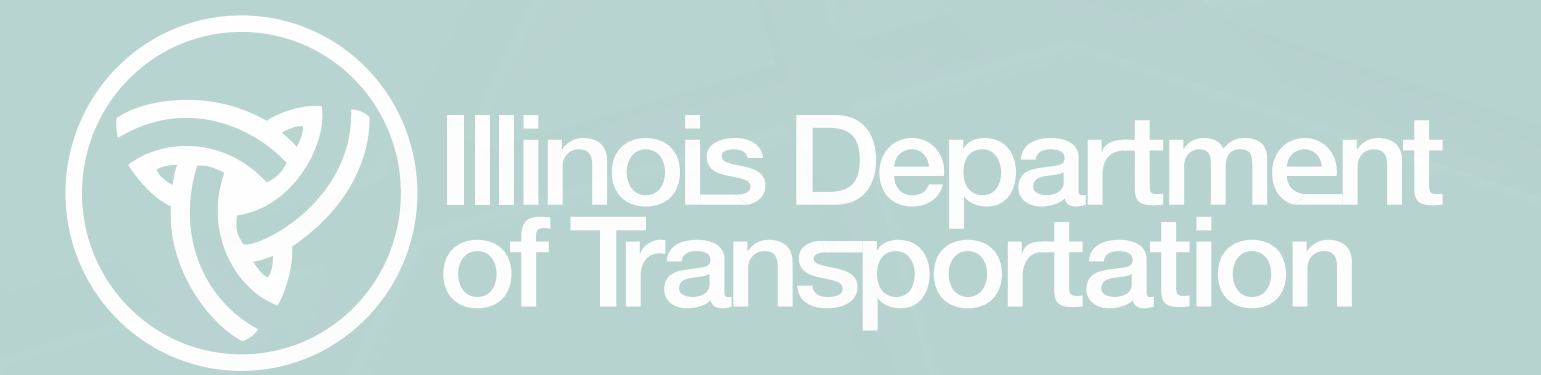




Welcome

●●●● PUBLIC MEETING

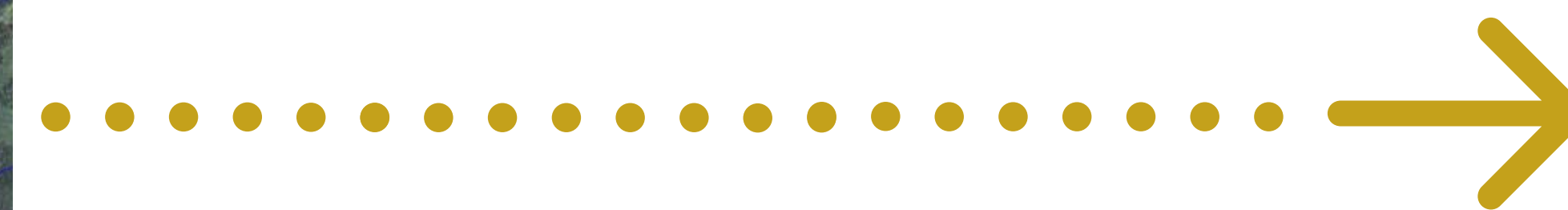
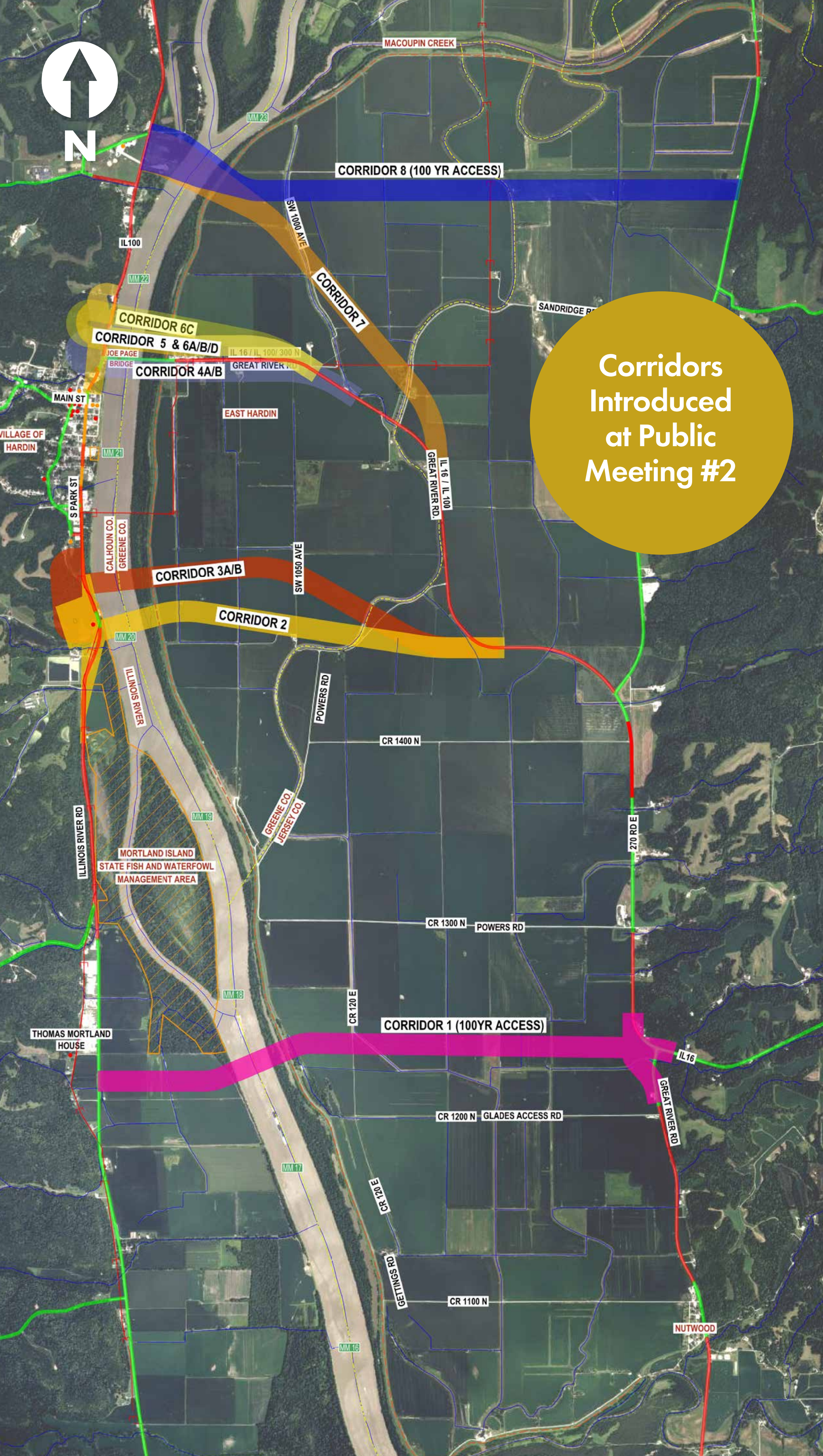
PUBLIC MEETING #3 INTENT

The intent of this meeting
is to introduce the
4 recommended corridors
to carry forward for
further study.

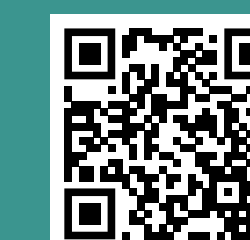
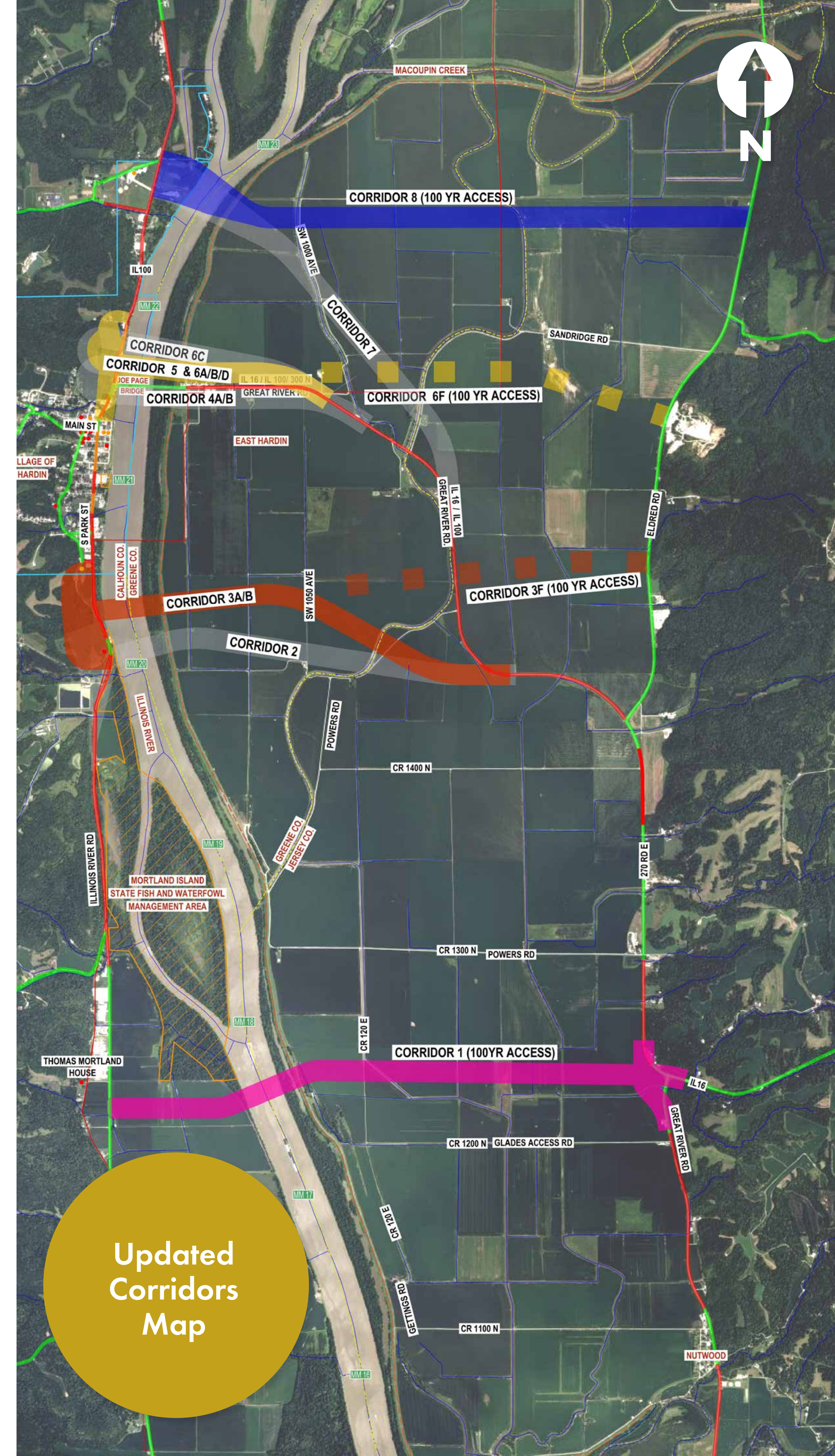


Station 1



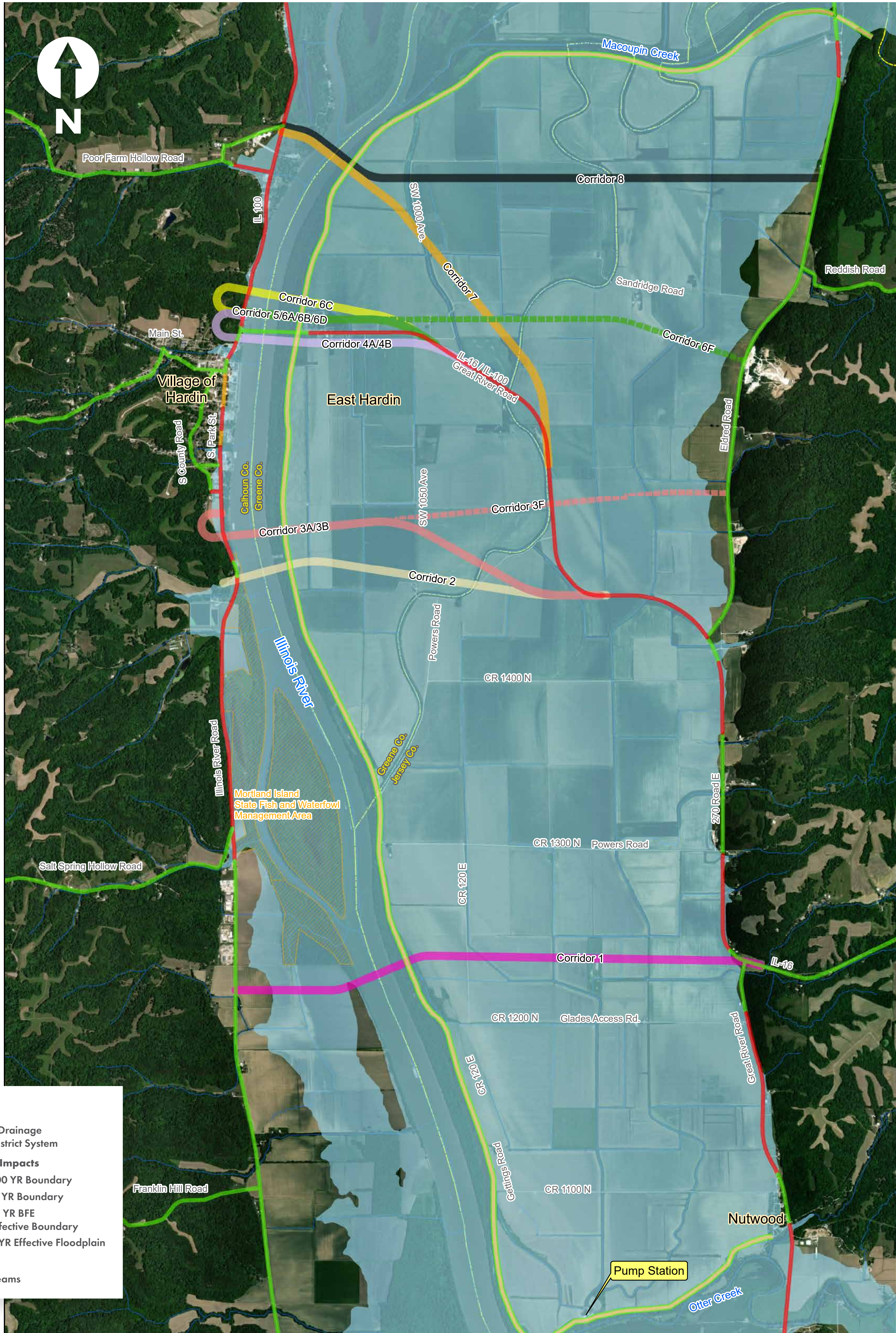


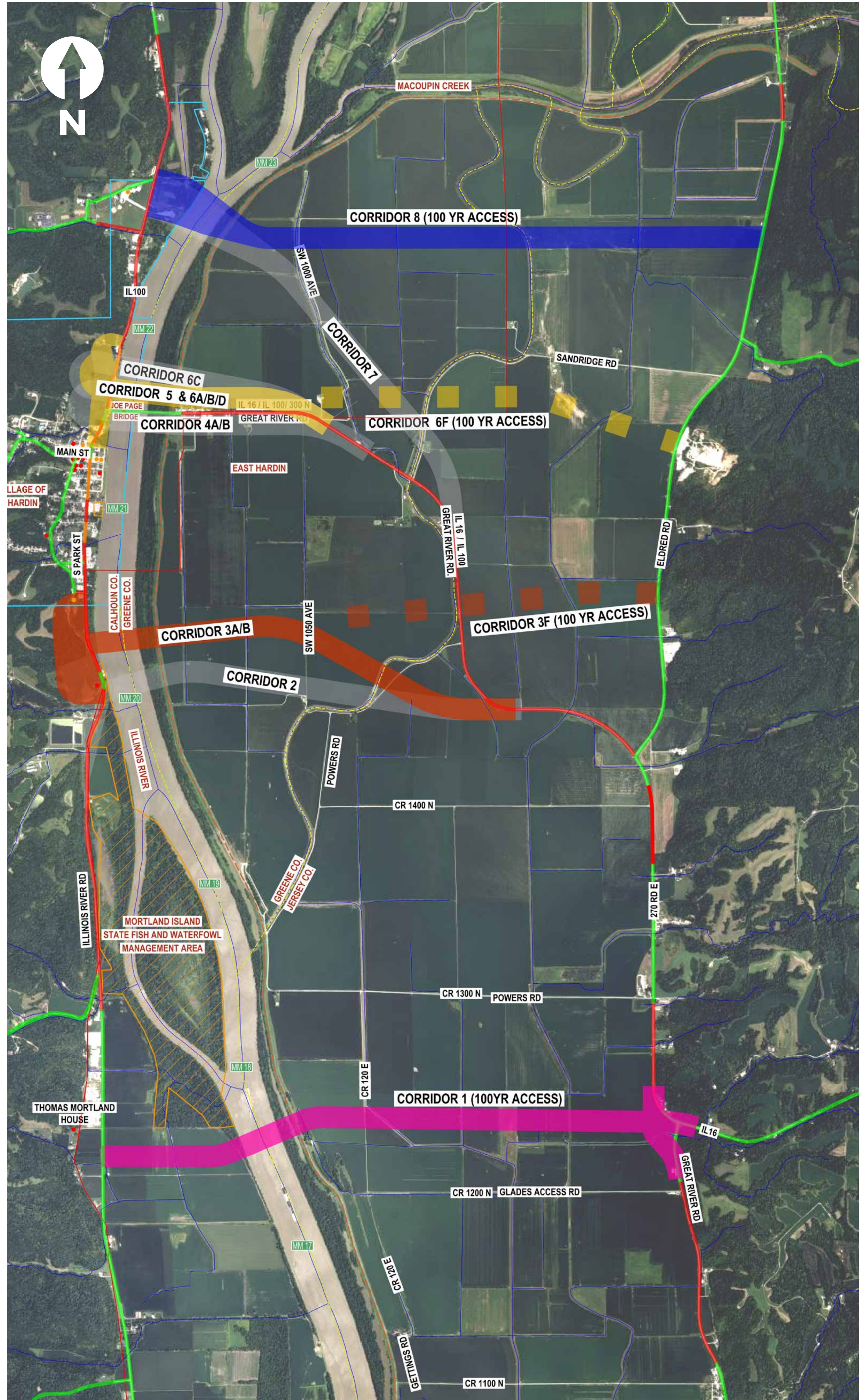
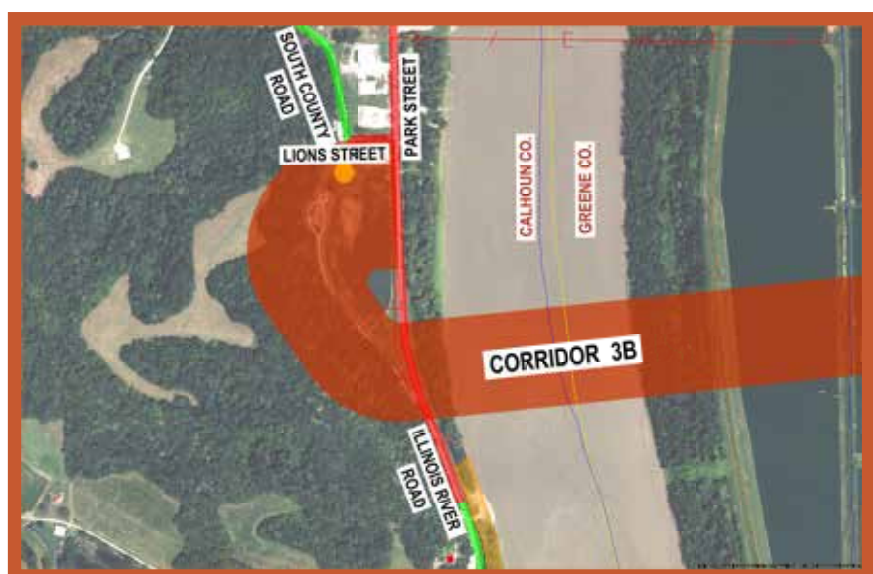
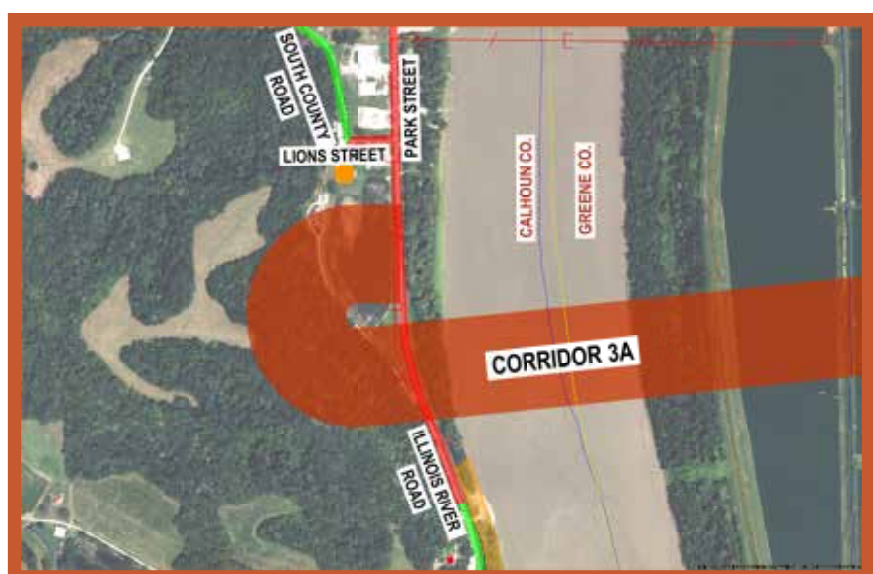
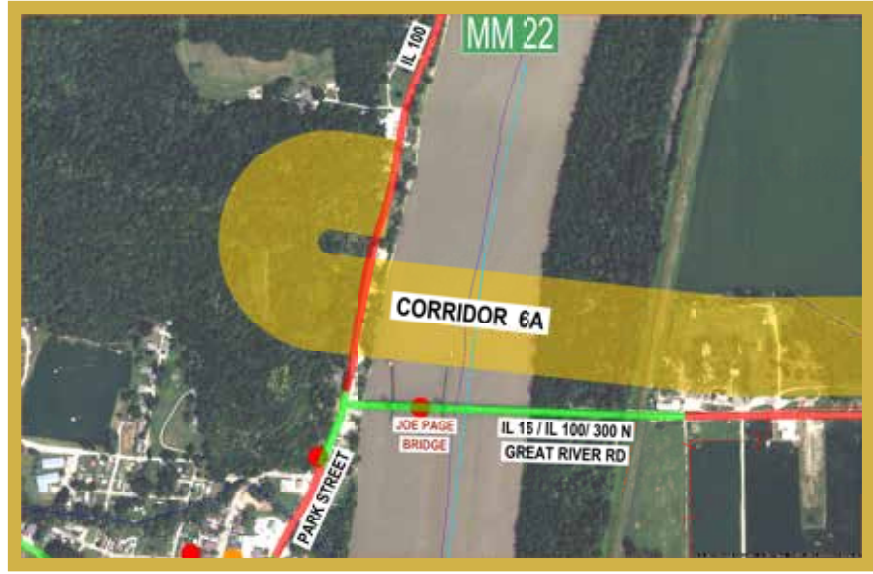
Based on comments received, new corridor variations have been added to provide access to the bridge during a 100-year flood event. This is depicted in the corridors with a dashed line.



100-year Flood Plain

This map shows the roadway impacts during 100-year flood events.





LEGEND

- Nutwood Levee
- County Line
- City Limits
- Park and Waterfowl Area Limits
- Transmission Lines
- NWI Wetland
- Potentially Eligible Historic Property
- Public Service
- River Mile Marker

Existing Roadway Impacts

- Outside 100 YR Boundary
- Inside 100 YR Boundary
- Below 100 YR BFE
- Outside Effective Boundary

Corridors are 600-800 feet wide. Dashed corridor lines are a variation to provide 100-year flood access.



LEGEND

Flood Volume

Low

High

LEGEND

- Nutwood Drainage & Levee District System
- Existing Roadway Impacts
 - Outside 100 YR Boundary
 - Inside 100 YR Boundary
 - Below 100 YR BFE
 - Outside Effective Boundary
- FEMA 100YR Effective Floodplain
- Illinois Streams
- Illinois Streams

REGION 4

REGION 3

REGION 2

REGION 1

Corridor 8

Corridor 7

Corridor 6C

Corridor 5/6A/6B/6D

Corridor 4A/4B

Corridor 6F

Corridor 3A/3B

Corridor 2

Corridor 3F

Corridor 1

Macoupin Creek

Sandridge Road

Reddish Road

East Hardin

Village of Hardin

Illinois River

CR 1400 N

CR 1300 N

CR 1200 N

CR 1100 N

CR 1050 E

CR 120 E

CR 140 E

CR 150 E

CR 160 E

CR 170 E

CR 180 E

CR 190 E

CR 200 E

CR 210 E

CR 220 E

CR 230 E

CR 240 E

CR 250 E

CR 260 E

CR 270 E

CR 280 E

CR 290 E

CR 300 E

CR 310 E

CR 320 E

CR 330 E

CR 340 E

CR 350 E

CR 360 E

CR 370 E

CR 380 E

CR 390 E

CR 400 E

CR 410 E

CR 420 E

CR 430 E

CR 440 E

CR 450 E

CR 460 E

CR 470 E

CR 480 E

CR 490 E

CR 500 E

CR 510 E

CR 520 E

CR 530 E

CR 540 E

CR 550 E

CR 560 E

CR 570 E

CR 580 E

CR 590 E

CR 600 E

CR 610 E

CR 620 E

CR 630 E

CR 640 E

CR 650 E

CR 660 E

CR 670 E

CR 680 E

CR 690 E

CR 700 E

CR 710 E

CR 720 E

CR 730 E

CR 740 E

CR 750 E

CR 760 E

CR 770 E

CR 780 E

CR 790 E

CR 800 E

CR 810 E

CR 820 E

CR 830 E

CR 840 E

CR 850 E

CR 860 E

CR 870 E

CR 880 E

CR 890 E

CR 900 E

CR 910 E

CR 920 E

CR 930 E

CR 940 E

CR 950 E

CR 960 E

CR 970 E

CR 980 E

CR 990 E

CR 1000 E

CR 1010 E

CR 1020 E

CR 1030 E

CR 1040 E

CR 1050 E

CR 1060 E

CR 1070 E

CR 1080 E

CR 1090 E

CR 1100 E

CR 1110 E

CR 1120 E

CR 1130 E

CR 1140 E

CR 1150 E

CR 1160 E

CR 1170 E

CR 1180 E

CR 1190 E

CR 1200 E

CR 1210 E

CR 1220 E

CR 1230 E

CR 1240 E

CR 1250 E

CR 1260 E

CR 1270 E

CR 1280 E

CR 1290 E

CR 1300 E

CR 1310 E

CR 1320 E

CR 1330 E

CR 1340 E

CR 1350 E

CR 1360 E

CR 1370 E

CR 1380 E

CR 1390 E

CR 1400 E

CR 1410 E

CR 1420 E

CR 1430 E

CR 1440 E

CR 1450 E

CR 1460 E

CR 1470 E

CR 1480 E

CR 1490 E

CR 1500 E

CR 1510 E

CR 1520 E

CR 1530 E

CR 1540 E

CR 1550 E

CR 1560 E

CR 1570 E

CR 1580 E

CR 1590 E

CR 1600 E

CR 1610 E

CR 1620 E

CR 1630 E

CR 1640 E

CR 1650 E

CR 1660 E

CR 1670 E

CR 1680 E

CR 1690 E

CR 1700 E

CR 1710 E

CR 1720 E

CR 1730 E

CR 1740 E

CR 1750 E

CR 1760 E

CR 1770 E

CR 1780 E

CR 1790 E

CR 1800 E

CR 1810 E

CR 1820 E

CR 1830 E

CR 1840 E

CR 1850 E

CR 1860 E

CR 1870 E

CR 1880 E

CR 1890 E

CR 1900 E

CR 1910 E

CR 1920 E

CR 1930 E

CR 1940 E

CR 1950 E

CR 1960 E

CR 1970 E

CR 1980 E

CR 1990 E

CR 2000 E

CR 2010 E

CR 2020 E

CR 2030 E

CR 2040 E

CR 2050 E

CR 2060 E

CR 2070 E

CR 2080 E

CR 2090 E

CR 2100 E

CR 2110 E

CR 2120 E

CR 2130 E

CR 2140 E

CR 2150 E

CR 2160 E

CR 2170 E

CR 2180 E

CR 2190 E

CR 2200 E

CR 2210 E

CR 2220 E

CR 2230 E

CR 2240 E

CR 2250 E

CR 2260 E

CR 2270 E

CR 2280 E

CR 2290 E

CR 2300 E

CR 2310 E

CR 2320 E

CR 2330 E

CR 2340 E

CR 2350 E

CR 2360 E

CR 2370 E

CR 2380 E

CR 2390 E

CR 2400 E

CR 2410 E

CR 2420 E

CR 2430 E

CR 2440 E

CR 2450 E

CR 2460 E

CR 2470 E

CR 2480 E

CR 2490 E

CR 2500 E

CR 2510 E

CR 2520 E

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CR 2600 E

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CR 2670 E

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CR 2750 E

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CR 2770 E

CR 2780 E

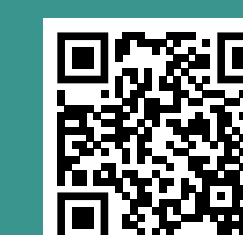
CR 2790 E

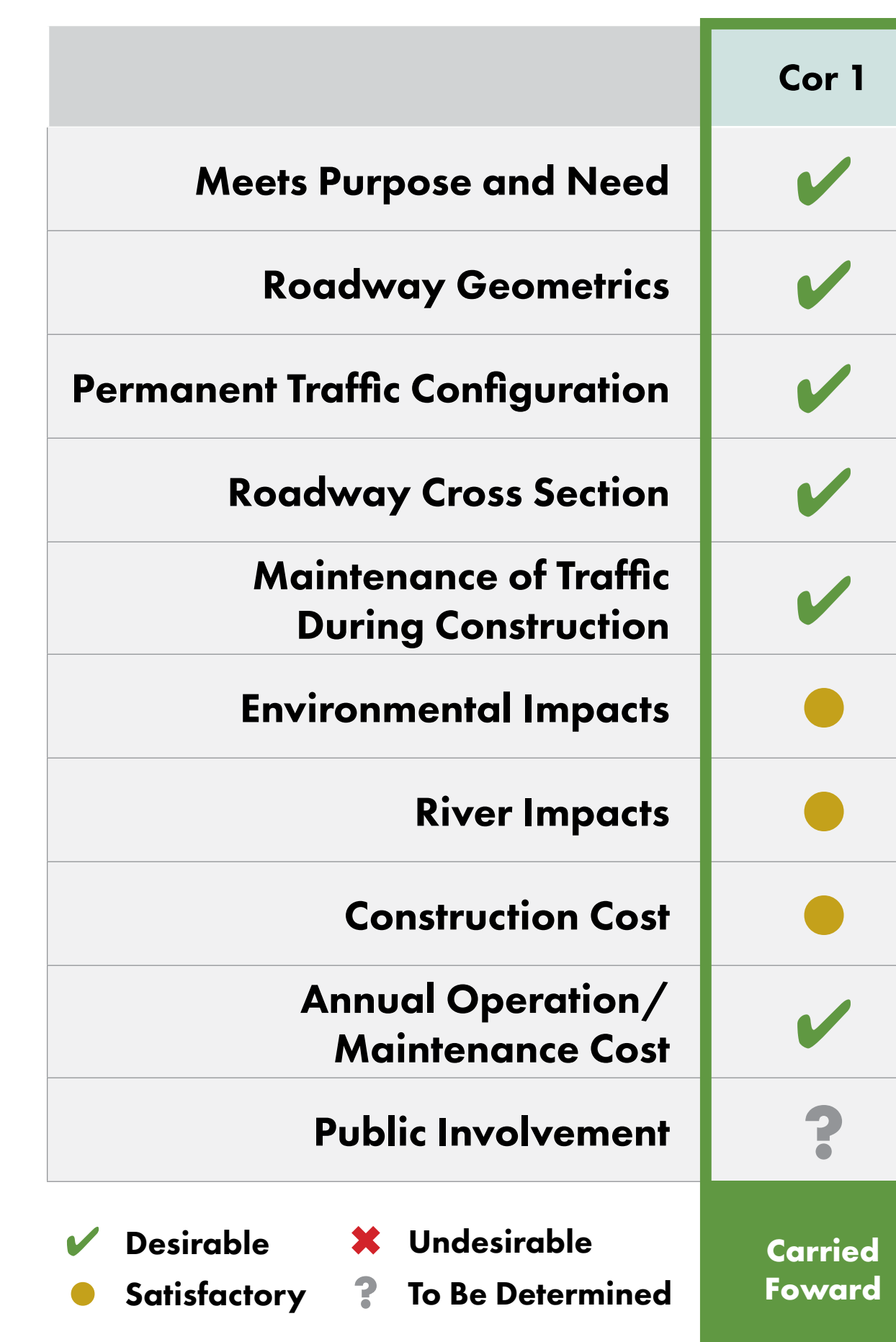
CR 280

	No-Build	Rehabilitation
Meets Purpose and Need	✗	✗
Roadway Geometrics	✓	✓
Permanent Traffic Configuration	✓	✓
Roadway Cross Section	✗	✗
Maintenance of Traffic During Construction	✓	✗
Environmental Impacts	✓	✓
River Impacts	✗	✗
Construction Cost	?	?
Annual Operation/Maintenance Cost	✗	✗
Public Involvement	?	?
	Carried Foward	NOT Carried Foward

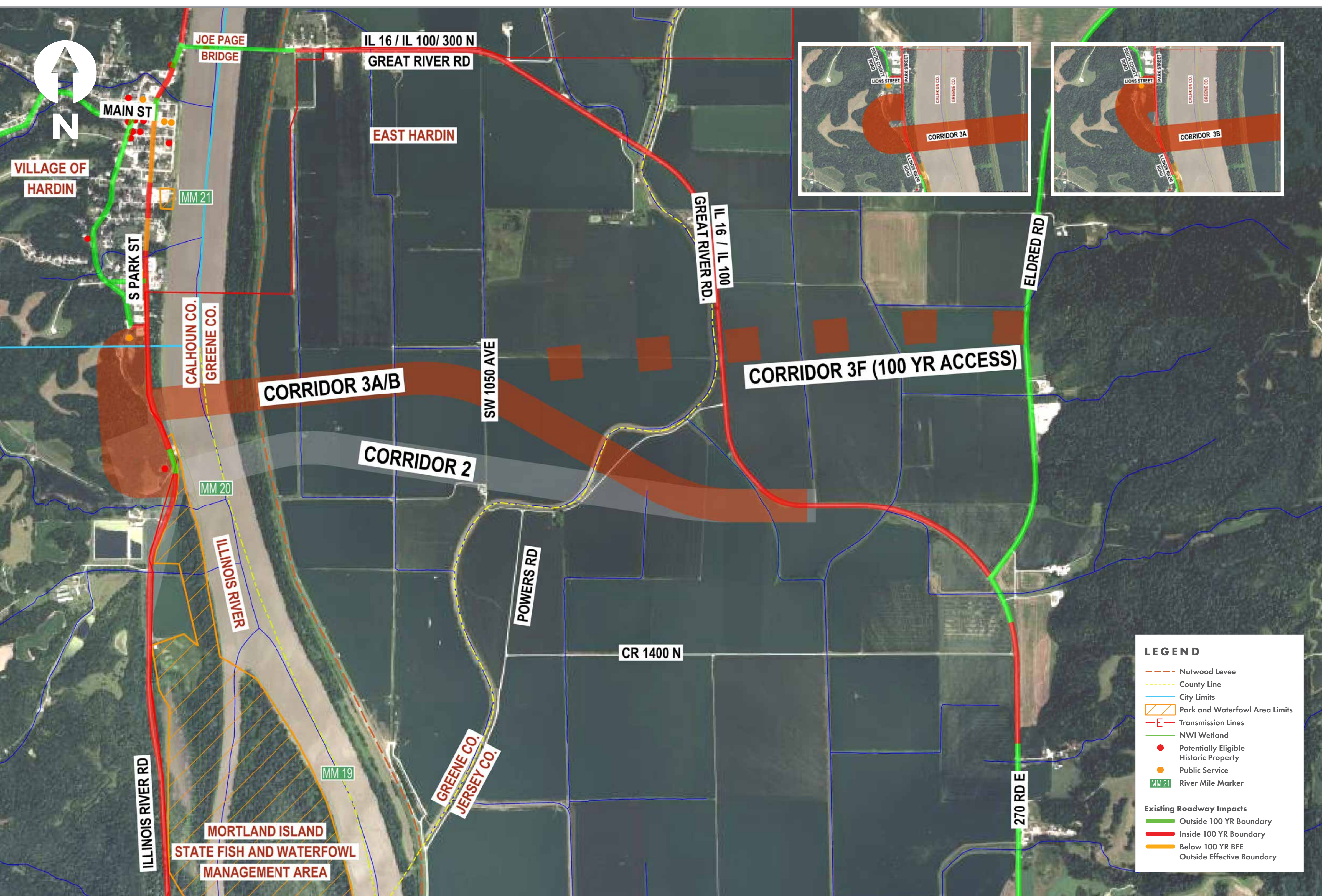
Corridor Evaluation Criteria

- ✓ Desirable
- ✗ Undesirable
- Satisfactory
- ? To Be Determined





- Avoids potential historic sites
- Avoids Mortland Island
- Provides access during 100-year flood event



	Cor2	Cor 3A	Cor3B
Meets Purpose and Need	✓	✓	✓
Roadway Geometrics	✓	✓	✓
Permanent Traffic Configuration	✓	✓	✓
Roadway Cross Section	✓	✓	✓
Maintenance of Traffic During Construction	✓	✓	✓
Environmental Impacts	✗	●	●
River Impacts	●	●	●
Construction Cost	✓	✓	✓
Annual Operation/Maintenance Cost	✓	✓	✓
Public Involvement	?	?	?
	NOT Carried Forward	Carried Forward	

✓ Desirable ✗ Undesirable
 ● Satisfactory ? To Be Determined

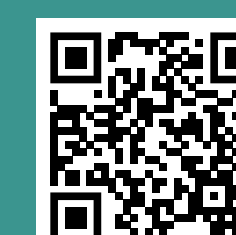
CORRIDOR 2

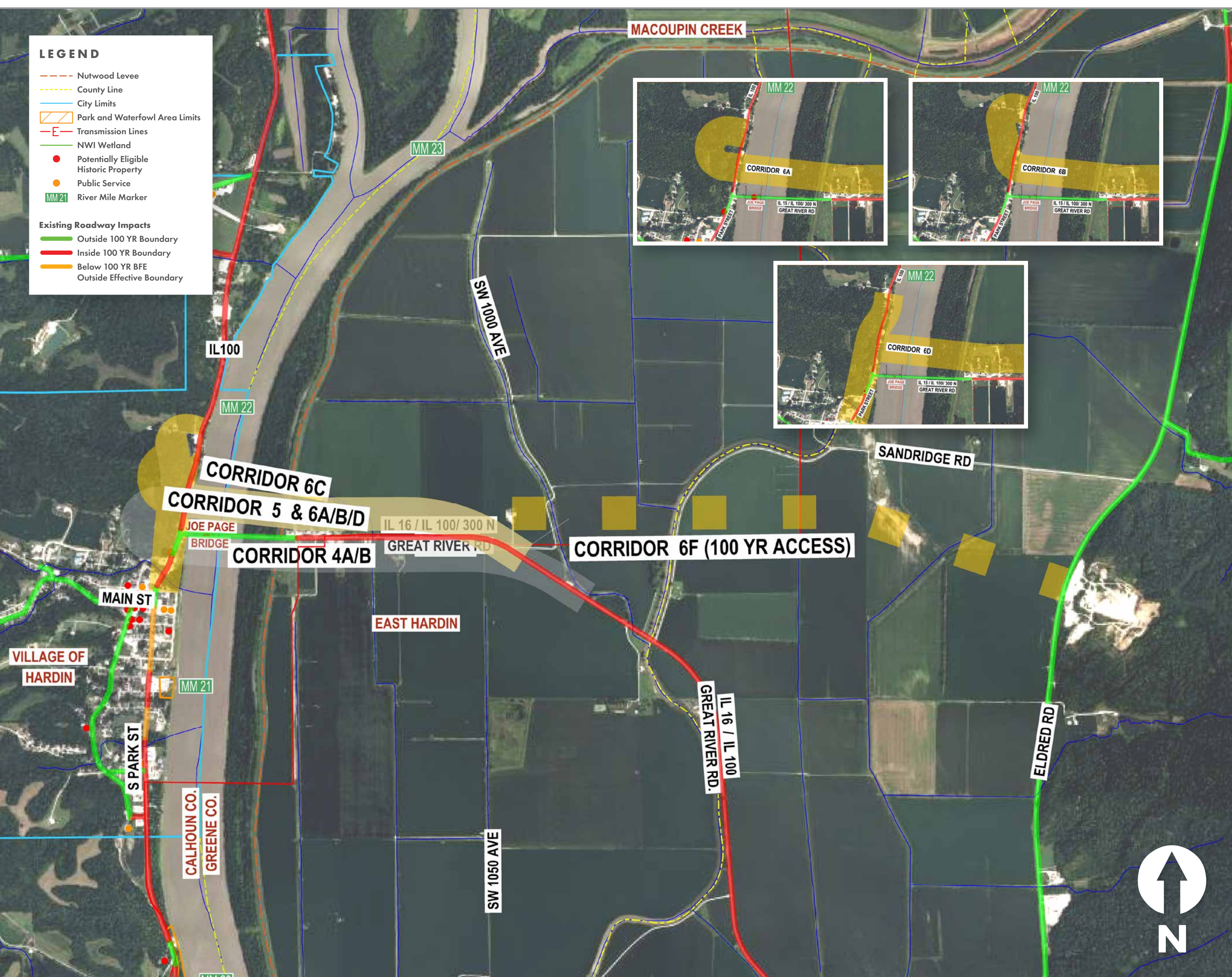
- Close proximity to potential historic site
- Impacts Mortland Island Management Area

CORRIDOR 3A/3B/3F

- Avoids potential historic site
- Avoids Mortland Island
- Lower construction cost
- Lower impact to bluff and reduced rock excavation
- Access during 100-year flood event to be studied

Dashed corridor lines are a second option for corridor alignment.





	Cor 4A	Cor 4B	Cor 5	Cor 6A	Cor 6B	Cor 6C	Cor 6D
Meets Purpose and Need	✓	✓	✓	✓	✓	✓	✓
Roadway Geometrics	✓	✓	✓	✓	✓	✓	✓
Permanent Traffic Configuration	✓	✓	✓	✓	✓	✓	✓
Roadway Cross Section	✓	✓	✓	✓	✓	✓	✓
Maintenance of Traffic During Construction	●	●	●	●	●	●	●
Environmental Impacts	✗	●	●	●	●	●	●
River Impacts	●	●	✗	●	●	●	●
Construction Cost	●	✓	●	●	✓	✗	✓
Annual Operation/Maintenance Cost	✓	✓	✗	✓	✓	✓	✓
Public Involvement	?	?	?	?	?	?	?
	NOT Carried Forward			Carried Forward		NOT Carried Forward	Carried Forward

✓ Desirable ✗ Undesirable
 ● Satisfactory ? To Be Determined

CORRIDOR 4A/4B

- Close proximity to potential historic site
- High impact to bluff and significant rock excavation

CORRIDOR 5

- Requires movable bridge
- High construction, operational and maintenance costs
- Does not resolve traffic delay issues when bridge is raised

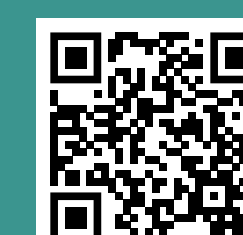
CORRIDOR 6A/6B/6C/6F

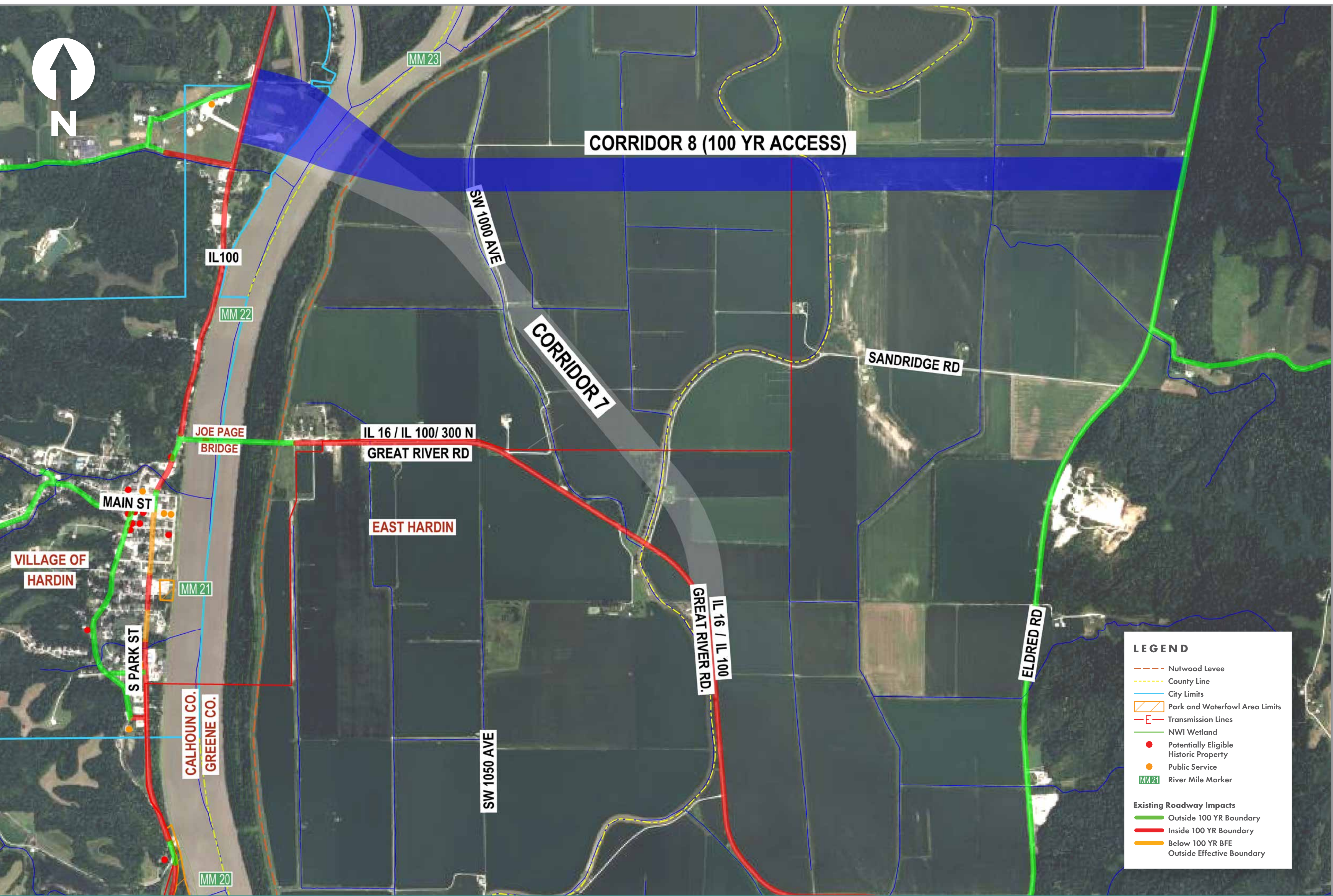
- Shorter alignments
- Lower construction cost
- Minimizes impact to bluff and rock excavation
- Located near potential historic sites but are expected to avoid sites
- Access during 100-year flood event to be studied

CORRIDOR 6C

- High impact to bluff and significant rock excavation
- Large number of upland forest parcels impacted
- High construction cost

Dashed corridor lines are a second option for corridor alignment.





	Cor 7	Cor 8
Meets Purpose and Need	✓	✓
Roadway Geometrics	✓	✓
Permanent Traffic Configuration	✓	✓
Roadway Cross Section	✓	✓
Maintenance of Traffic During Construction	●	✓
Environmental Impacts	●	●
River Impacts	●	●
Construction Cost	✓	✓
Annual Operation/Maintenance Cost	✓	✓
Public Involvement	?	?
	NOT Carried Forward	Carried Forward

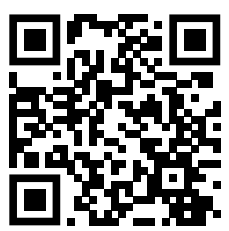
✓ Desirable ✗ Undesirable
● Satisfactory ? To Be Determined

CORRIDOR 7

- Requires realignment of Sandridge Road
- Does not provide access during 100-year flood event

CORRIDOR 8

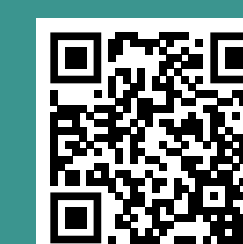
- No impact to bluff
- Located in location of lower river flow
- Provides access during 100-year flood event



Recommended Corridors to Carry Forward for Further Study

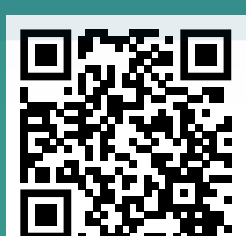
			REGION 1	REGION 2			REGION 3							REGION 4	
	No-Build	Rehabilitation	Cor 1	Cor2	Cor 3A	Cor 3B	Cor 4A	Cor 4B	Cor 5	Cor 6A	Cor 6B	Cor 6C	Cor 6D	Cor 7	Cor 8
Meets Purpose and Need	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Roadway Geometrics	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Permanent Traffic Configuration	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Roadway Cross Section	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Maintenance of Traffic During Construction	✓	✗	✓	✓	✓	✓	●	●	●	●	●	●	●	●	✓
Environmental Impacts	✓	✓	●	✗	●	●	✗	●	●	●	●	●	●	●	●
River Impacts	✗	✗	●	●	●	●	●	●	✗	●	●	●	●	●	●
Construction Cost	?	?	●	✓	✓	✓	●	✓	●	●	✓	✗	✓	✓	✓
Annual Operation/Maintenance Cost	✗	✗	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓
Public Involvement	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
	Carried Foward	NOT Carried Foward	Carried Foward	NOT Carried Foward	Carried Foward			NOT Carried Foward			Carried Foward	NOT Carried Foward	Carried Foward	NOT Carried Foward	Carried Foward

 Desirable
  Satisfactory
  Undesirable
  To Be Determined

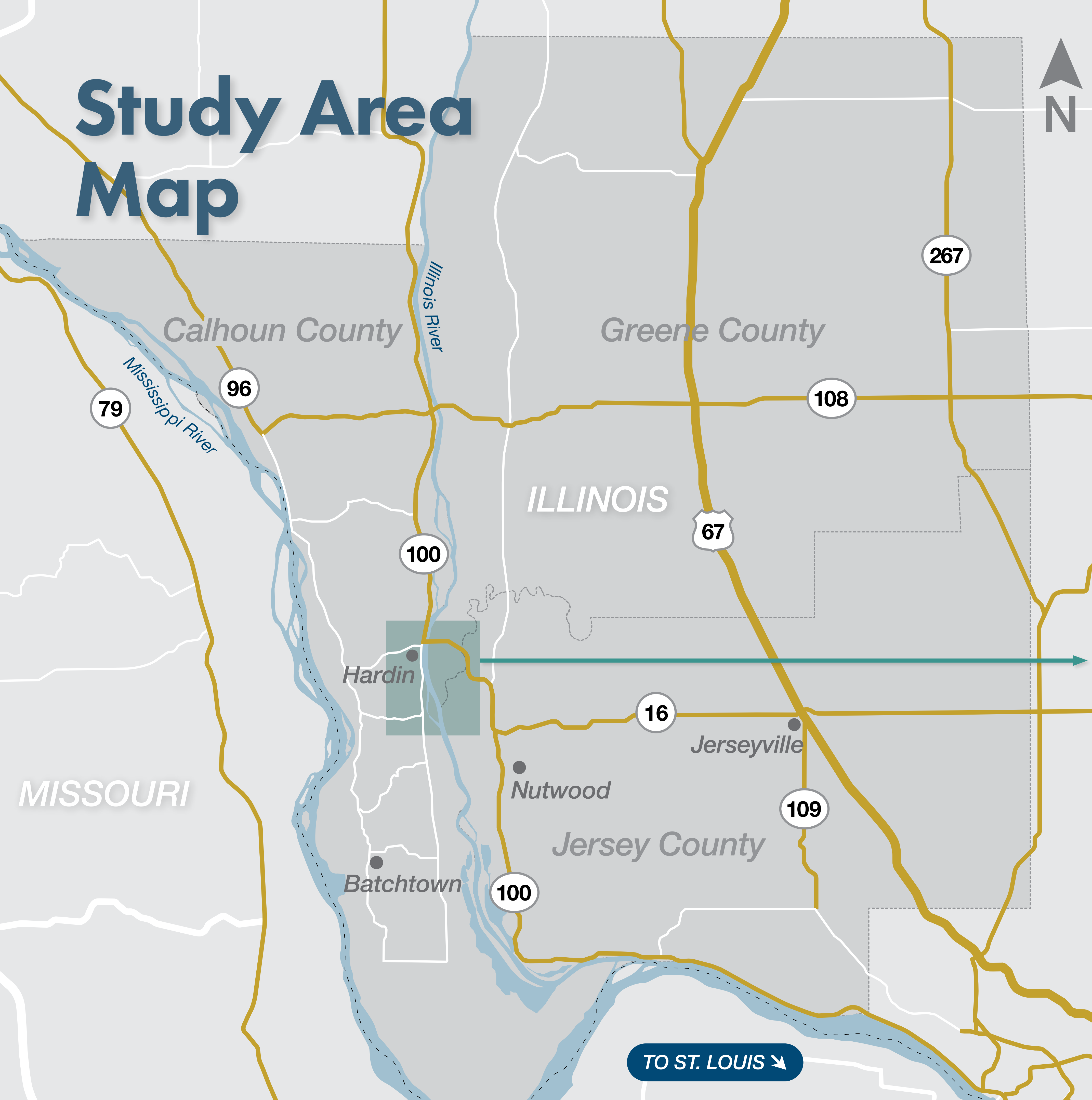


EXISTING BOARD

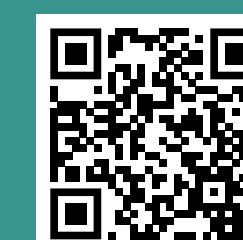
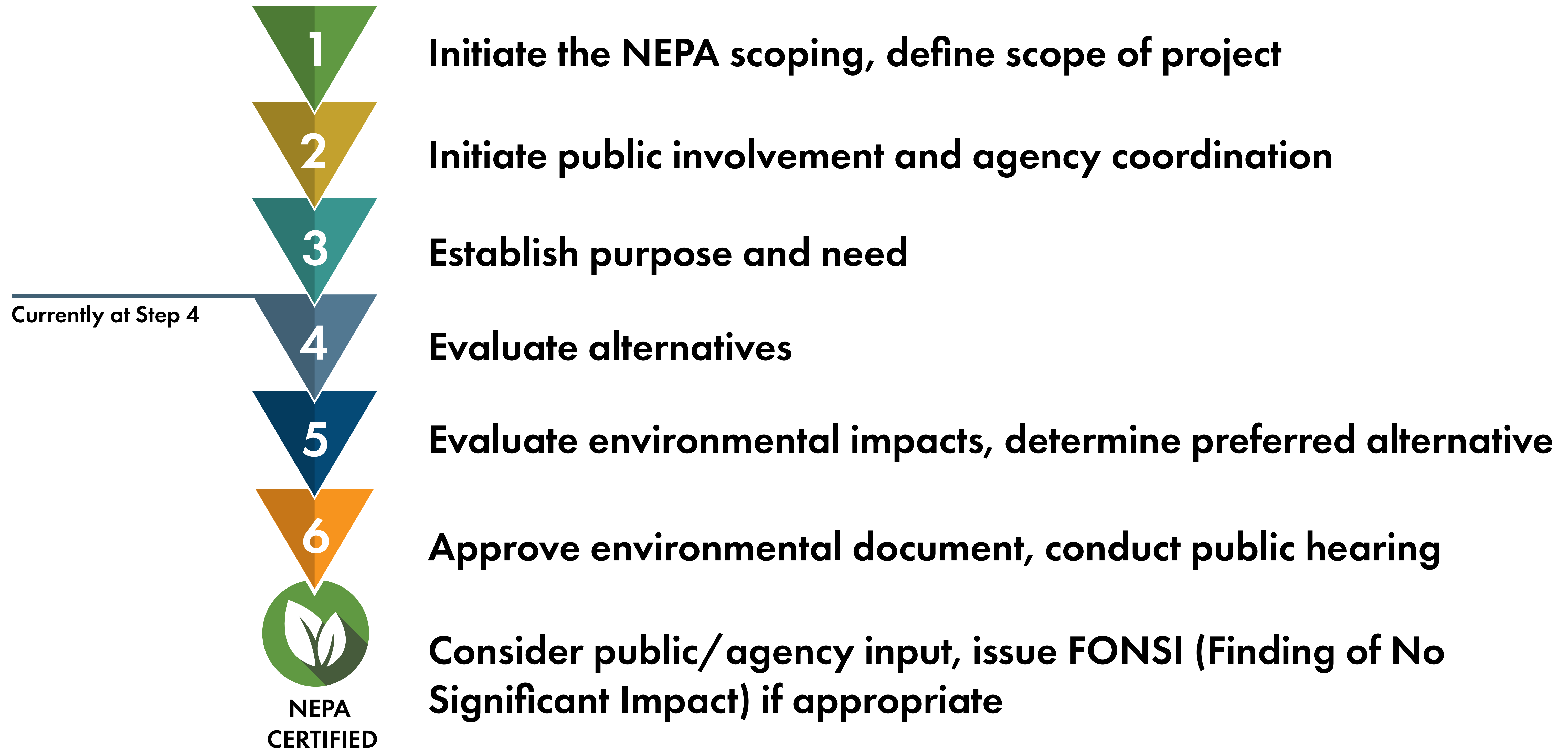
Station 2



Study Area Map



National Environmental Policy Act (NEPA) Process



Corridor Development Process



STAKEHOLDER INPUT

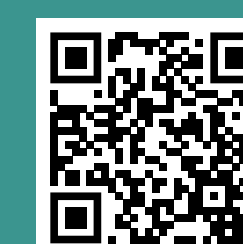
- ▶ Environmental Resource and Local Agencies
- ▶ Community Advisory Group (CAG) Members
- ▶ Public Meetings
- ▶ On-line Comment Form



SCREENING CRITERIA

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

The
**SCREENING
CRITERIA**
encompasses
the entire
process.



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.

Public Involvement Summary

3

**Community Advisory
Group Meetings**

2

**Public
Meetings**

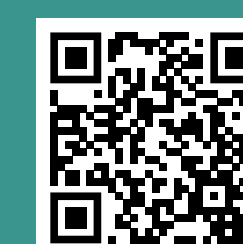
14

**One-on-One
Meetings**

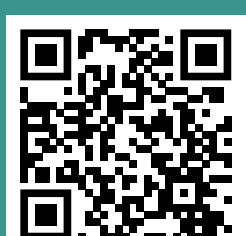


WHAT WE'VE HEARD

- ▶ Need improved access to a bridge
- ▶ Bridge needs to accommodate oversized traffic
- ▶ Desire for improved access across the river during a flood



Station 3



Corridor Considerations

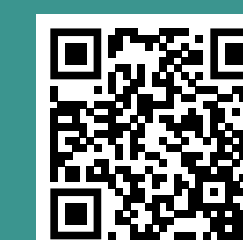
Examples Include:

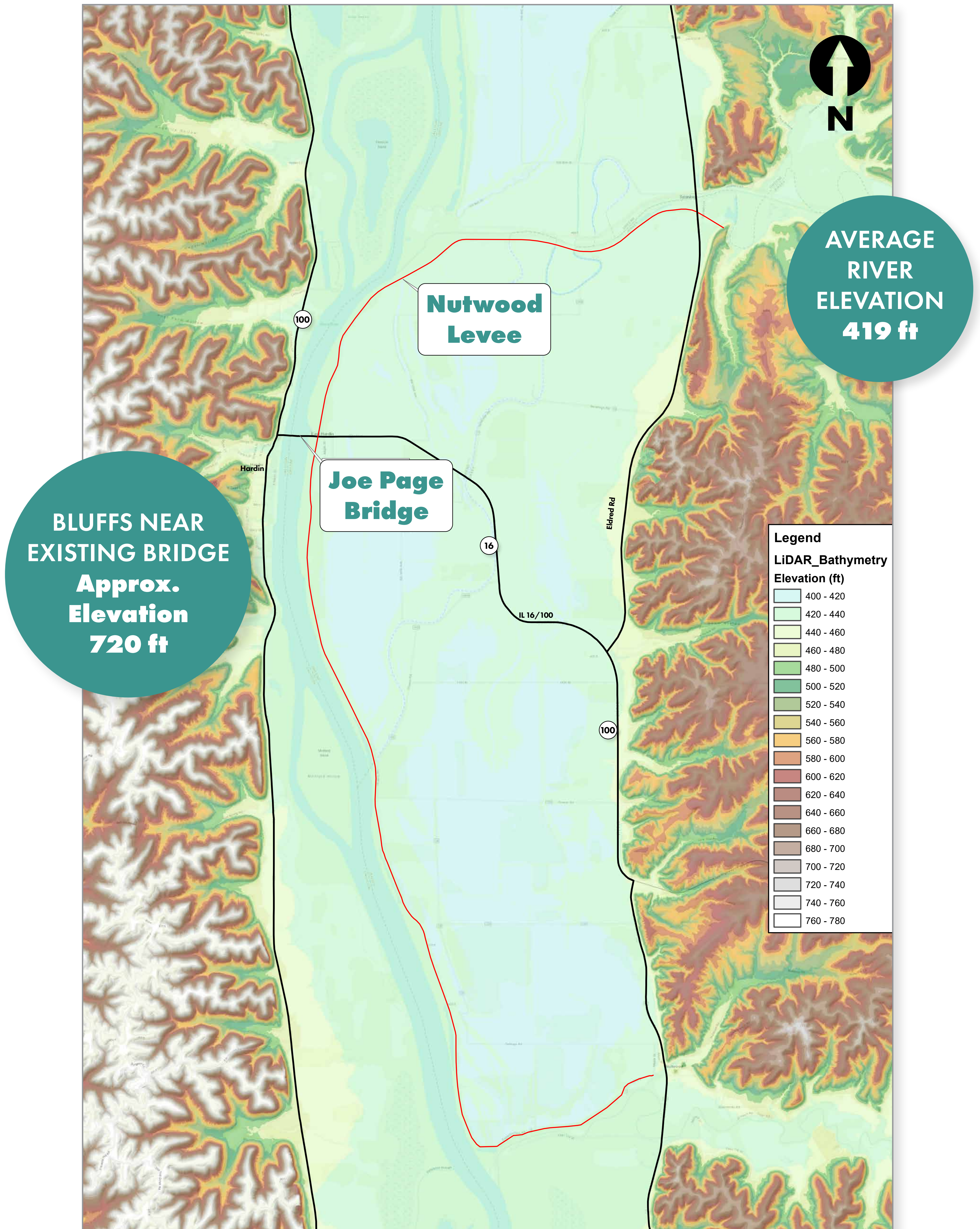
- ✓ Connectivity to Transportation System
- ✓ Bluff on West Side of River
- ✓ River Flow
- ✓ Nutwood Levee
- ✓ Park Limits
- ✓ Wetlands
- ✓ Historic Properties
- ✓ Access to Public Services
- ✓ Transmission Lines

Top of bluffs near existing bridge, approximate elevation 720 feet

Elevation 492 feet, approximate bottom of a new bridge built to current Design Standards

Average River Elevation 419 feet

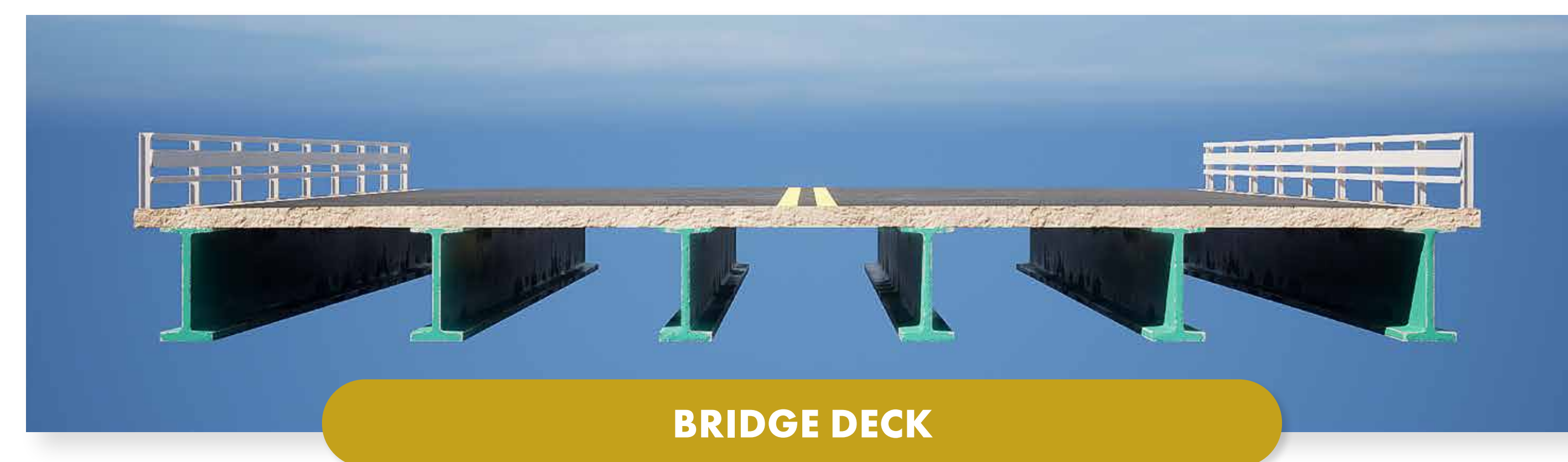
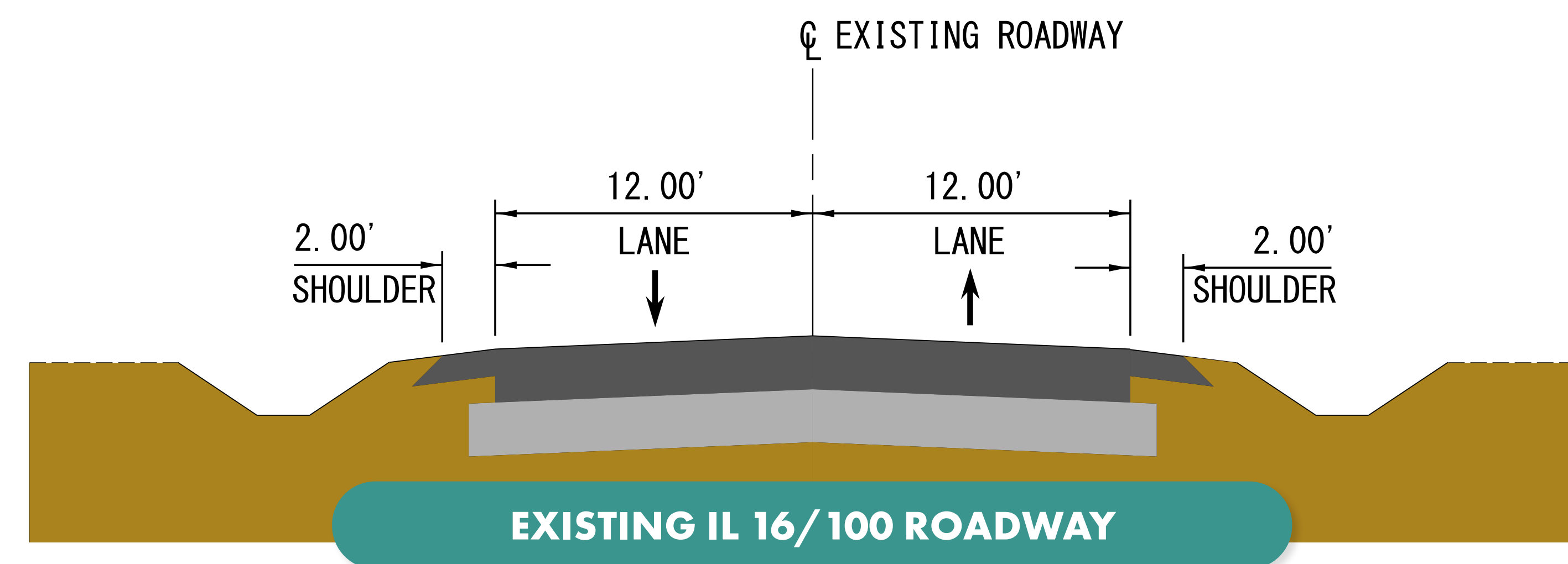
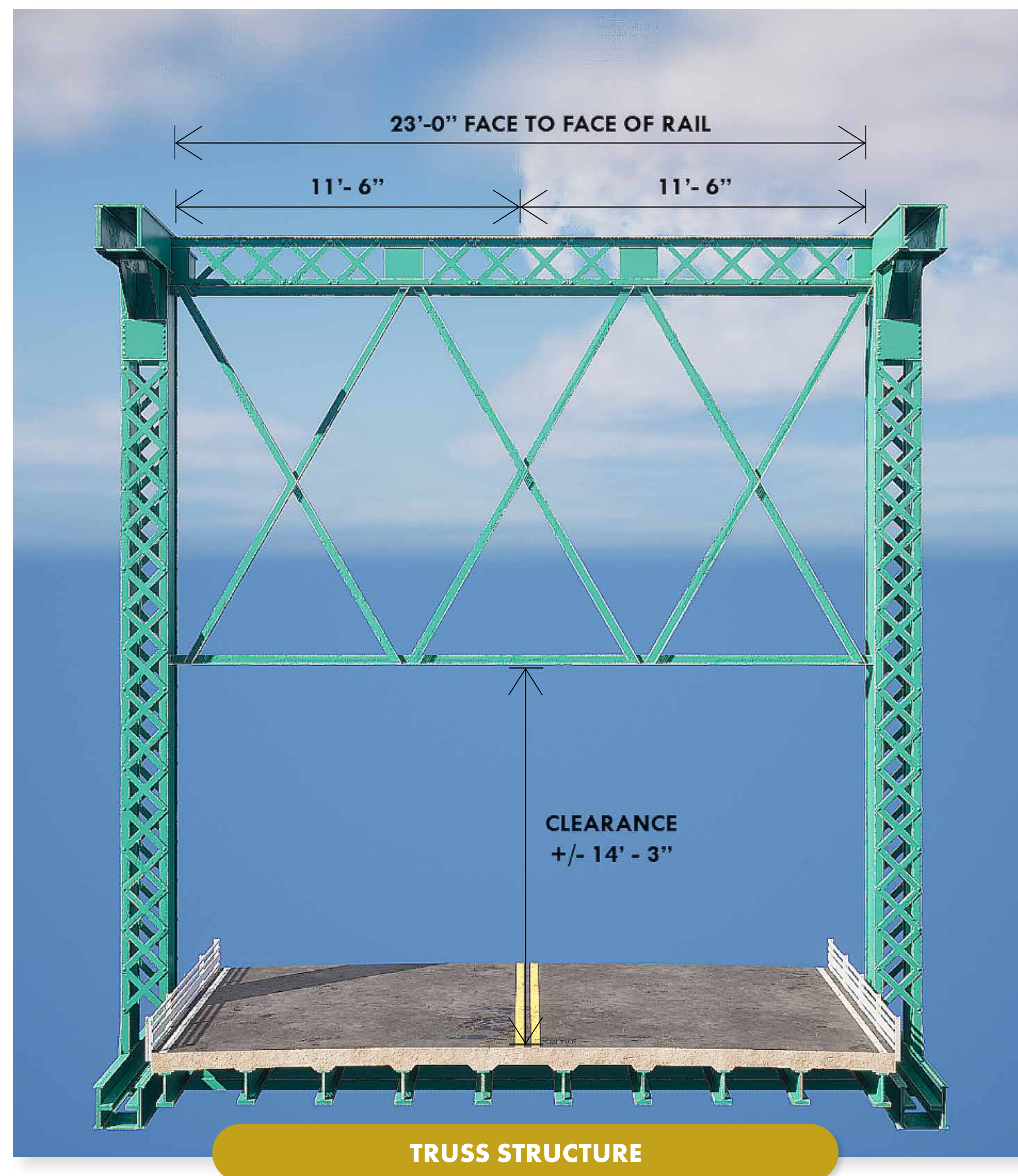




This elevation map helps show the height difference between the top of the bluff and the IL River. Normal Pool for the IL River is at elevation 419, indicated by the blue color on the map. Some bluff locations near the existing Joe Page Bridge have an approximate elevation of 720, indicated by the grayish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

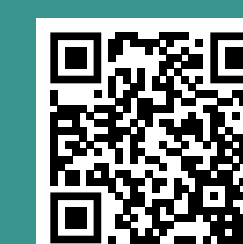


Existing Cross Sections

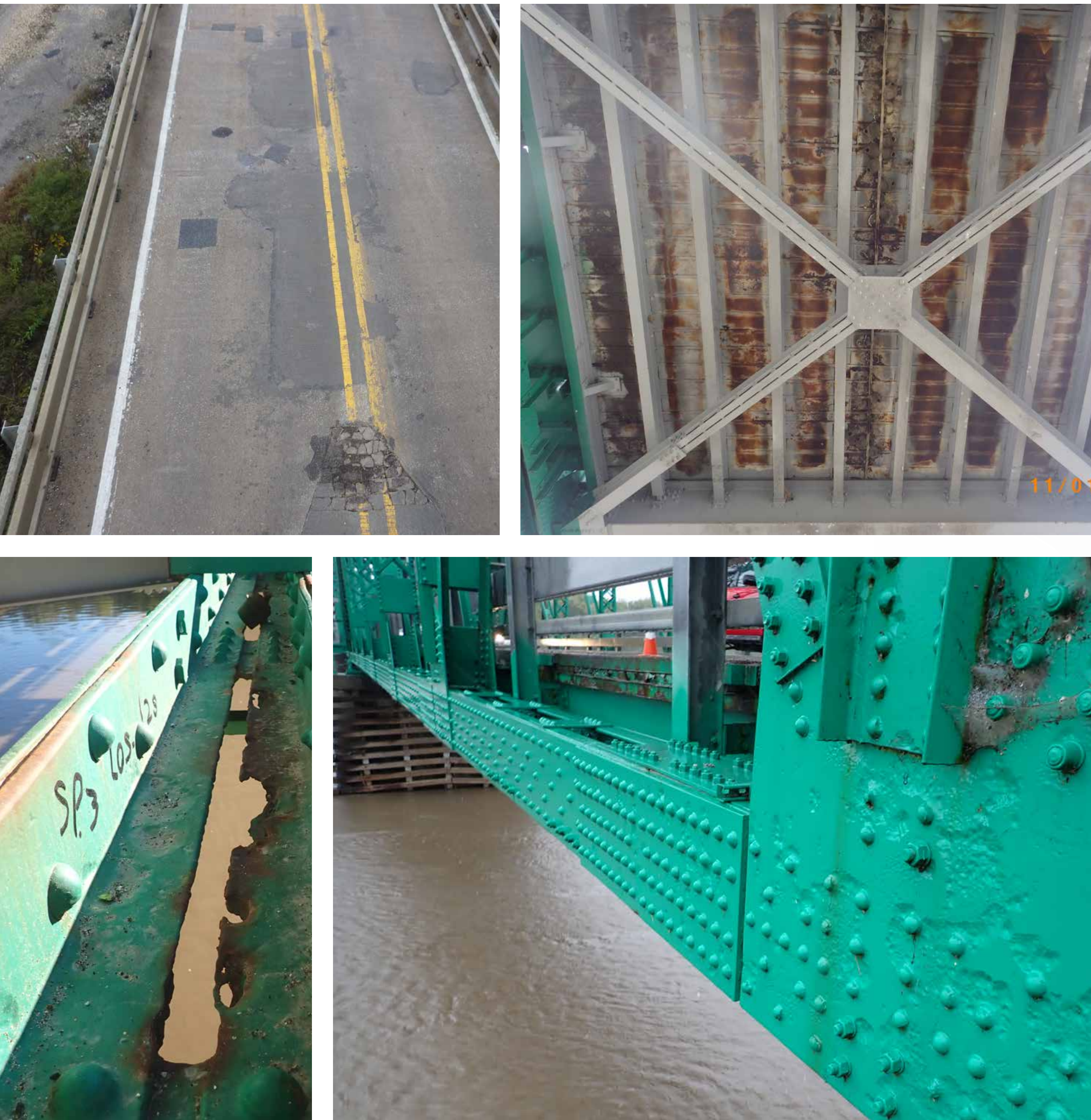


CURRENT DESIGN POLICY FOR A BRIDGE REQUIRES

- ▶ 16'-6" vertical clearance
- ▶ 32' Bridge width (Minimum)
- ▶ 4' shoulder width (Minimum)
- ▶ Consideration of bike/pedestrian accommodations

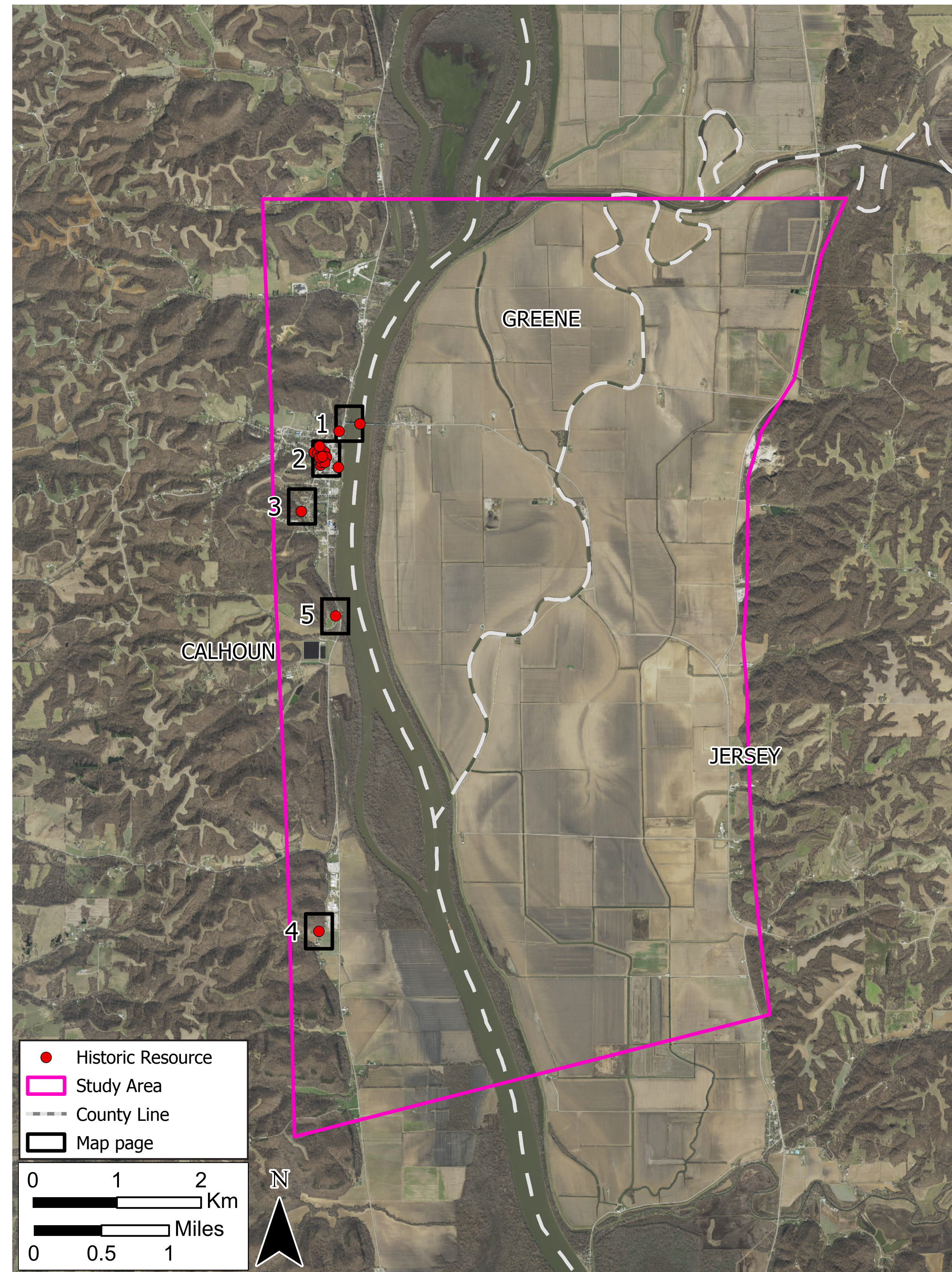


Bridge Deficiencies



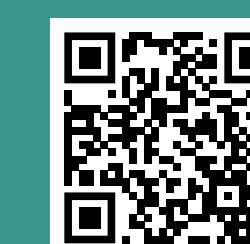
- Advanced superstructure deterioration
- Exposed rebar
- Isolated substructure cracking
- Non-policy design
- Narrow bridge width
- Narrow shoulders
- Vertical clearance limits agricultural vehicles
- Mechanical bridge can get stuck
- Lift span operation delays traffic and emergency responders
- Trouble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

Potential Historic Resources

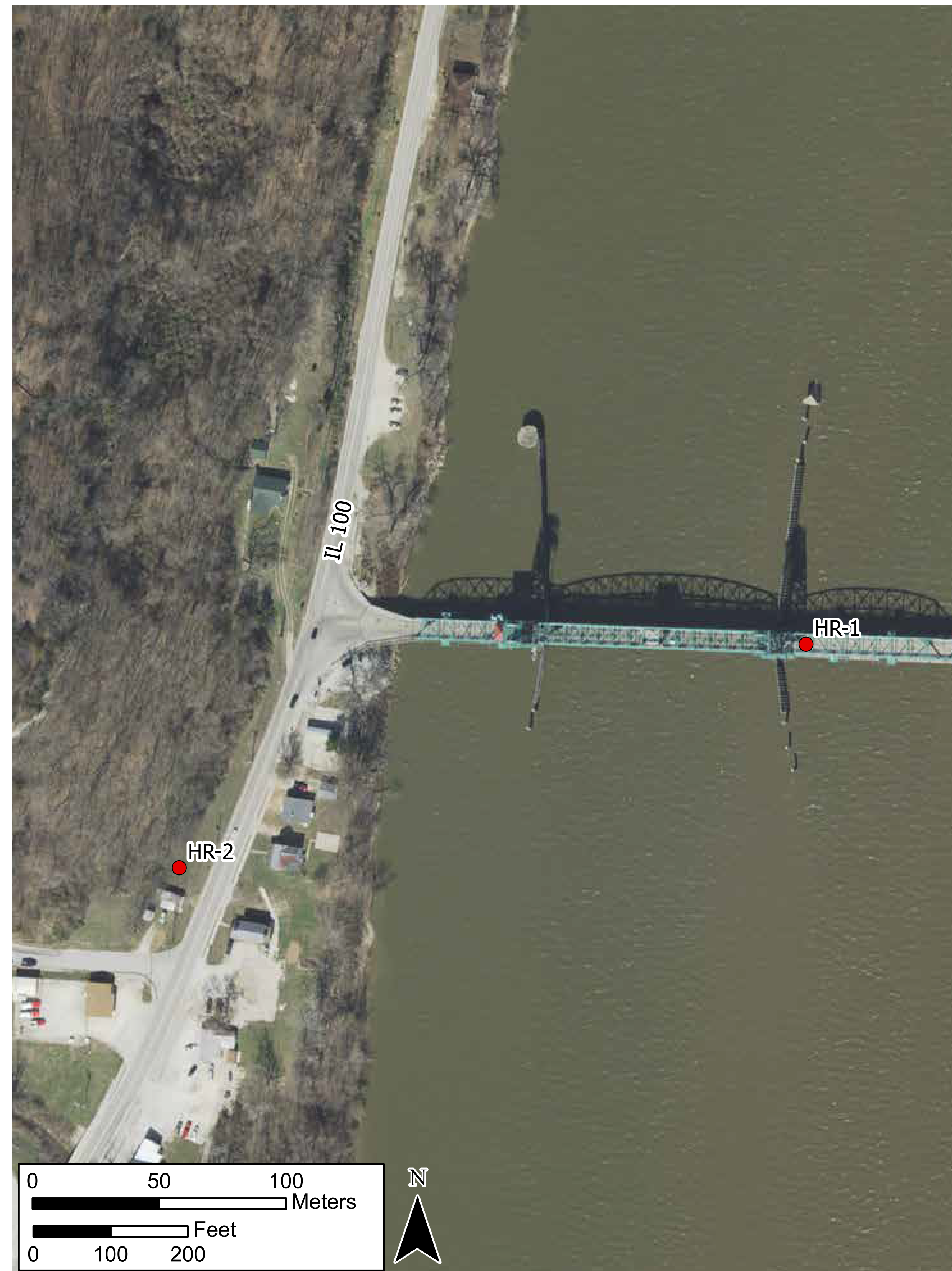


Box #	Historic Resource #	Name/Description
1	HR-1	Joe Page Memorial Bridge (eligible for National Register)
	HR-2	French Cemetery
2	HR-3	Dwelling, I-House
	HR-4	St. Norbert Roman Catholic Church
	HR-5	First Presbyterian Church
	HR-6	Hunt's Variety, Calhouns Variety
	HR-7	Old Calhoun County Jail & Sheriff's Office
	HR-8	Calhoun County Courthouse
	HR-9	Commercial
	HR-10	Perry House Hotel
	HR-11	Dwelling, Gable and Wing
	HR-12	Dwelling
	HR-13	Dwelling
	HR-14	Dwelling
	HR-15	Dwelling, Queen Ann
3	HR-16	Dwelling, Queen Ann
4	HR-17	Captain Thomas Mortland House
5	HR-18	Rocky Bar Farm Home*

* Potential resource received from public input

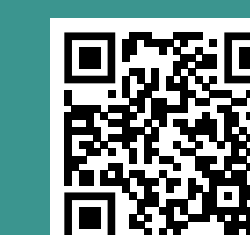


Potential Historic Resources



Box #	Historic Resource #	Name/Description
1	HR-1	Joe Page Memorial Bridge (eligible for National Register)
	HR-2	French Cemetery
2	HR-3	Dwelling, I-House
	HR-4	St. Norbert Roman Catholic Church
	HR-5	First Presbyterian Church
	HR-6	Hunt's Variety, Calhouns Variety
	HR-7	Old Calhoun County Jail & Sheriff's Office
	HR-8	Calhoun County Courthouse
	HR-9	Commercial
	HR-10	Perry House Hotel
	HR-11	Dwelling, Gable and Wing
	HR-12	Dwelling
	HR-13	Dwelling
	HR-14	Dwelling
	HR-15	Dwelling, Queen Ann
3	HR-16	Dwelling, Queen Ann
4	HR-17	Captain Thomas Mortland House
5	HR-18	Rocky Bar Farm Home*

*Potential resource received from public input



Potential Historic Resources



Box #	Historic Resource #	Name/Description
1	HR-1	Joe Page Memorial Bridge (eligible for National Register)
	HR-2	French Cemetery
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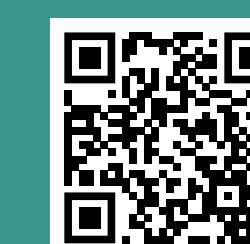


Potential Historic Resources

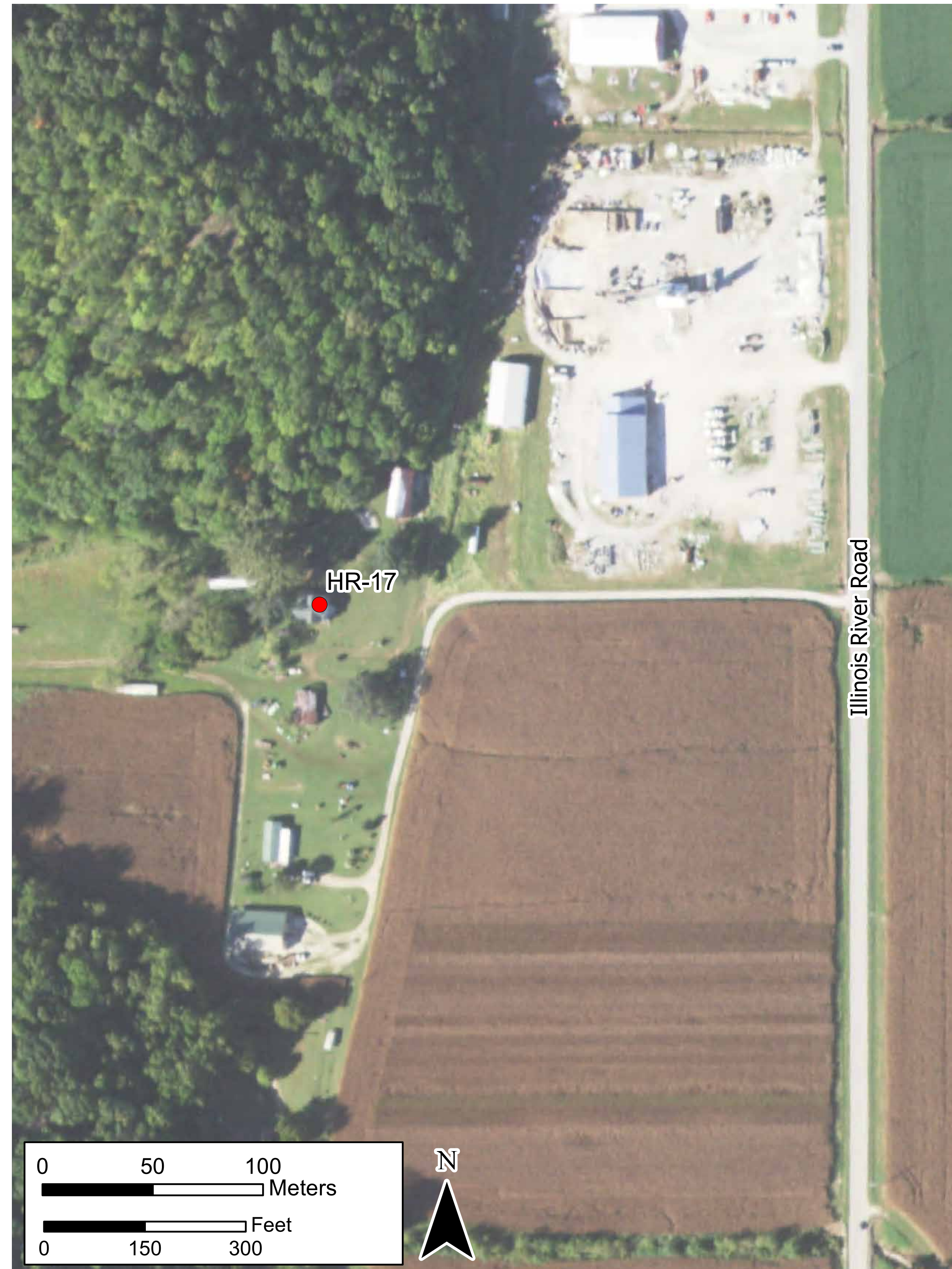


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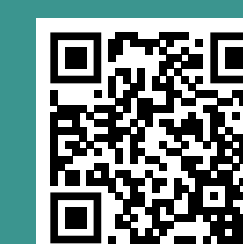


Potential Historic Resources

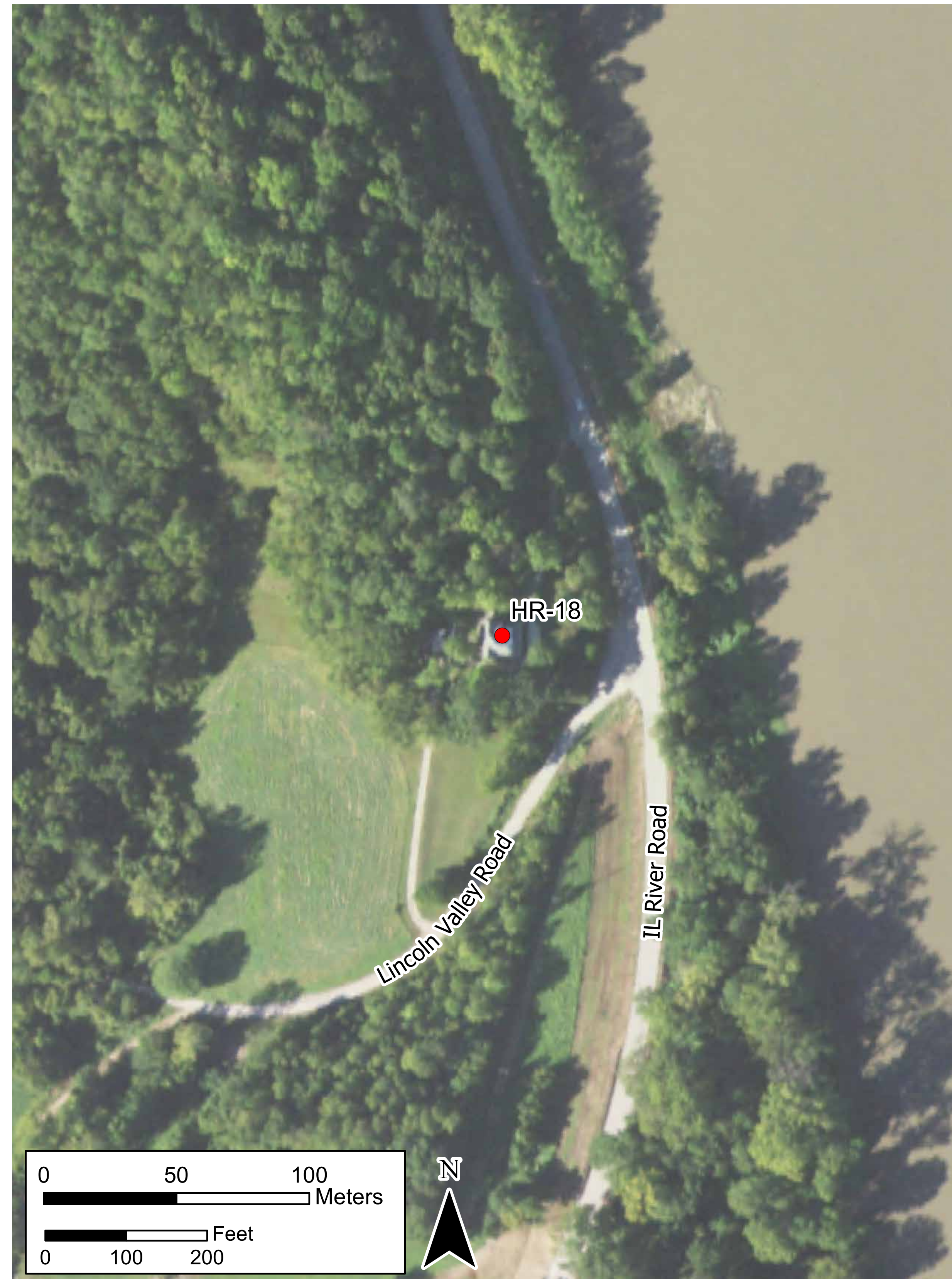


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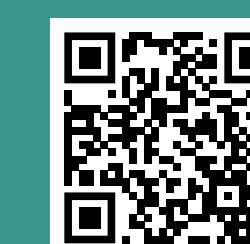


Potential Historic Resources

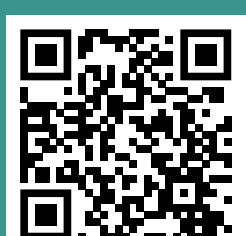


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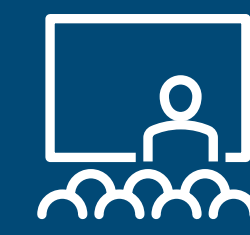


Station 4





Public Involvement



ATTEND PUBLIC MEETINGS



READ NEWSLETTERS



VISIT THE WEBSITE



SUBMIT COMMENTS

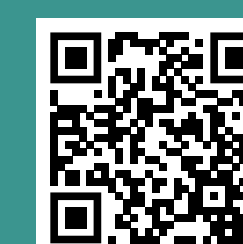
Fill out a
comment form
here **TODAY**
or leave a
comment at

www.JoePageBridge.com



Write to
us at

Illinois Department of Transportation, District 8
Attention: Matthew Meyer
1102 Eastport Plaza Drive
Collinsville, Illinois 62234
Matthew.Meyer@Illinois.gov



www.JoePageBridge.com





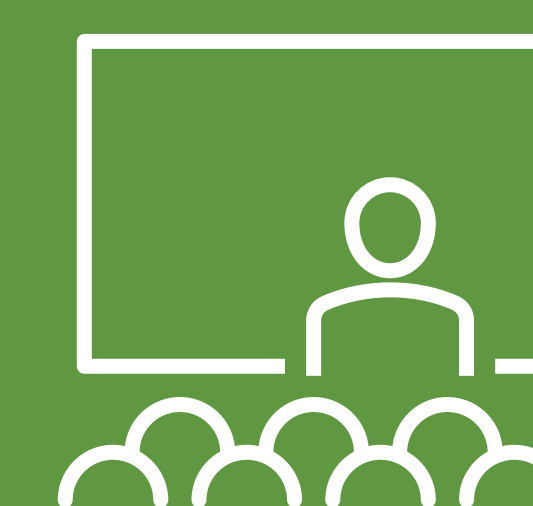
**Corridors
Screening
and
Refinement**



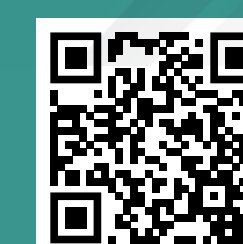
**Environmental
Resource Agencies
Screening Meeting
to Concur on
Corridors to
Carry Forward**



**Community
Advisory
Group
Meetings**



**Public
Meetings**



JOE PAGE
BRIDGE

*Thank
You*

