IL Route 100.
- This corridor is in close proximity to Calhoun High School.

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Community Advisory Group (CAG)

Working group that provides community knowledge into the development of the preferred alternative.

LOCAL AGENCIES

Calhoun County
Village of Hardin
Unit 40 School District
Calhoun County Sheriff
Greene County
Hardin Emergency Services
Jersey County
Village of Kampsville
Nutwood Levee District

LOCAL BUSINESSES

2 local businesses

LOCAL RESIDENTS

3 local residents

SPECIAL INTEREST GROUPS

Access Calhoun
Calhoun County Farm Bureau
Calhoun County Historical Society
Great Rivers and Routes of Illinois
Greene County
Economic Development

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What is Context Sensitive Solutions (CSS)?

It is an approach that uses many tools with ONE GOAL IN MIND

Plan and design transportation projects that "fit" into their surroundings –
what is known as "context." It is an approach that incorporates the need to:

OPTIMIZE cost, safety, mobility, community needs, and the environment.

INVOLVE STAKEHOLDERS in the decision-making process early and throughout the development of the project.

USE APPROPRIATE DISCIPLINES to help plan for and design the project.

APPLY THE FLEXIBILITY inherent in the design standards to fit the project into its surroundings and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

ADDRESS ALL APPROPRIATE MODES OF TRANSPORTATION in the plan and design of the project, including motor vehicles, freight, agricultural, marine, pedestrians and bicyclists.

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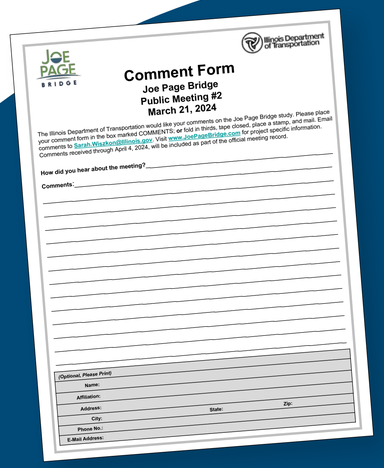
Public Involvement

- ATTEND PUBLIC MEETINGS
- READ NEWSLETTERS
- VISIT THE WEBSITE
- SUBMIT COMMENTS



Comment Form
Joe Page Bridge
Public Meeting #2
March 21, 2024

The Illinois Department of Transportation would like your comments on the Joe Page Bridge study. Please place your comment form in the box marked COMMENTS, or fold in thirds, tape closed, place a stamp, and mail. Email comments to Sarah.Wiszkon@Illinois.gov. Visit www.JoePageBridge.com for project specific information. Comments received through April 4, 2024, will be included as part of the official meeting record.

How did you hear about the meeting?

Comments:

(Optional, Please Print)
Name:
Affiliation:
Address:
State:
Zip:
City:
Phone No.:
E-Mail Address:

Fill out a comment form here TODAY or leave a comment by April 4th at

www.JoePageBridge.com

Write to us at

Illinois Department of Transportation, District 8
Attention: Sarah Wiszkon, P.E.
1102 Eastport Plaza Drive
Collinsville, Illinois 62234
Sarah.Wiszkon@Illinois.gov

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Next Steps

Alternatives Screening

Community Advisory Group Meeting

Public Meeting #3

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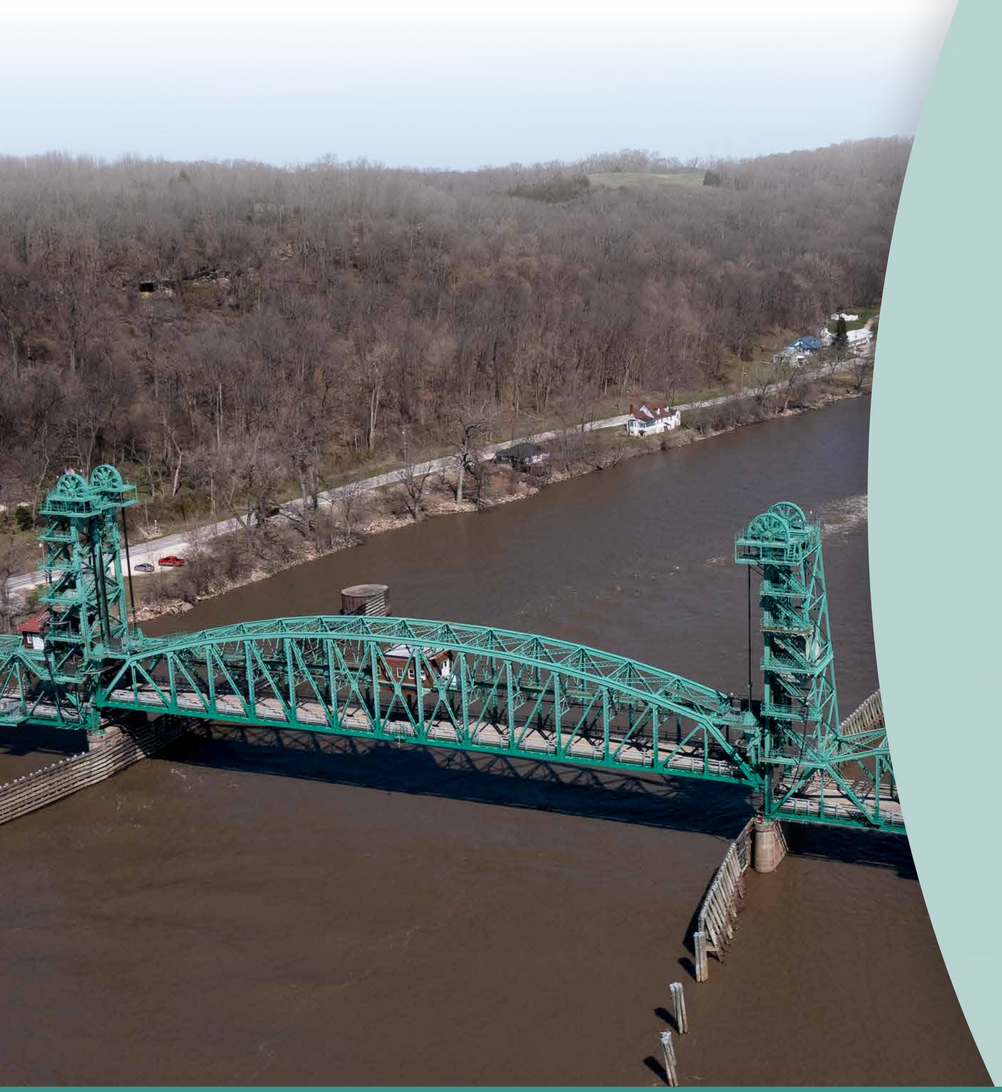

Thank You

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