



JOE PAGE BRIDGE *Study Progresses*

The purpose of the Joe Page Bridge Phase I Study is to provide a reliable and efficient crossing of the Illinois River between Calhoun, Greene and/or Jersey counties that is structurally sound and meets current design standards. This is needed because the existing bridge is nearing the end of its expected service life.

The Project Study Group (PSG), which includes representatives from Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), and the consultant team, has been meeting on a regular basis to keep this study moving forward. The PSG is responsible to ensure the many requirements to comply with the National Environmental Policy Act (NEPA) are met.

Local, state and federal agencies, known as resource agencies, are given the opportunity to review and provide comments on study documents. Meetings are held with resource agencies every step of the way to gain concurrence to move forward. To date, the PSG has held 14 meetings with various groups.



The Average Daily Traffic in the vicinity of the Joe Page Bridge varies from **2000 to 3900 vehicles**, The volumes are the highest in Hardin and decline as you move further to the north and south.



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.

Consensus was reached during CAG meeting #1



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

Received concurrence through the NEPA/404 process.

What is **NEPA**?

The National Environmental Policy Act (NEPA) is a Federal Act to ensure considerations of impacts to the natural, social, and built environment and facilitates an open and transparent process. All projects using federal funding must follow the NEPA process.

PURPOSE and NEED

The **PURPOSE** of the project is to provide a reliable and efficient crossing of the Illinois River between Calhoun, Greene and/or Jersey 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.

Community Advisory Group

A Community Advisory Group (CAG) was established at the beginning of this study. The CAG is a working group that provides community knowledge into the development of the Preferred Alternative.

This group will meet at least one more time during this study.

Members represent a variety of interests including:

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

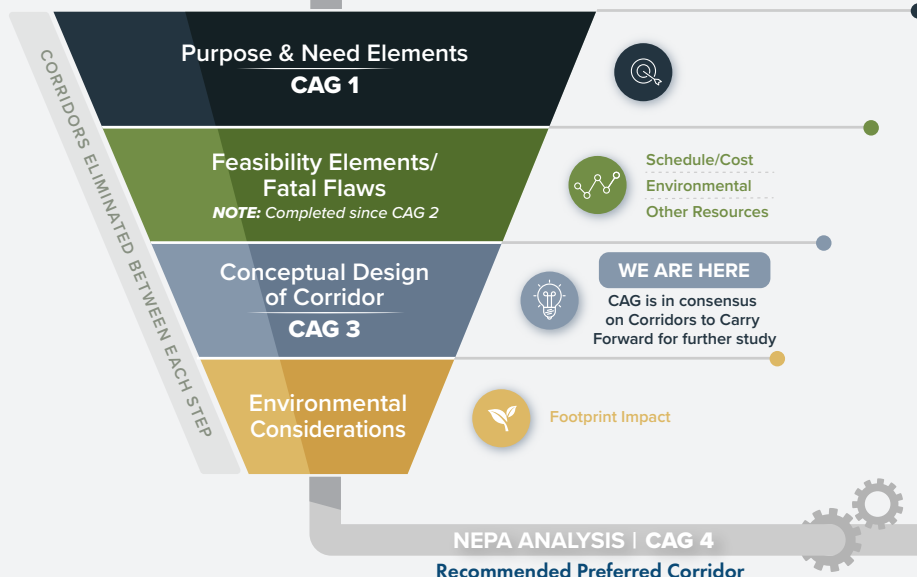
LOCAL BUSINESSES
2 local businesses

LOCAL RESIDENTS
3 local residents

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

The CAG has met three times since the study began and has been instrumental in providing the study team with information regarding the surrounding communities. The CAG met recently to review the original eight corridors presented at the second public meeting. They discussed the screening process and justification for reducing the number of Corridors to those that should be evaluated further. The CAG is in concurrence on the four corridors recommended to be carried forward for further study.

CORRIDOR SCREENING PROCESS



SCREENING PROCESS

Corridors will be screened multiple times to eventually narrow the list to a preferred alternative. The first evaluation ensures the options meet the project Purpose & Need which resulted in eight Corridors that were presented at Public Meeting #2. The Corridors being presented today have been screened in more detail including roadway geometrics, traffic configuration, environmental impacts, river impacts and several other criteria. This diagram shows the screening process.

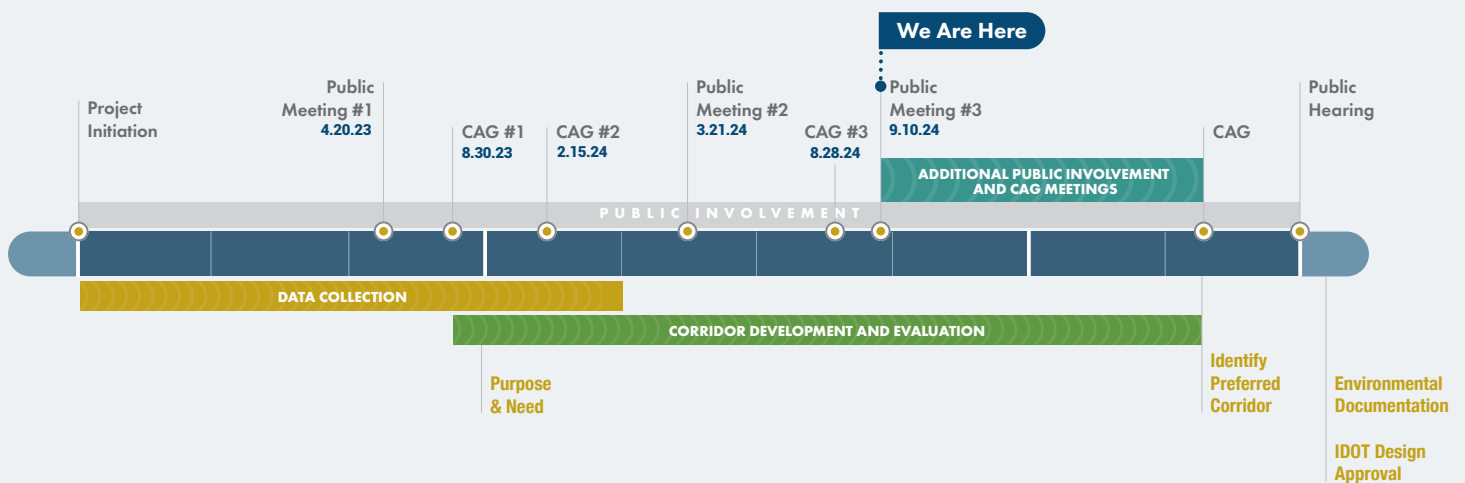
Public Involvement Opportunities

IDOT is following the Context Sensitive Solutions (CSS) process for this study. CSS is a collaborative approach where feedback is gathered and used to develop a transportation solution. Public involvement is a key component of this process. Here are some ways you can participate and stay up to date on project milestones:

- ▶ Attend Public Meetings
- ▶ Read Newsletters
- ▶ Submit Comments
- ▶ Visit the Project Website www.JoePageBridge.com



PHASE I PROJECT TIMELINE



Your Feedback is **WELCOMED!**

Your input is valuable, and it is our commitment to include stakeholders in this process. Provide comments in one of the following ways:

-  Submit comments through the project website www.JoePageBridge.com
-  Mail your comments directly to IDOT
Illinois Department of Transportation – District 8
c/o Matthew Meyer, Project Studies Engineer
1102 Eastport Plaza Drive
Collinsville, IL 62234
-  Email us at: Matthew.Meyer@Illinois.gov

What Are the Next Steps?

The remaining four corridors will be screened to develop refined corridors, and a preferred corridor will be recommended before being presented for concurrence with the environmental resource agencies. This will be presented to the Community Advisory Group followed by a Public Hearing.