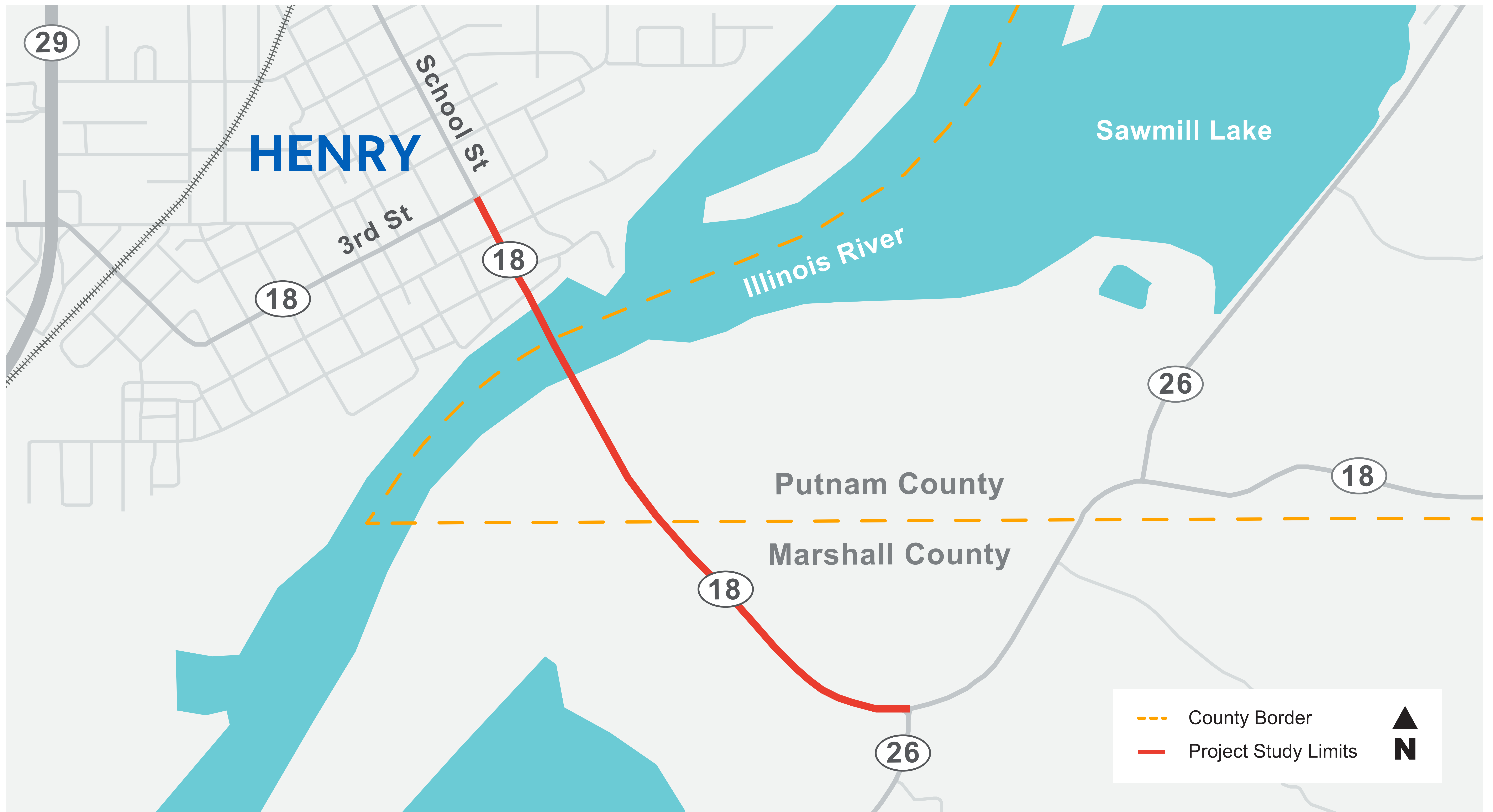
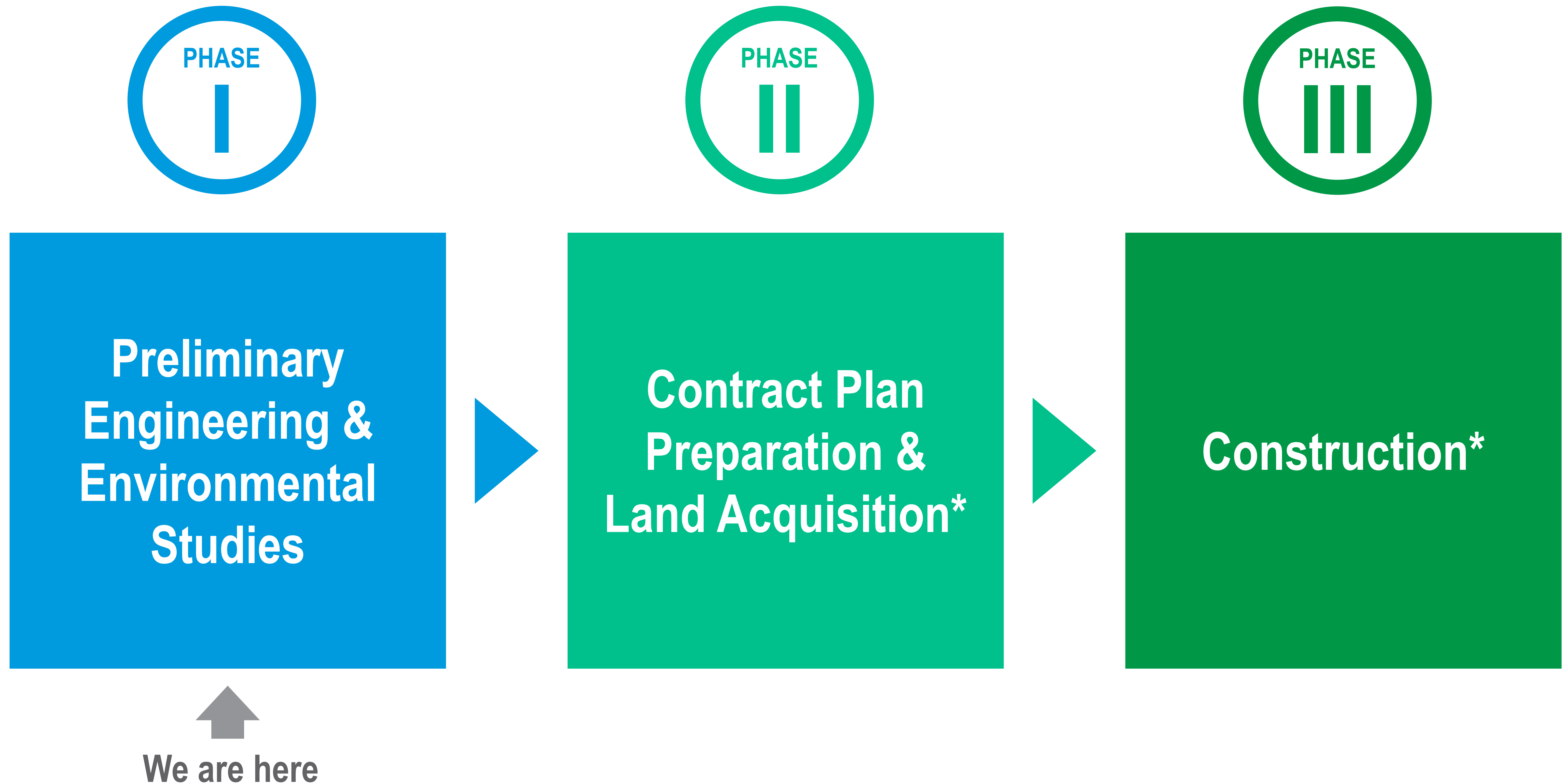


Study Area Map

Study Limits: Intersection of IL 18/3rd Street in Henry to Intersection of IL 18/IL 26

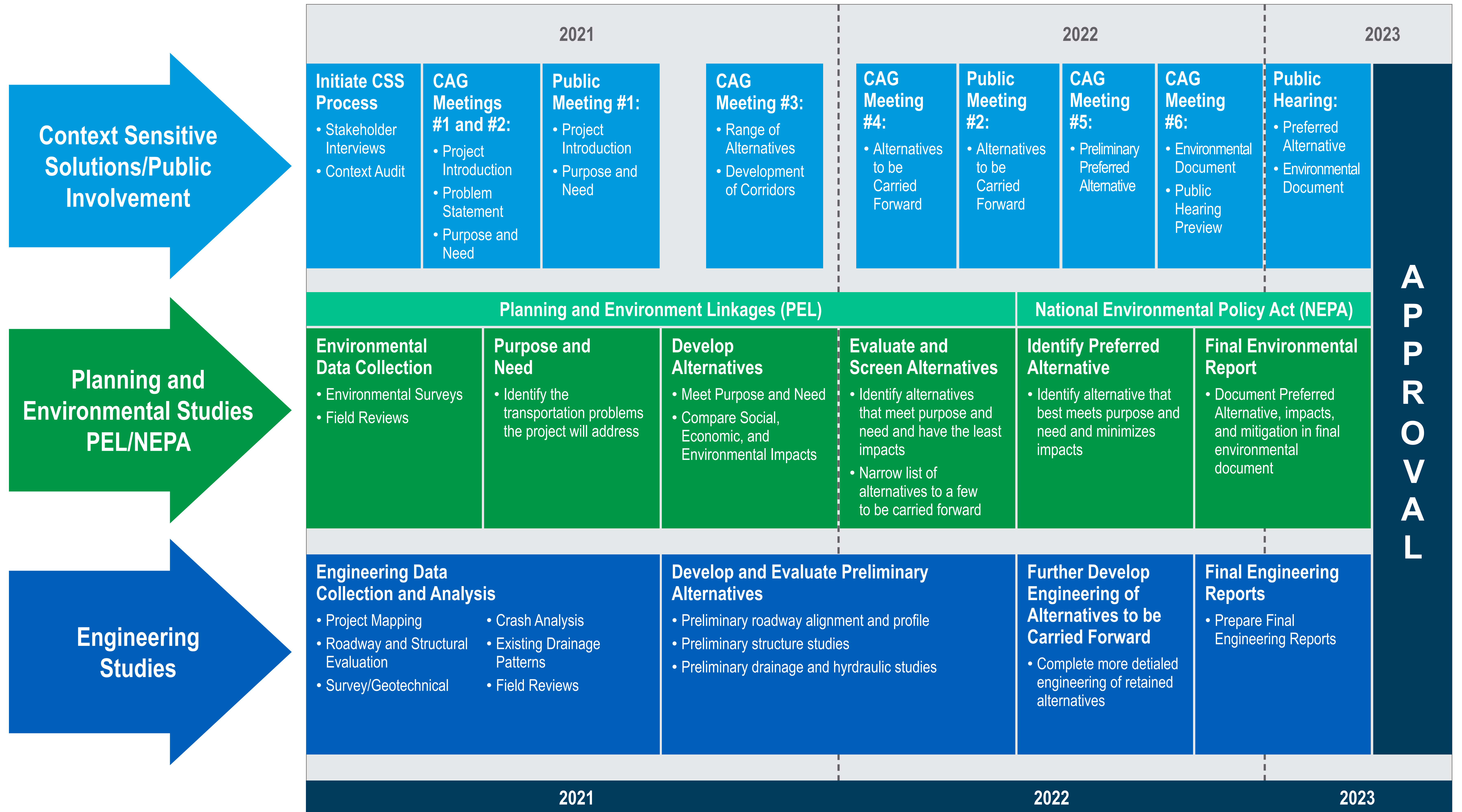


Project Development Process



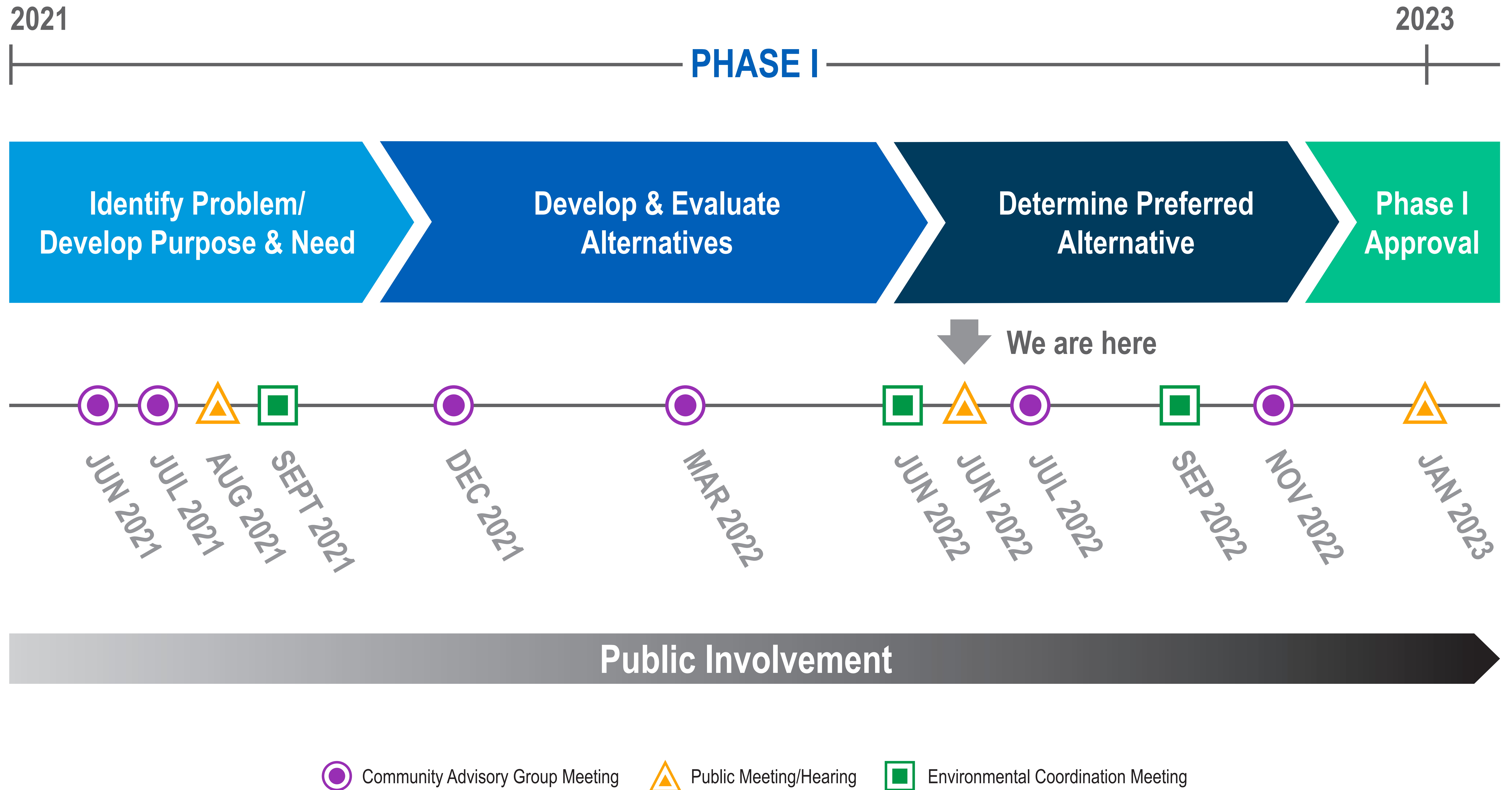
*Currently included in IDOT's Fiscal Year 2022 – 2027 Multi-year program

Phase I Study Process



APPROVAL

Phase I – Estimated 2-year Process



Purpose and Need

Purpose

- The purpose of the project is to accommodate IL 18 traffic through the project area and across the Illinois River on a transportation system that is structurally sound, meets current design standards, provides a safe crossing for the public, reduces flooding over IL 18, supports regional connectivity needs, and meets the needs of river traffic.

Need

- **Structural Integrity** – Condition of the superstructure and substructure
- **Design Standards** – Narrow roadway deck does not meet current standards
- **Safety Concerns** – Narrow roadway increases likelihood of crashes
- **Regional Connectivity** –
 - Essential link connecting Marshall and Putnam counties and surrounding region
 - Flooding often results in roadway and bridge closures and adverse travel time

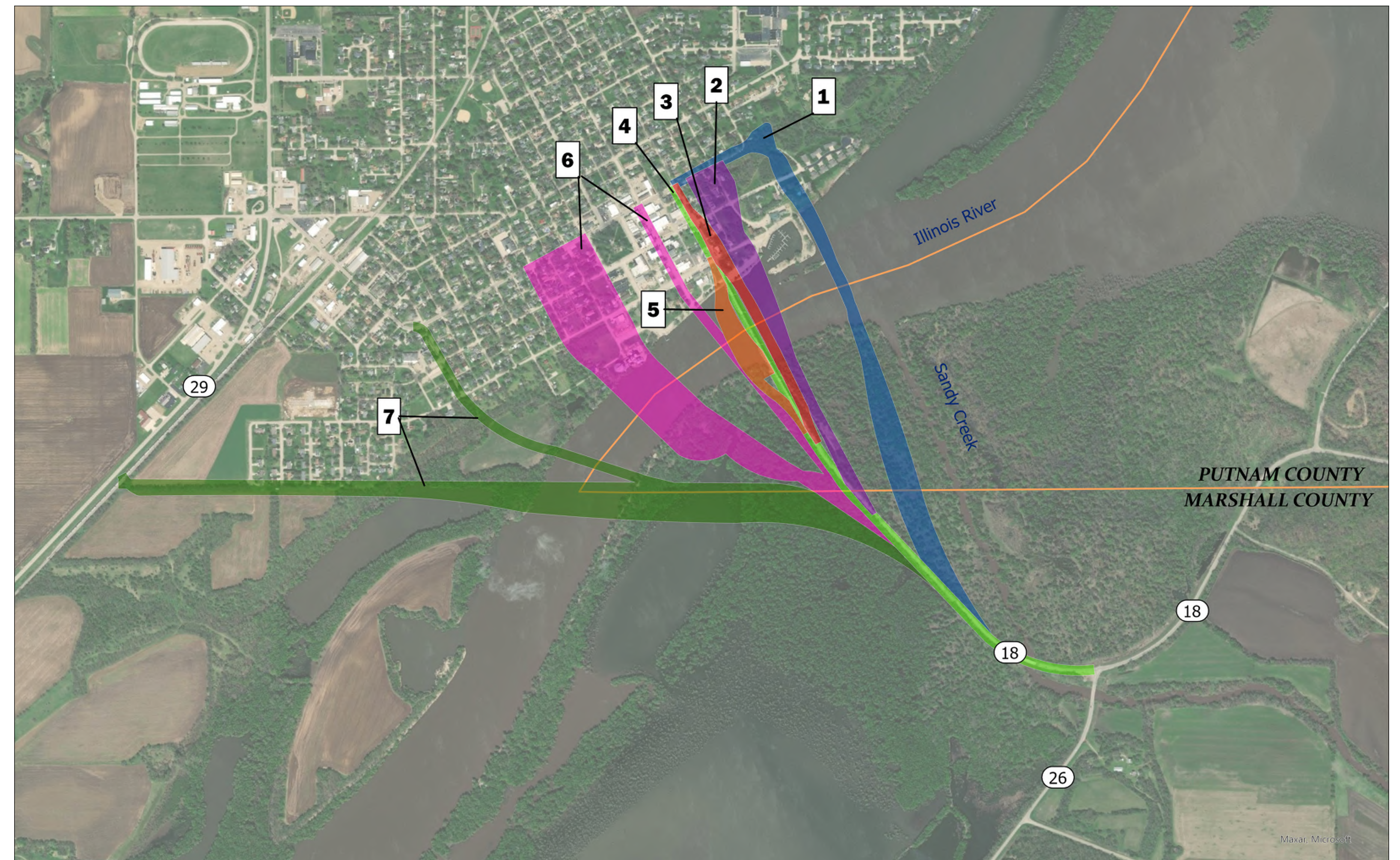
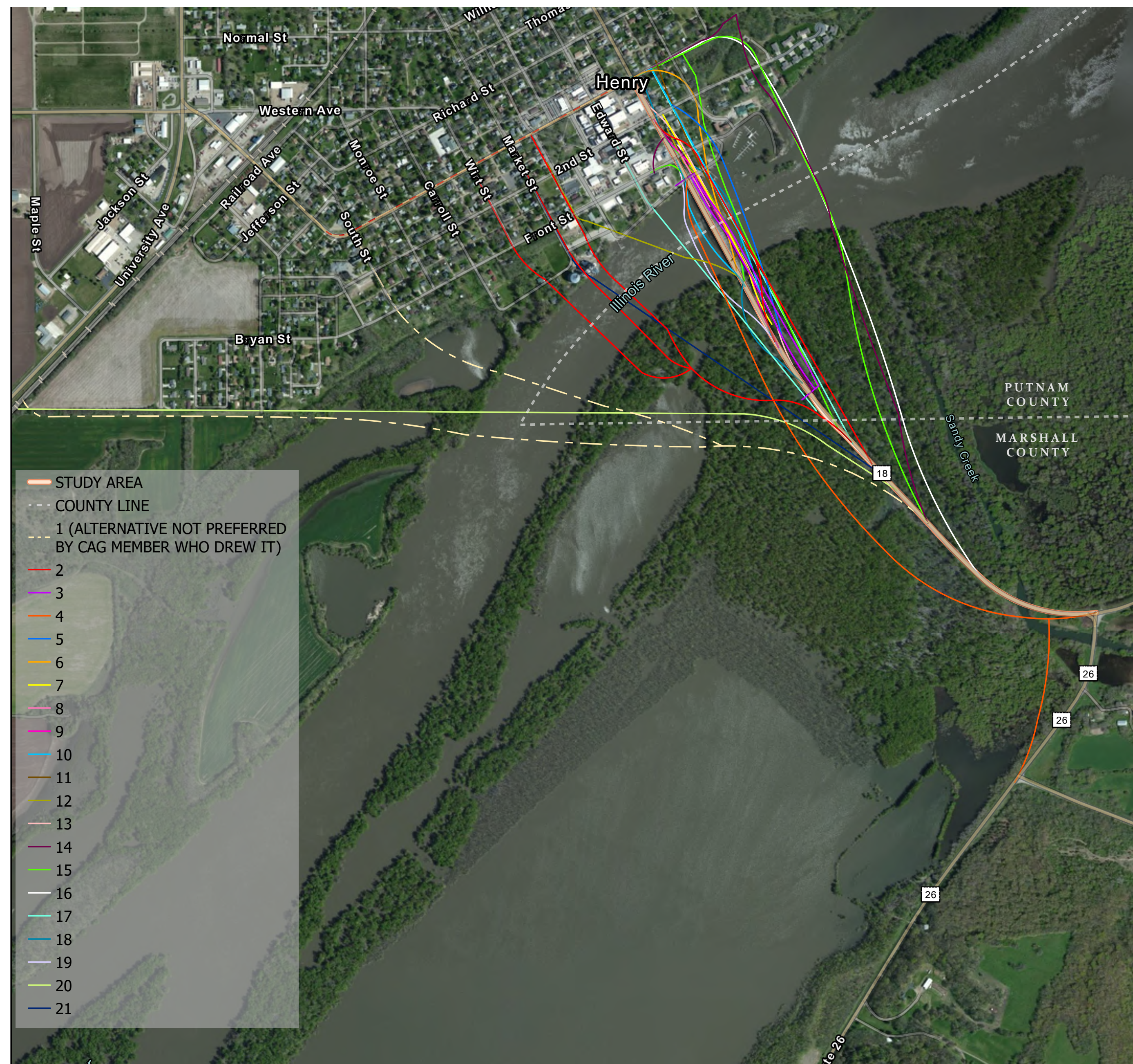


Range of Reasonable Alternatives

Do Nothing (No-build)	Reconstruction / Rehabilitation	Build a New Bridge and Retain the Existing Bridge	Bridge Replacement
<ul style="list-style-type: none">• No improvements other than routine and emergency repairs and maintenance• REMAINS: No-build carried forward as a baseline comparison for other alternatives	<ul style="list-style-type: none">• Replacement of the existing bridge deck• Could include work on the piers and foundation• DISMISSED: Does not meet project Purpose & Need<ul style="list-style-type: none">• Does not address the narrow lanes• Does not address zero width shoulders	<ul style="list-style-type: none">• Existing bridge would accommodate one direction of travel and new bridge would accommodate the other direction of travel• DISMISSED: Not a reasonable use of funds to use new bridge for one lane of travel while also expending resources to rehabilitate and maintain the existing bridge for the opposite direction of travel	<ul style="list-style-type: none">• Complete replacement of the existing bridge on either the existing alignment or a new alignment• New bridge meets current design standards• Roadway improvements east of the river to address roadway flooding• REMAINS: Meets Purpose & Need<ul style="list-style-type: none">• 7 potential alignment corridors initially evaluated

Development of Potential Bridge Replacement Alignment Corridors

- At the June 2021 CAG meeting, CAG members identified potential alignments for a new bridge location
- 31 alignments were grouped into seven corridors



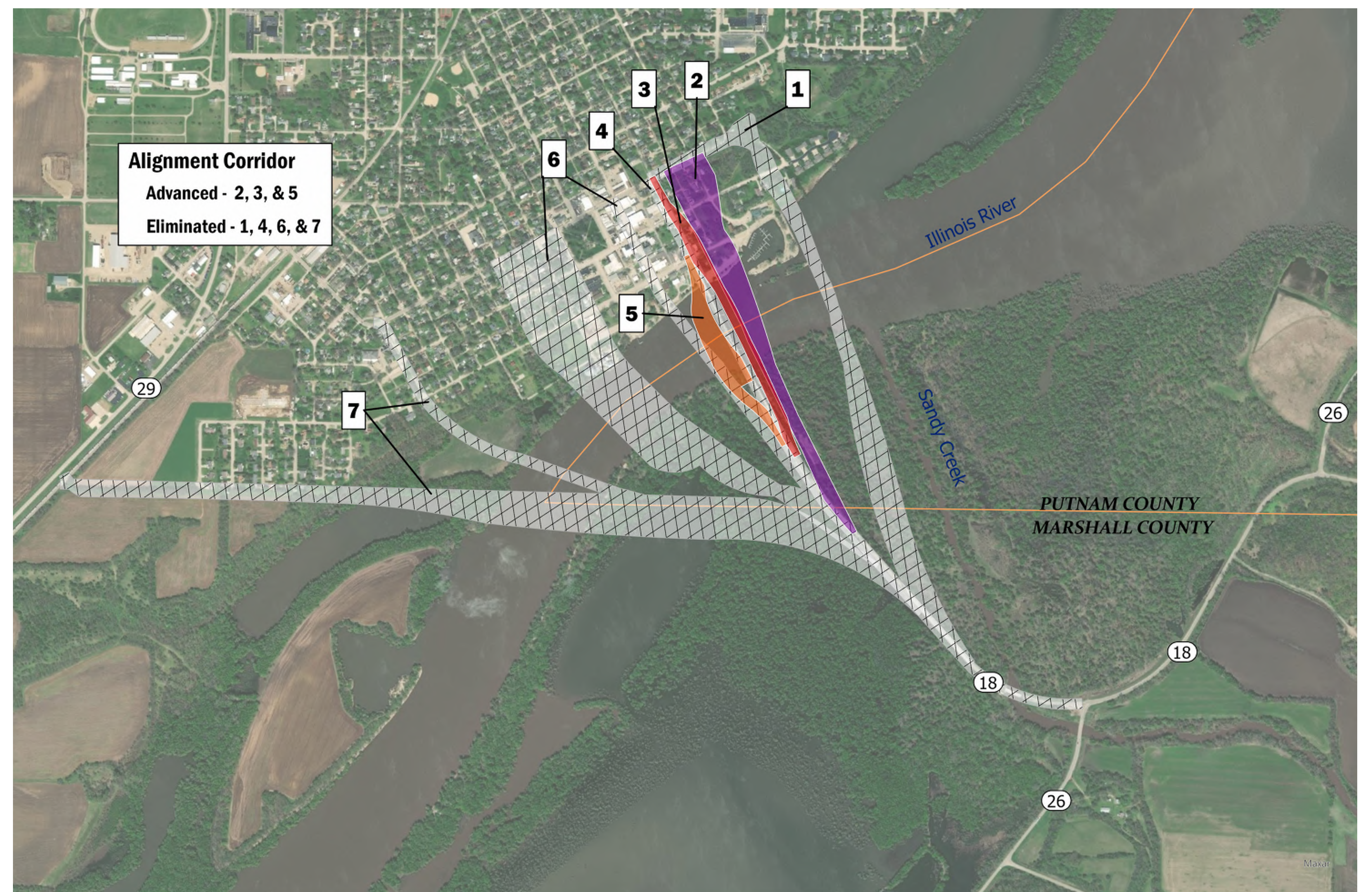
What Bridge Replacement Alignment Corridors were Retained After Initial Screening

- Initial screening was used to eliminate some of the corridors from consideration along with consensus from the CAG

Evaluation Criteria	Corridors						
	1	2	3	4	5	6	7
Purpose and Need							
Structural Integrity	✓	✓	✓	✓	✓	✓	✓
Design Standards	✓	✓	✓	✓	✓	✓	✓
Safety	✓	✓	✓	✓	✓	✓	✓
Regional Connectivity	✓	✓	✓	✓	✓	✓	✓
Community Feedback							
Bridge traffic critical to downtown businesses	+	+	+	+	+	-	-
Bridge should remain open during construction	+	+	+	-	+	+	+
Don't wall off/maintain existing intersections	-	-	-	-	-	-	+
Maintain access to existing residences and businesses	-	-	-	-	-	-	+
Don't impact recreation use of the river	=	=	=	=	=	=	=
Preserve historic features of the city	=	=	=	=	=	=	=
Design Considerations							
Section 4(f)	+	=	+	+	=	-	-
Historic Resources	-	-	=	=	=	=	=
Cost	-	=	=	=	=	=	-
CAG Input							
Corridors Recommended for Elimination	✗			✗		✗	✗

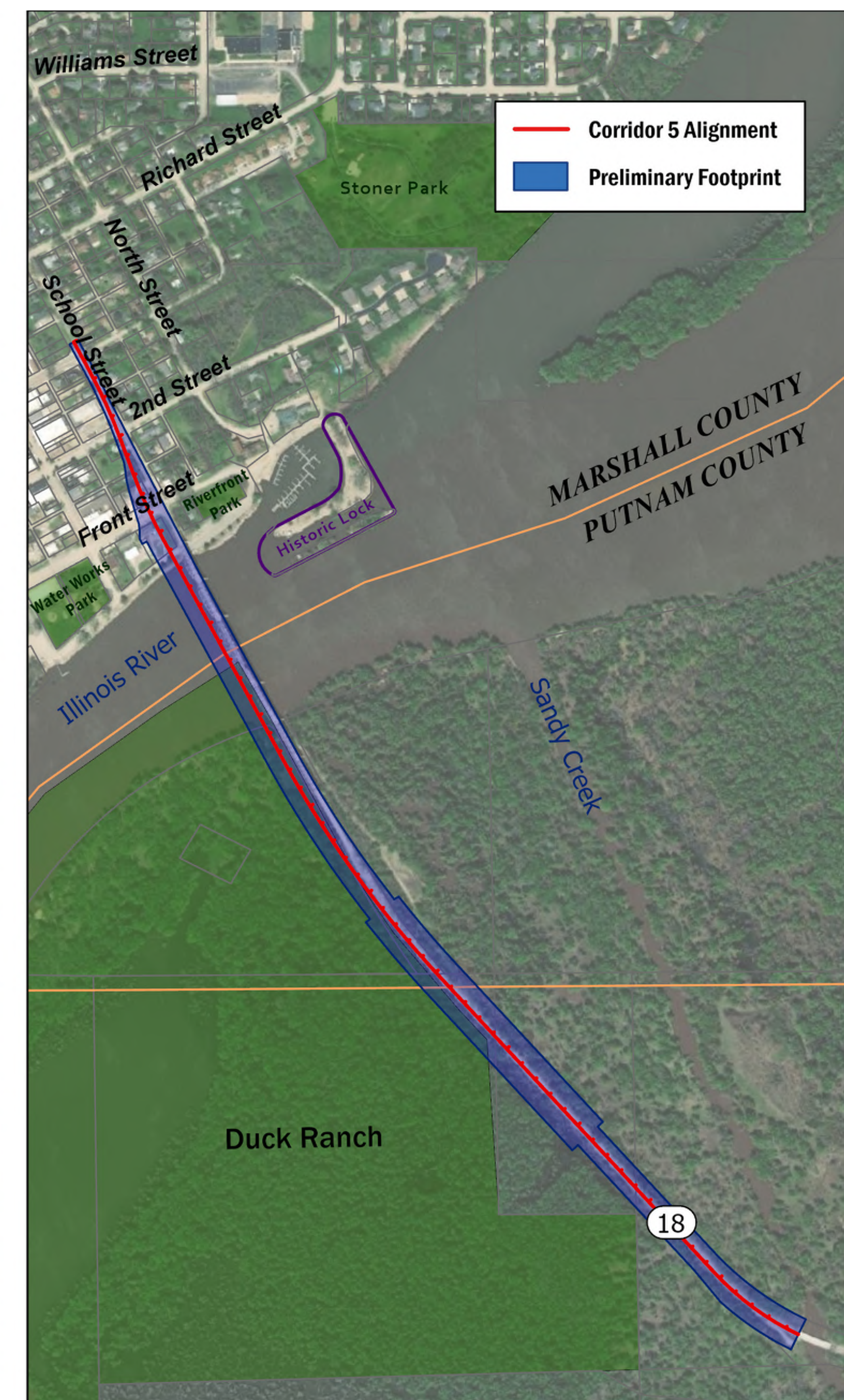
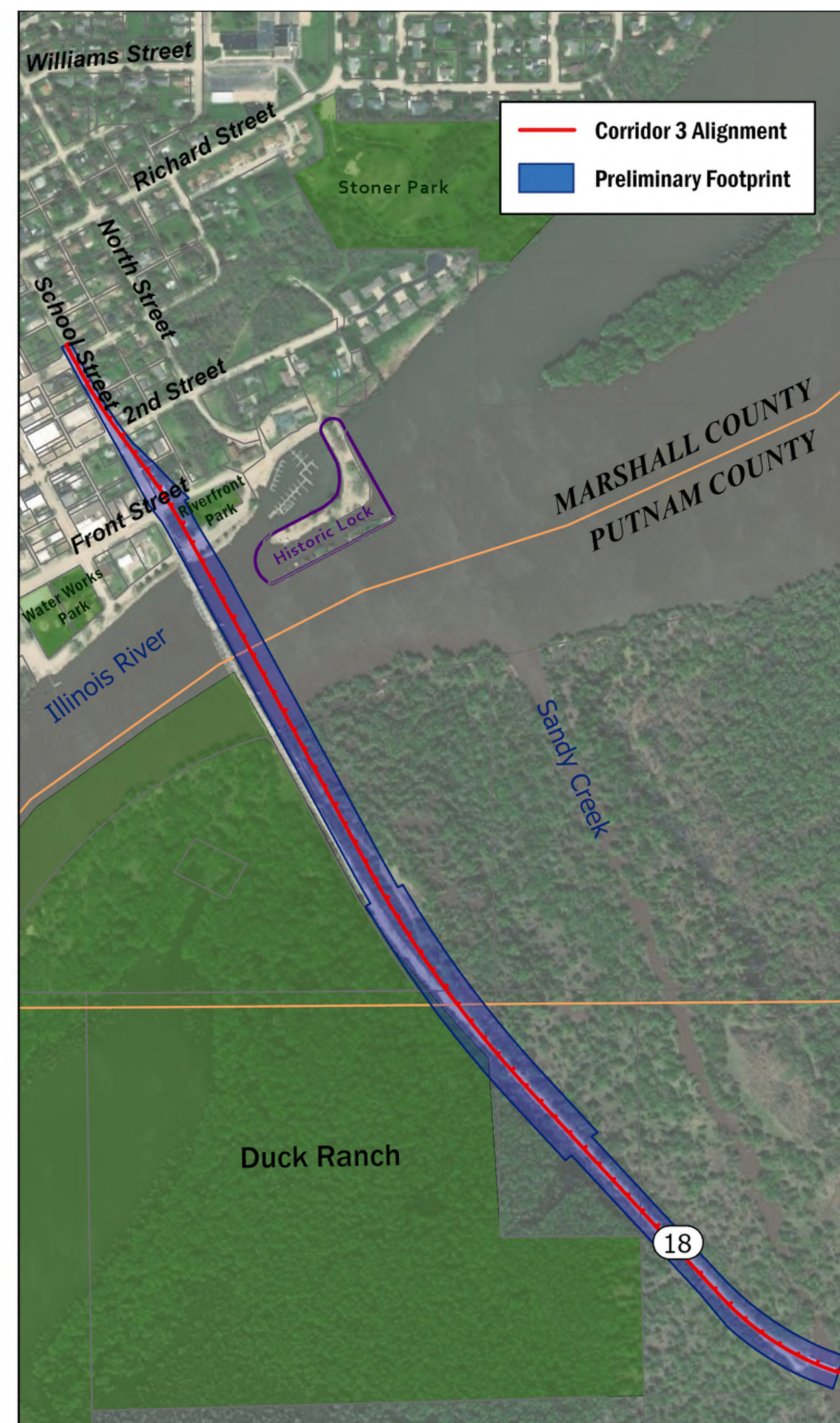
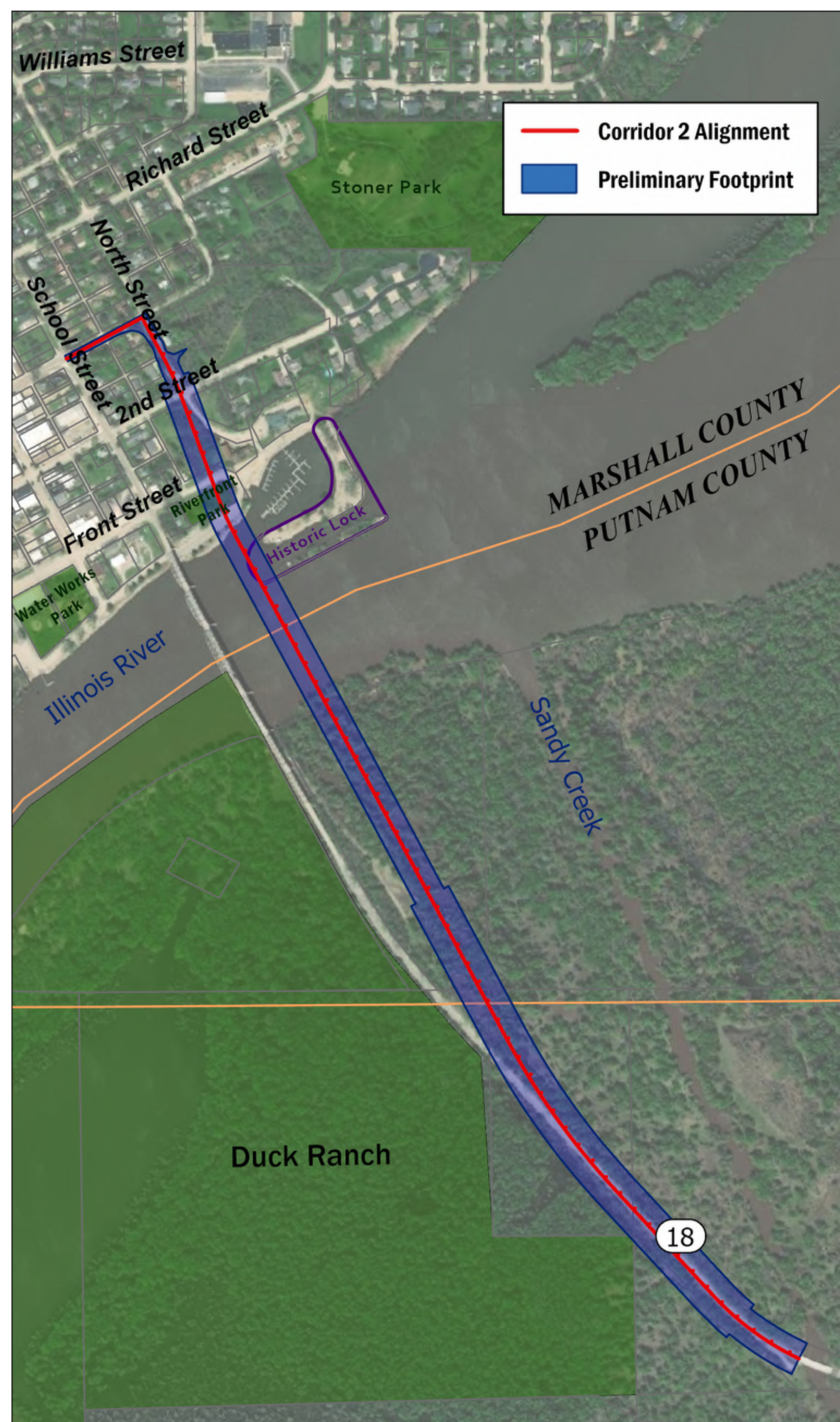
- Least favorable
 = Neutral
 + Most favorable

Alignment Corridors Retained



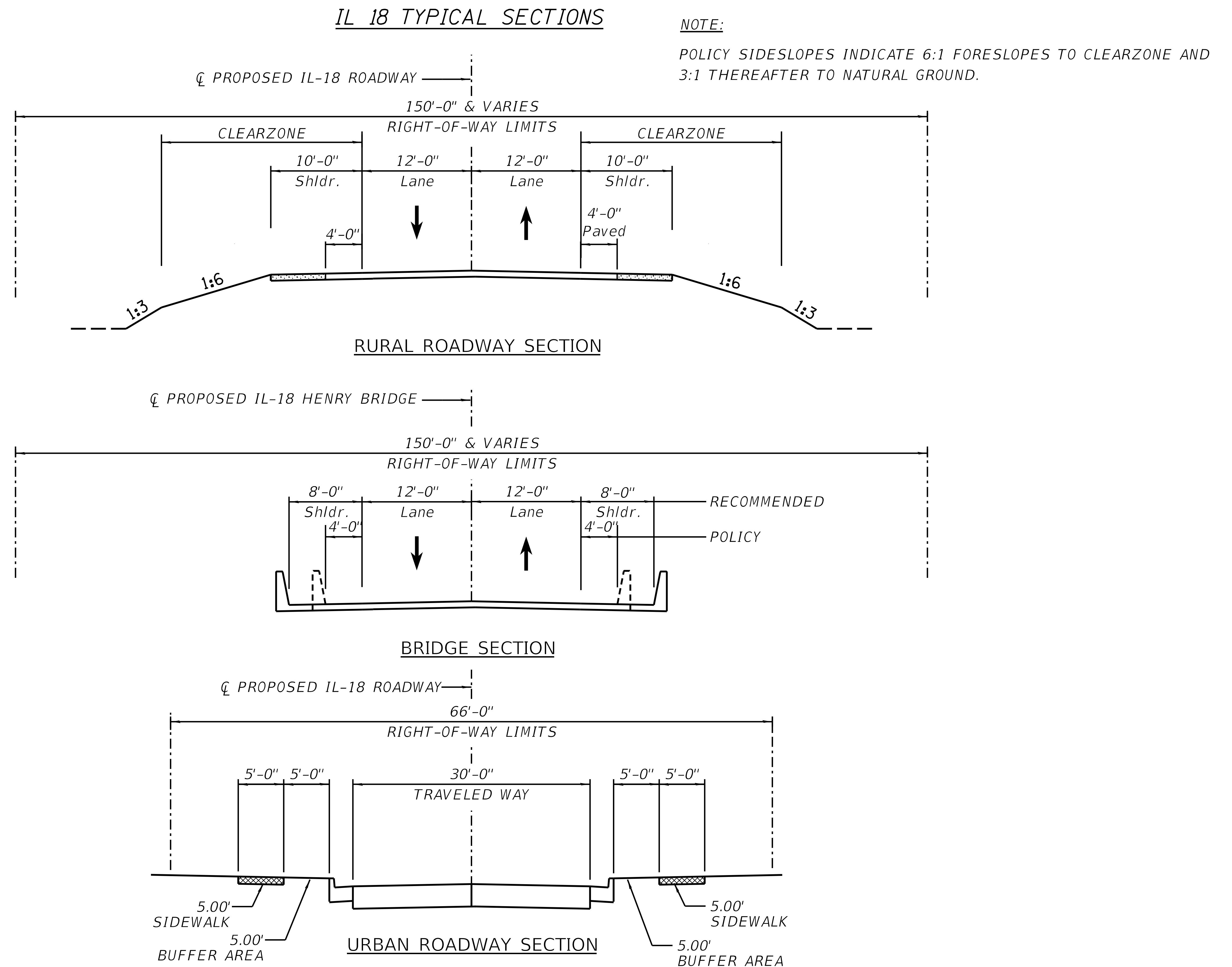
Bridge Replacement Alternative Alignments

- Remaining corridors were developed further to compare anticipated impacts.
- Development was iterative accounting for engineering constraints, community input (via the CAG), and feedback from other government entities.



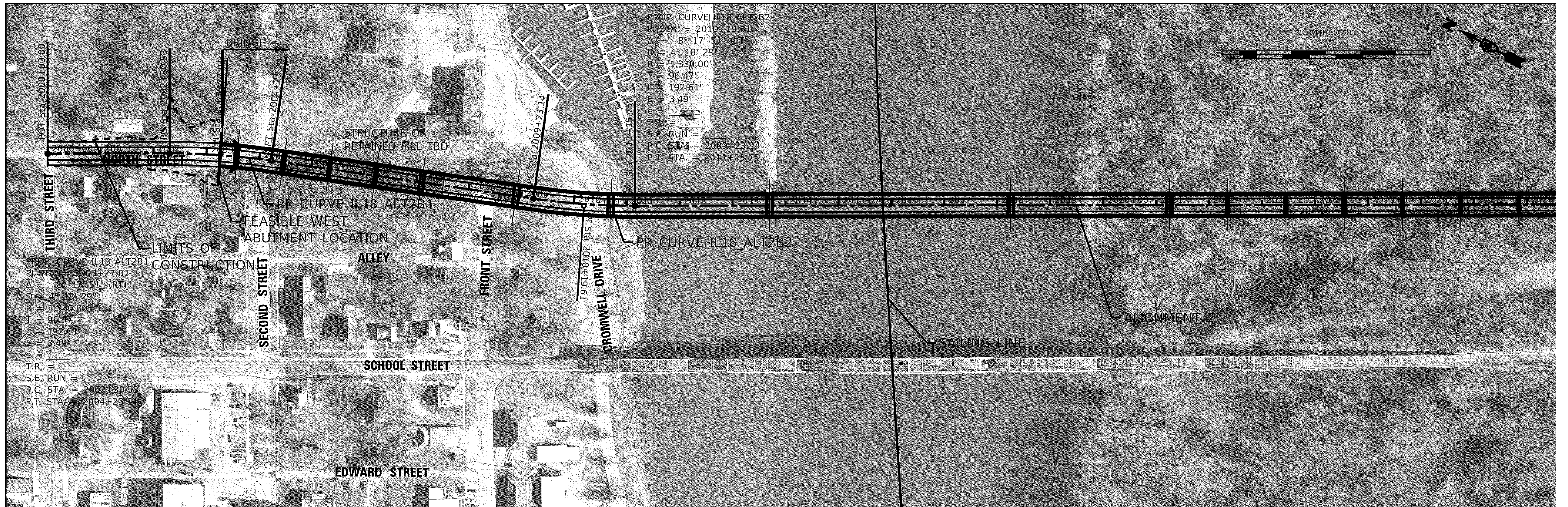
Proposed Typical Sections

- Typical sections reflect current design standards
- Along the bridge 8-foot wide shoulders provided that exceed policy requirements to accommodate large farm equipment, provide a refuge for stalled vehicles, traffic control flexibility for future bridge maintenance and improves safety for non-motorized traffic.



Alignment Corridors Plans

Corridor 2:



Corridor 3:

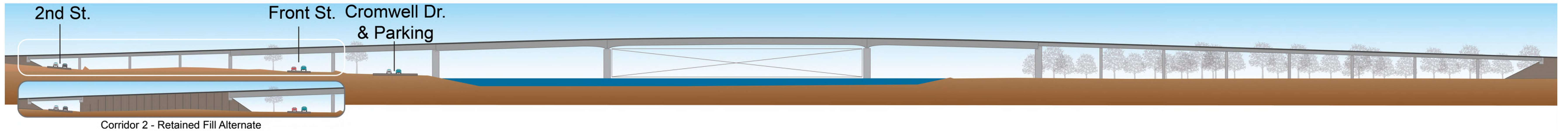


Corridor 5:



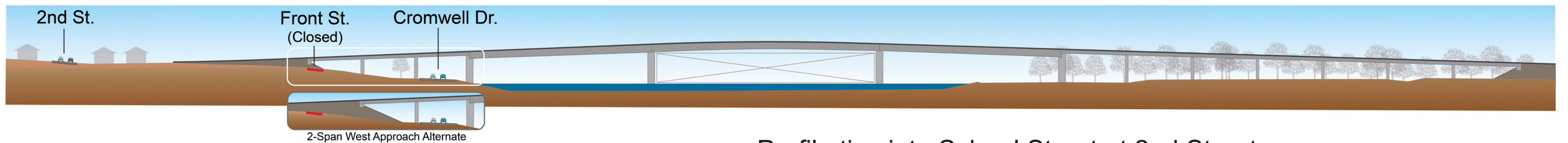
Alignment Corridors Profiles

Corridor 2:



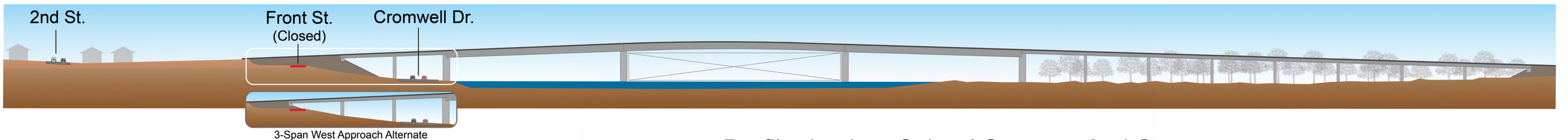
- Intersects at 3rd Street
- 3% approach grades at bridge
- Bridge spans Cromwell Drive, Front Street, and 2nd Street

Corridor 3:



- Profile ties into School Street at 2nd Street
- 3% - 4% approach grades to bridge
- Bridge spans Cromwell Drive but blocks Front Street

Corridor 5:



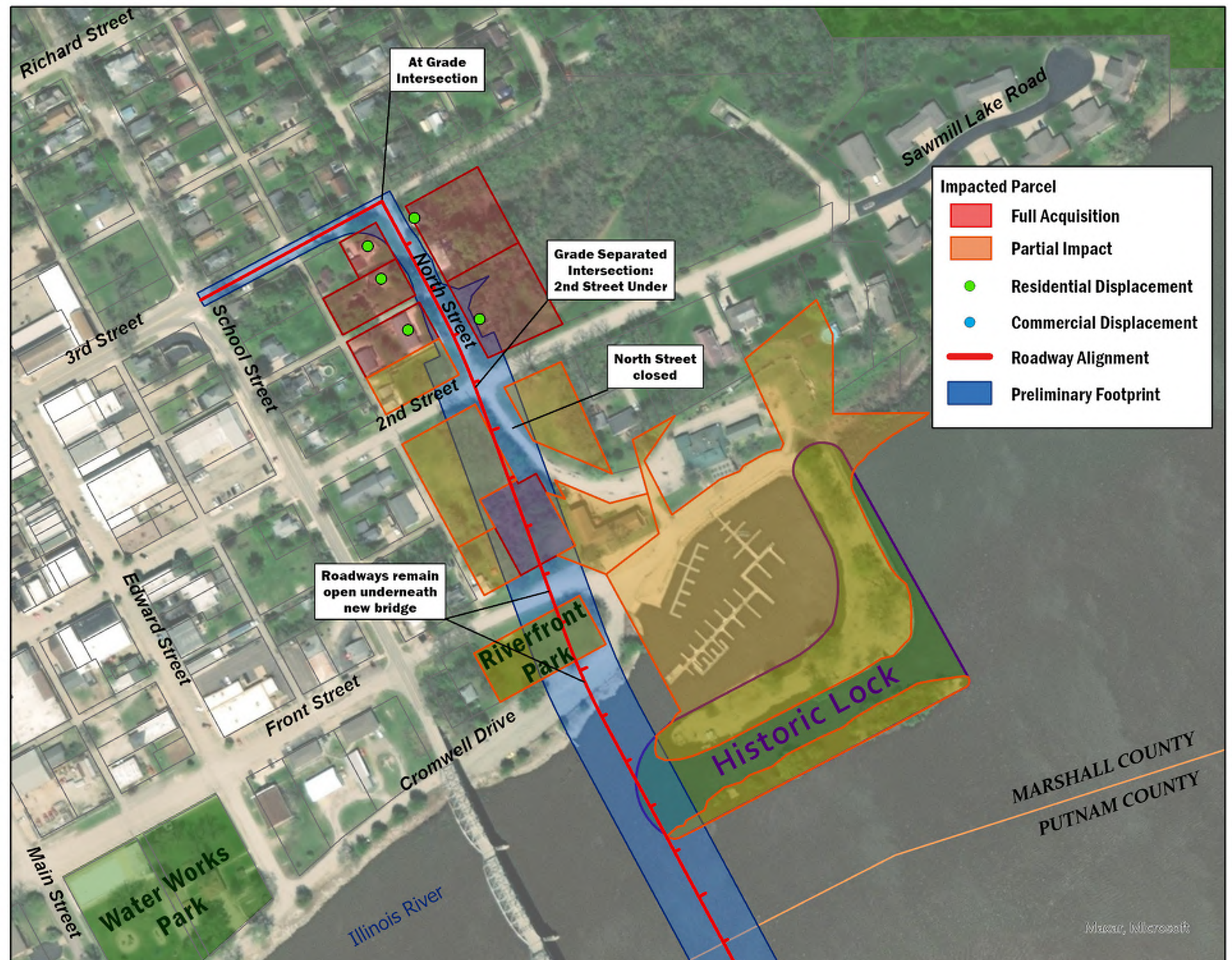
- Profile ties into School Street at 2nd Street
- 3% - 4% approach grades to bridge
- Bridge spans Cromwell Drive but blocks Front Street

Evaluation of Potential Alignment Corridors

Potential Impacts in Henry

Corridor 2 Alignment

- Street Network
 - Cromwell Drive spanned
 - Front Street spanned
 - 2nd Street spanned
 - North Street from 3rd Street to riverfront eliminated
- 13 Parcels affected
- 5 Residential Displacements
- 0 Commercial Displacements
- Revised based on CAG feedback to avoid the hotel

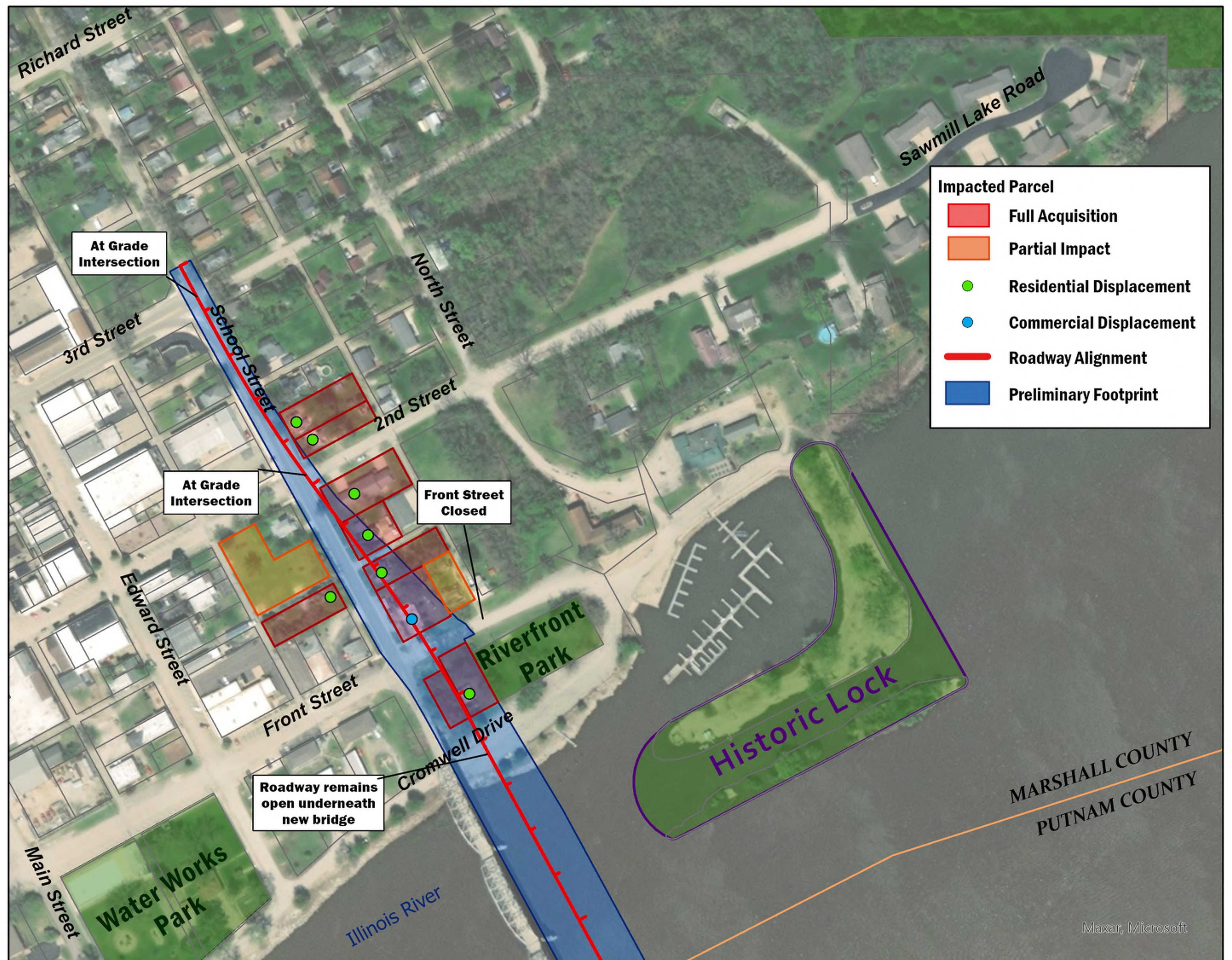


Evaluation of Potential Alignment Corridors

Potential Impacts in Henry

Corridor 3 Alignment

- Street Network
 - Cromwell Drive spanned
 - Front Street closed at new IL 18 roadway
 - New IL 18 roadway ties down at 2nd Street
 - Between Front and 2nd Streets, access eliminated on south side of new IL 18
- 10 Parcels affected
- 7 Residential Displacements
- 1 Commercial Displacements

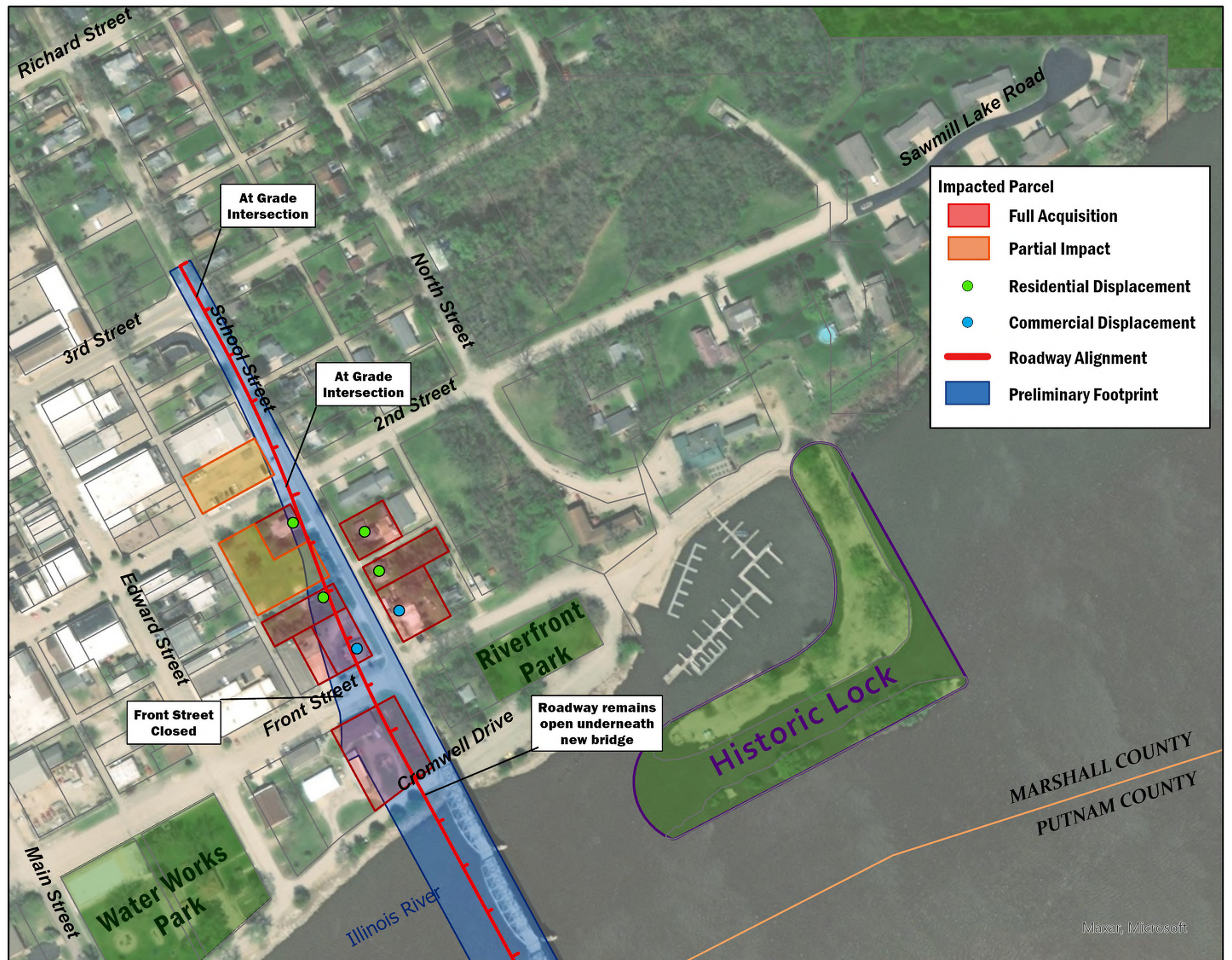


Evaluation of Potential Alignment Corridors

Potential Impacts in Henry

Corridor 5 Alignment

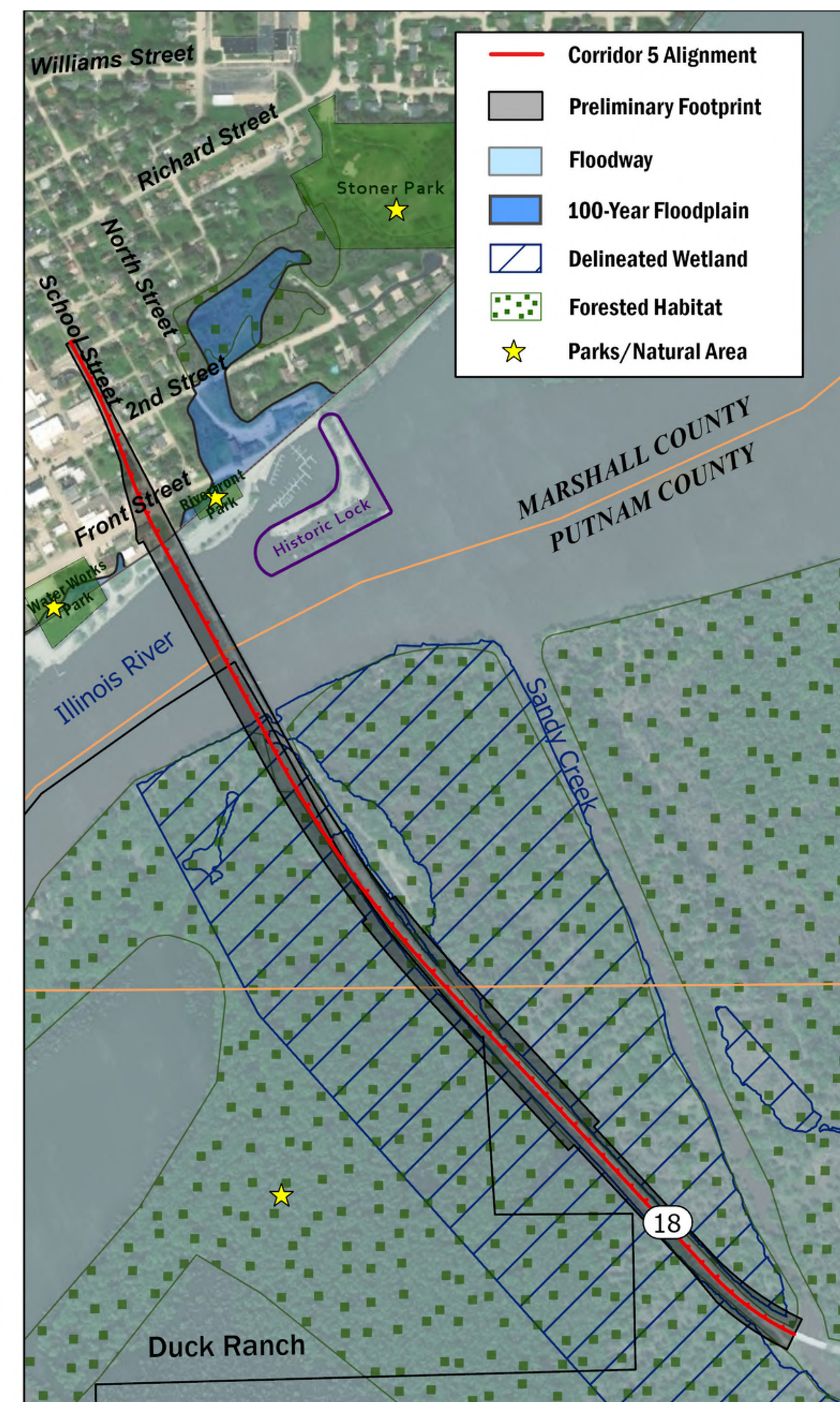
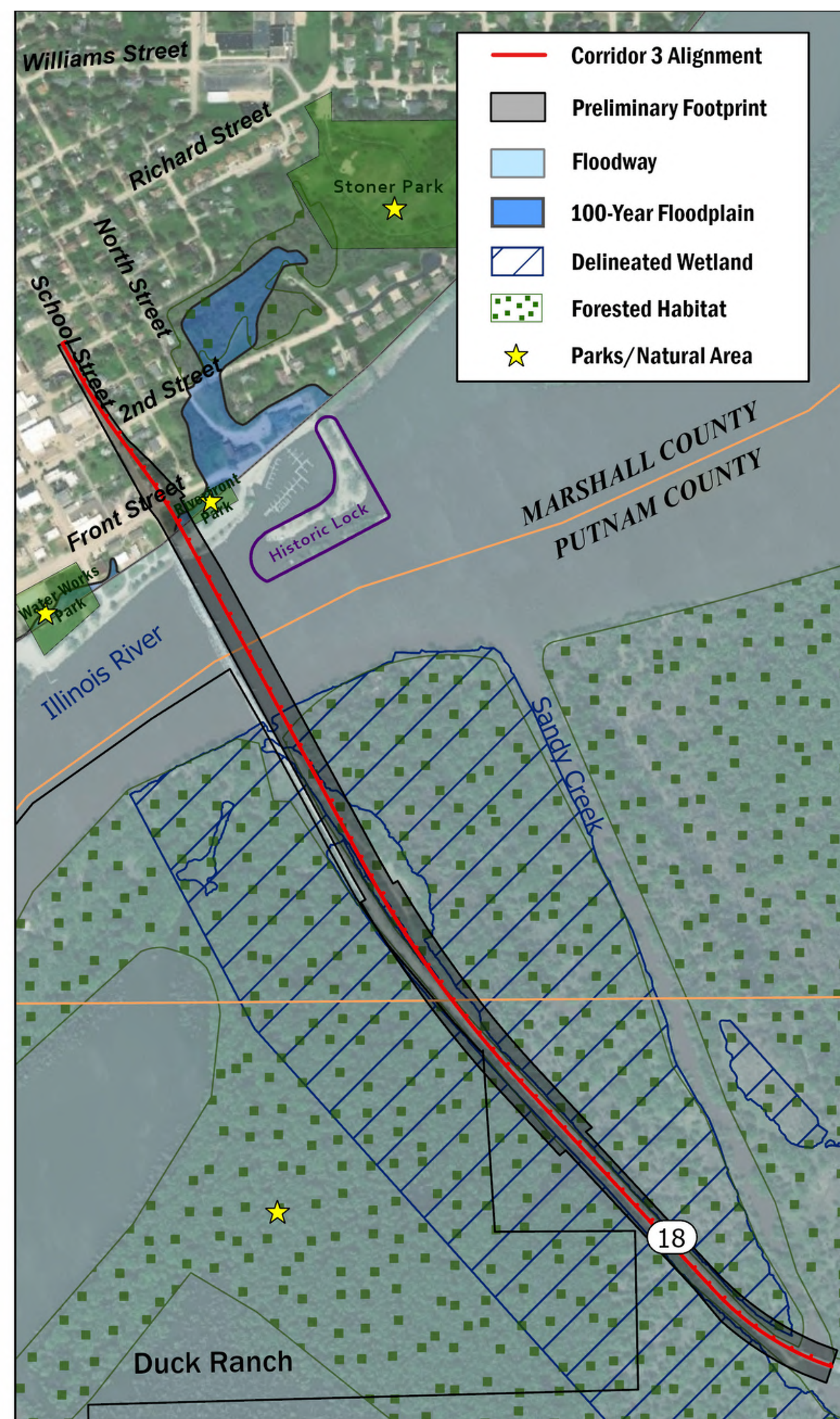
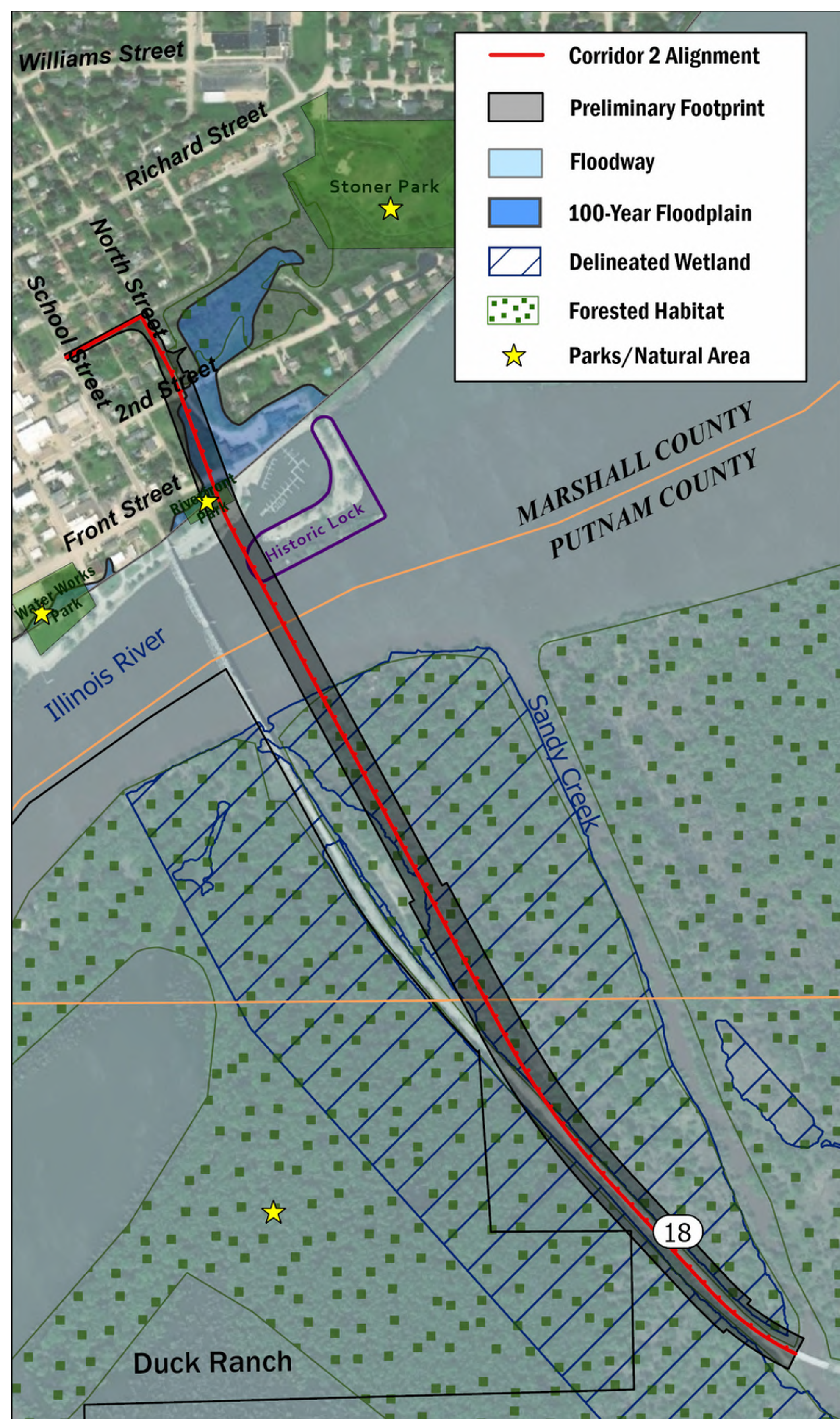
- Street Network
 - Cromwell Drive spanned
 - Front Street closed at new IL 18 roadway
 - New IL 18 roadway ties down at 2nd Street
 - Between Front and 2nd Streets, access eliminated on north side of new IL 18
- 10 Parcels affected
- 4 Residential Displacements
- 2 Commercial Displacements



Evaluation of Potential Alignment Corridors

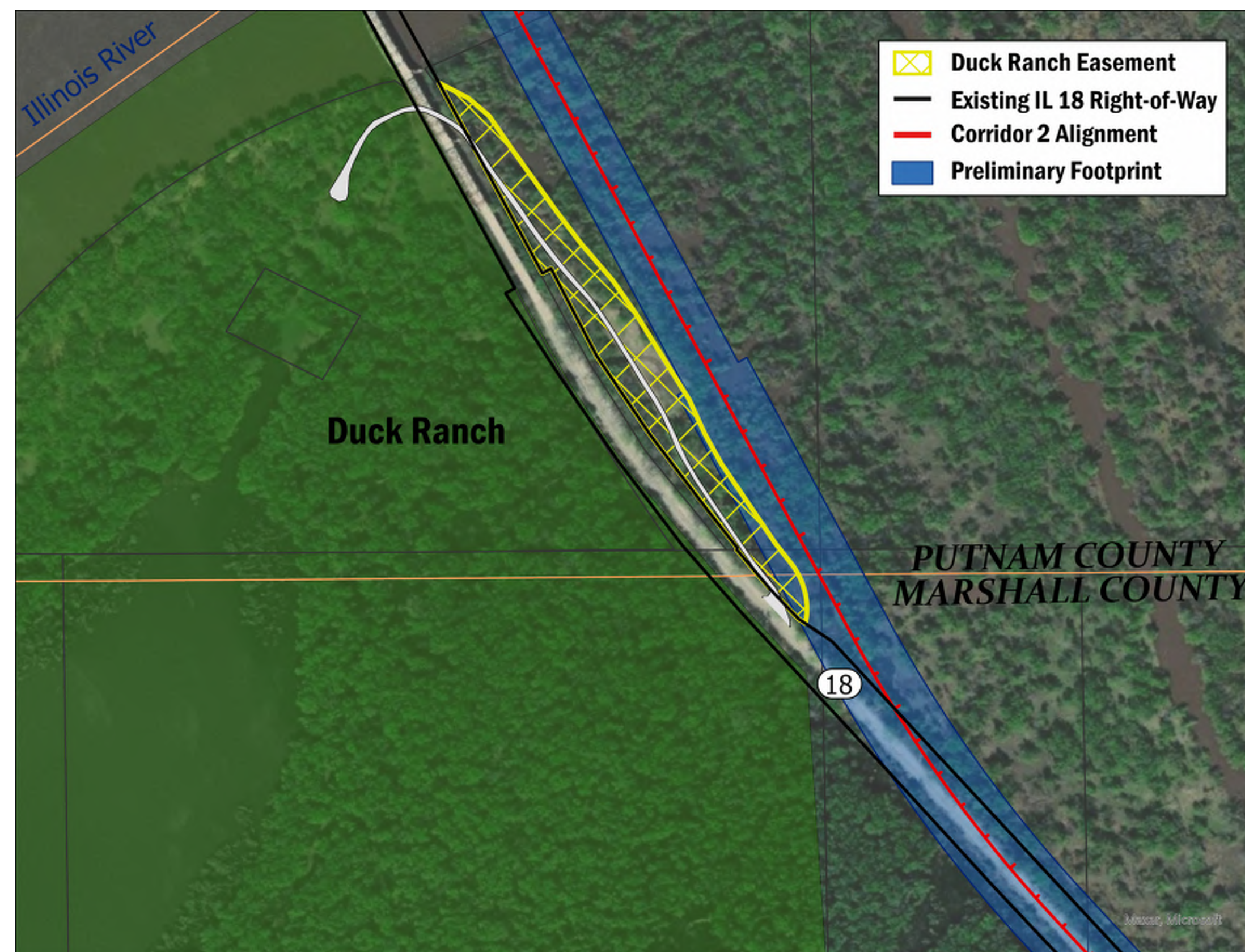
Environmental Impacts

The project alternatives are also reviewed by FHWA and federal and state environmental resource agencies to ensure environmental impacts are avoided or minimized.



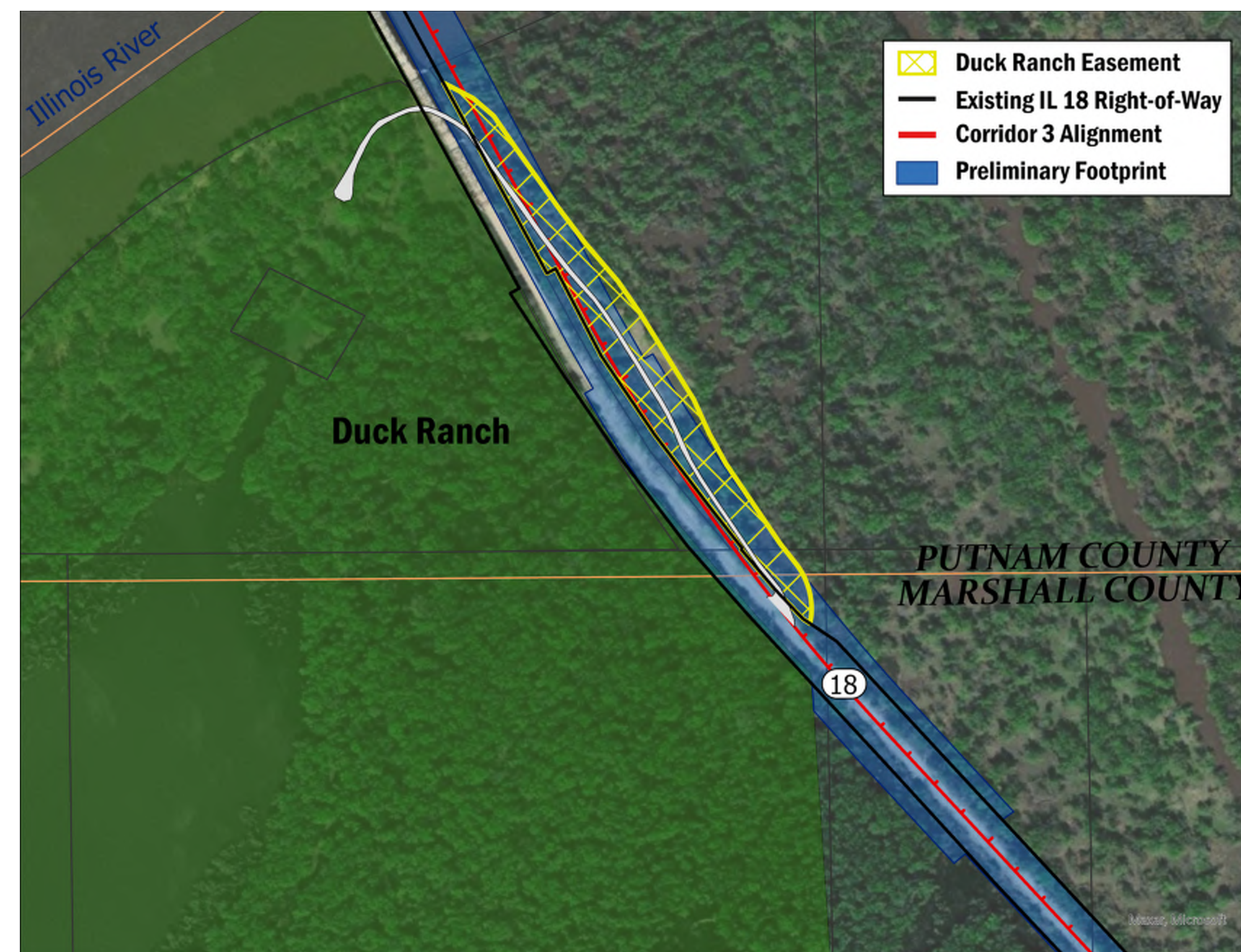
Evaluation of Potential Alignment Corridors

Summary of Impacts to Duck Ranch



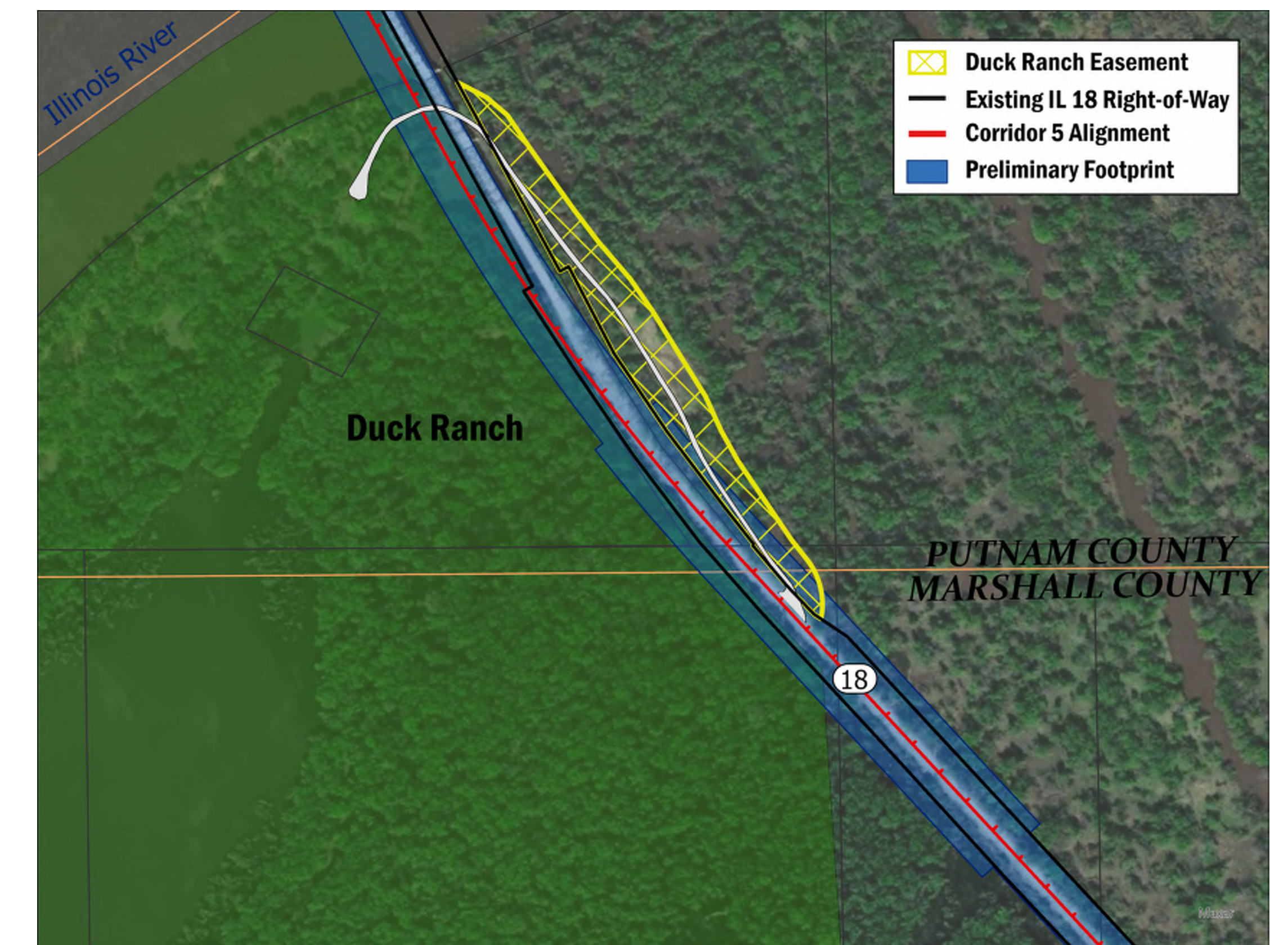
Corridor 2 Alignment

- Impact to Duck Ranch Property: 0.0 acres
- Impact to Duck Ranch Easement: 0.5 acres
- Anticipated 4(f) Impact: *De minimis*



Corridor 3 Alignment

- Impact to Duck Ranch Property: 0.0 acres
- Impact to Duck Ranch Easement: 3.3 acres
- Anticipated 4(f) Impact: *De minimis*



Corridor 5 Alignment

- Impact to Duck Ranch Property: 5.0 acres
- Impact to Duck Ranch Easement: 0.7 acres
- Anticipated 4(f) Impact: *De minimis*

IL 18 RIVER BRIDGE PROJECT

Evaluation of Potential Alignment Corridors

Summary of estimated impacts

Screening Criteria	Alternative			
	No-Build	Bridge Replacement		
		Corridor 2 Alignment	Corridor 3 Alignment	Corridor 5 Alignment
Community Issues of Importance				
Maintains traffic through downtown Henry	Yes	Yes	Yes	Yes
Existing bridge can remain open during construction	N/A	Yes	Yes	Yes
Maintains existing intersections	Yes	1 intersection eliminated	1 intersection eliminated	1 intersection eliminated
Maintains access to existing residences and businesses	Yes	Access along North St. affected	Access along Front St. affected	Access along Front St. affected
Maintains access to riverfront and recreational use	Yes	Yes	Yes	Yes
Preserves historic features of the city	Yes	No	Yes	Yes
Environmental Impacts				
Right-of-way	0 acres	33 acres	9 acres	10 acres
Residential Displacements	0	5	7	4
Commercial Displacements	0	0	1	2
Historic Section 106/4(f) Resources	0	2 (IL 18 Bridge, Historic Lock)	1 (IL 18 Bridge)	1 (IL 18 Bridge)
Recreational Section 4(f) Resources	0	2 (Duck Ranch, Riverfront Park)	1 (Duck Ranch)	1 (Duck Ranch)
Floodway	0.0 acres	12.6 acres	12.1 acres	11.2 acres
Floodplain	0.0 acres	0.0 acres	0.0 acres	0.0 acres
Wetlands	0.0 acres	7.7 acres	3.8 acres	4.2 acres
Forested Habitat	0.0 acres	12.3 acres	8.5 acres	6.8 acres
Special Waste Sites	0	3	5	7
Farmland	0 acres	0 acres	0 acres	0 acres
Water Supply Wells	0	0	0	0
Environmental Justice Communities	0	0	0	0
Section 6(f)/OSLAD	0	0	0	0
Threatened/Endangered Species	0	0	0	0
Cost				
Estimated Construction Cost	N/A	\$105.8M	\$81.1M	\$79.0M
Alternative Carried Forward or Eliminated	Carried Forward	Eliminated	Carried Forward	Carried Forward

- Corridor 2 was eliminated from further consideration with consensus from the CAG.

- No-Build and the Corridor 3 and Corridor 5 alignments retained as Alternatives Carried Forward for more detailed evaluation.

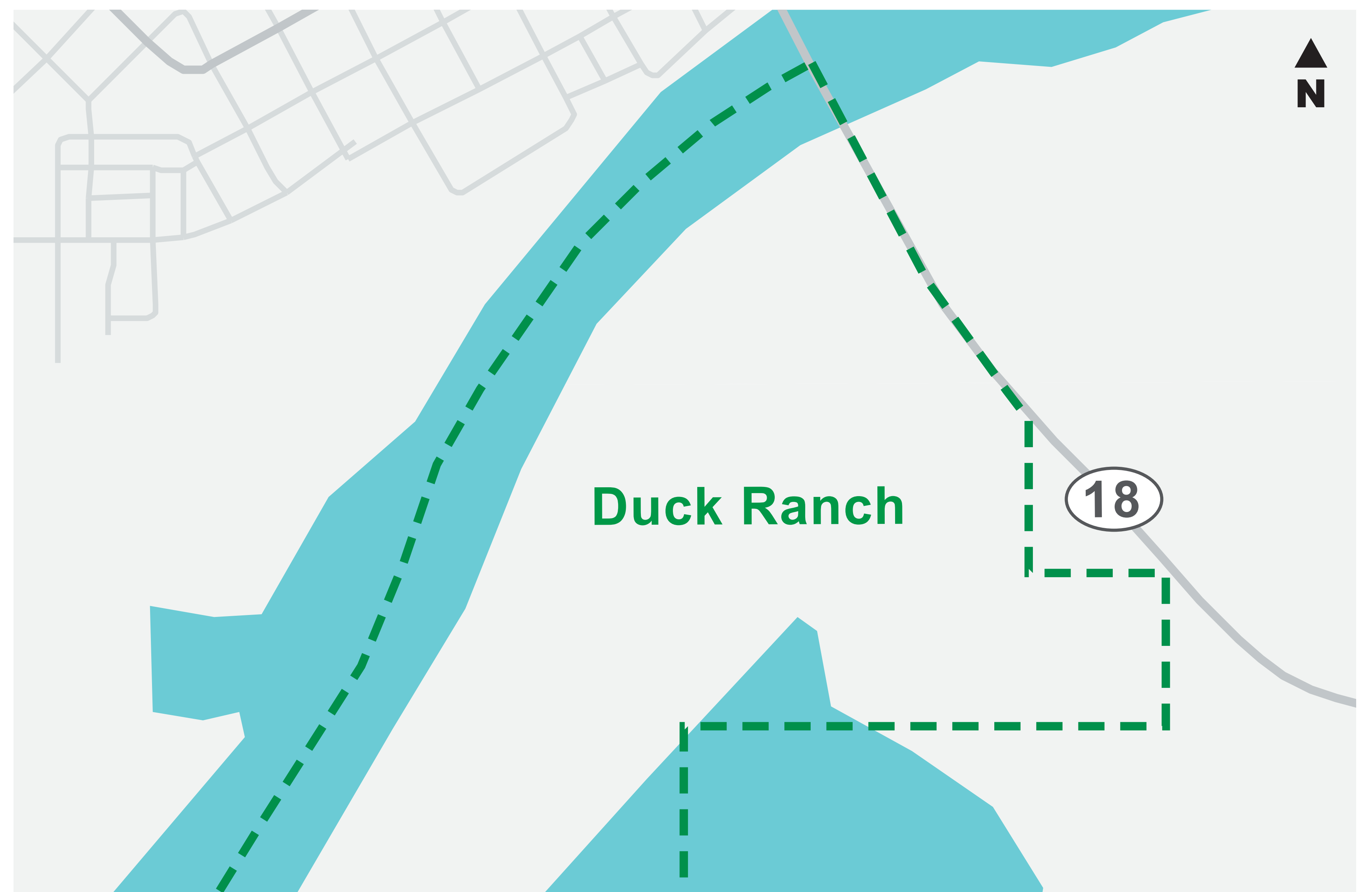
Section 106 and Section 4(f)

Section 106 of the National Historic Preservation Act

- Consider the effects of federally funded projects on historic properties
- Identify historic properties, assess the effects and explore alternatives to avoid, minimize, or mitigate adverse effects

Section 4(f) Properties

- Publicly-owned public parks, recreational areas of national, state, or local significance, wildlife or waterfowl refuges; or lands from a historic site of national, state, or local significance
- Determine that there is no feasible and prudent alternative to avoid the Section 4(f) properties
- Includes all possible planning to minimize harm to the Section 4(f) properties

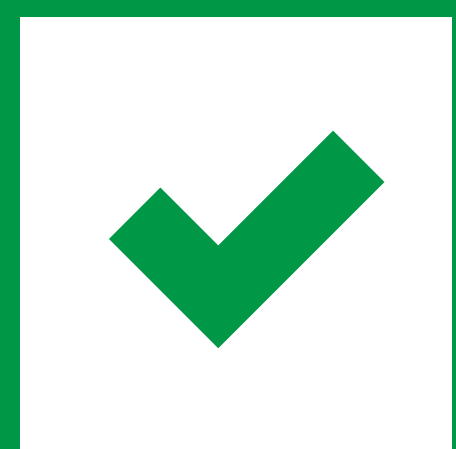


Example: Duck Ranch owned by the Illinois Department of Natural Resources is a Section 4(f) property

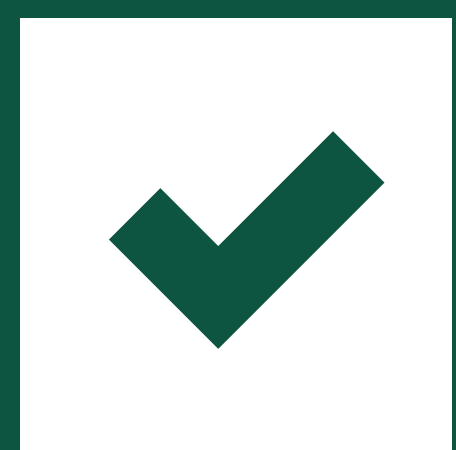
Land Acquisition



Phase I Study will identify project location, construction limits, and right-of-way needs

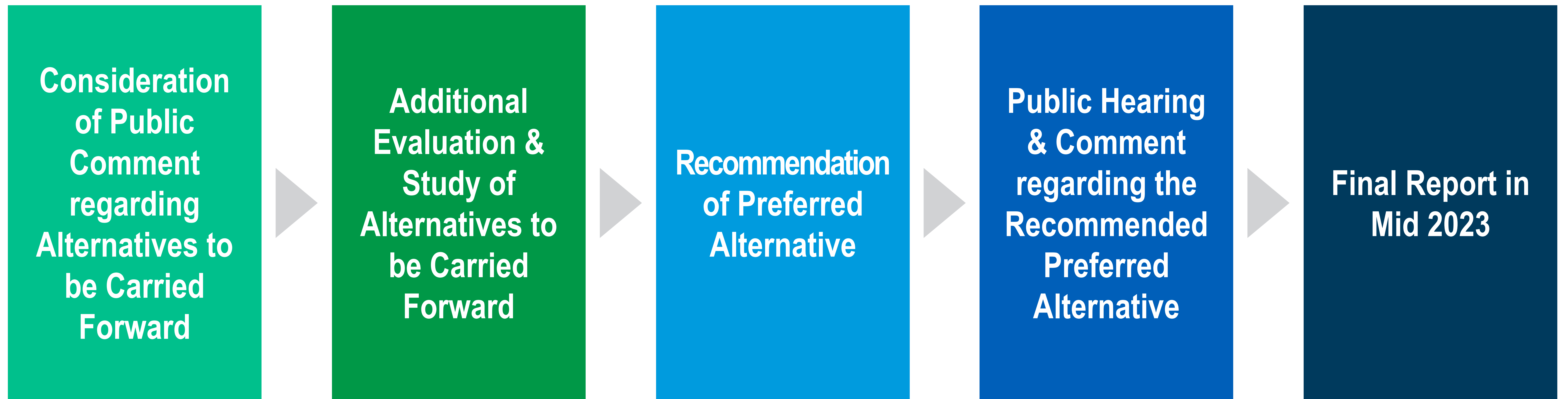


Land acquisition cannot begin until Phase I study is approved



Land acquisition follows federal regulations and offers are based on Fair Market Value

Alternatives to be Carried Forward - Next Steps

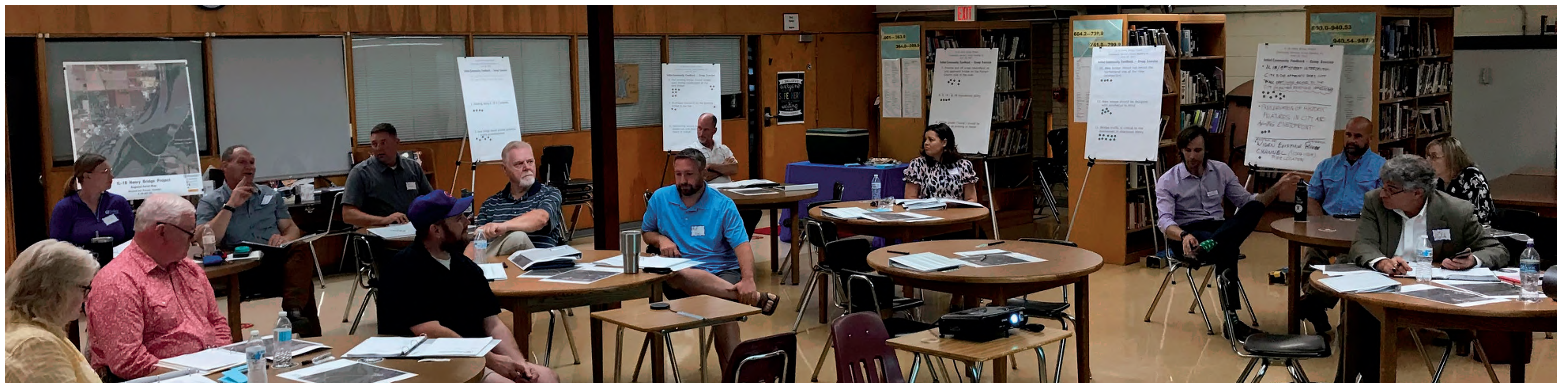


Comments received by July 27th become part of the public record

This will document the selection of the Preferred Alternative

Public Involvement Activities

- **Stakeholder Meetings** – One-on-one meetings with stakeholders
- **Context Audit** – Survey to identify characteristics that define the project
- **Community Advisory Group** – Small group of local stakeholders
- **Public Meetings** – Large meetings open to the public to gather input and to provide updates on the project (2 meetings)
- **Public Hearing** – Large meeting open to the public to present the environmental document and the preferred alternative and to receive comments (1 meeting)
- **Project Website** – www.IL18RiverBridgeProject.com



Opportunities for Participation



Public Meeting #2 – June 29, 2022

- Comments received through July 27th become part of the public meeting record



Future Public Hearing to Present Preferred Alternative



IL18RiverBridgeProject.com

- Public comment
- Study news, reports, and information
- Subscribe for updates