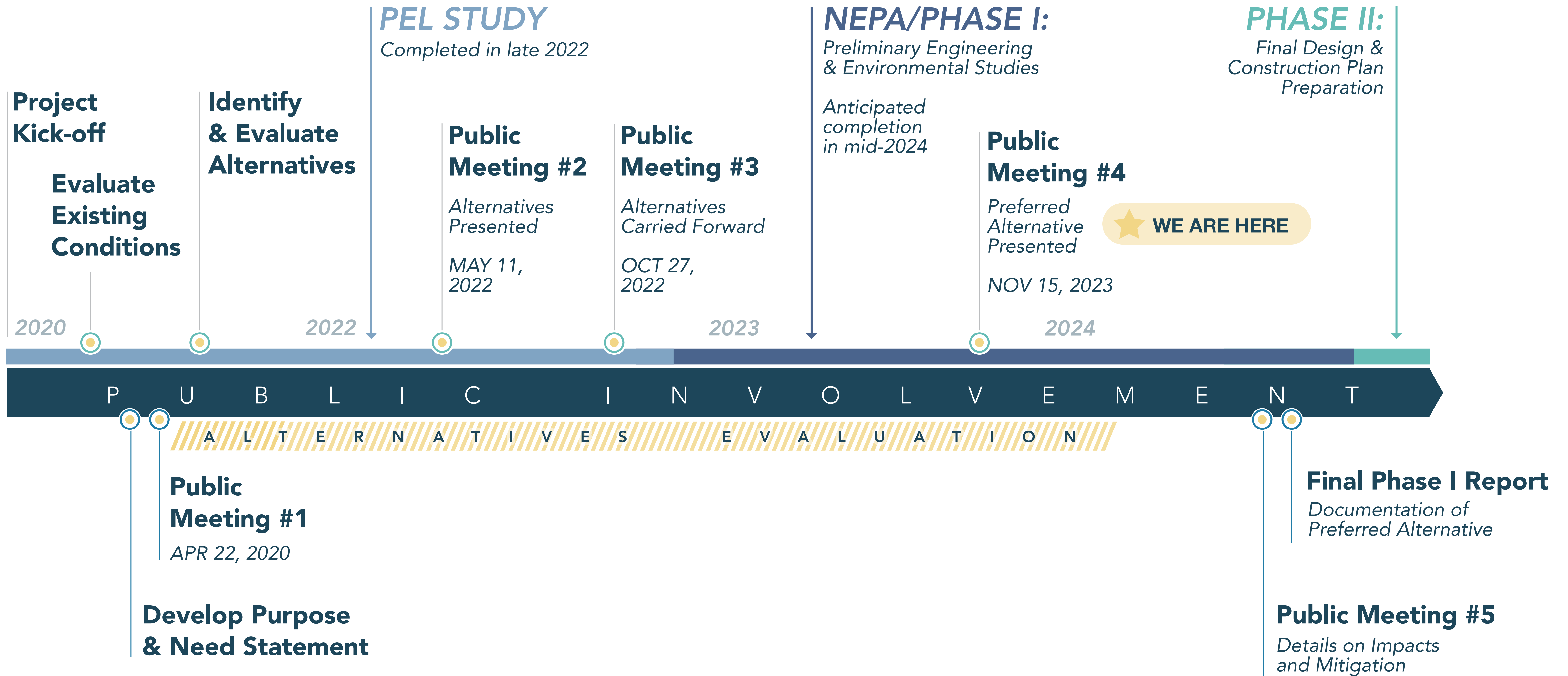
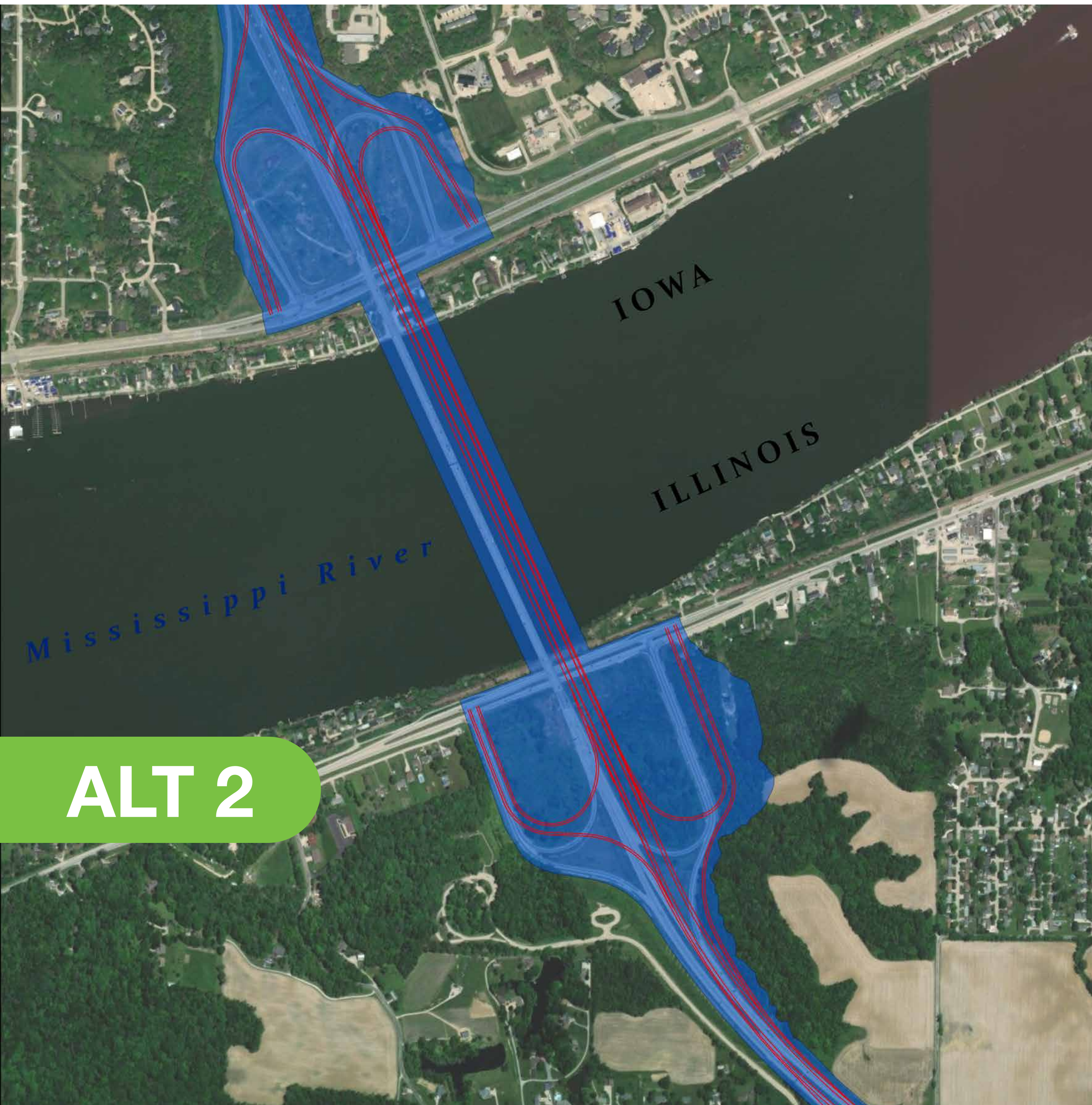


# Study Timeline

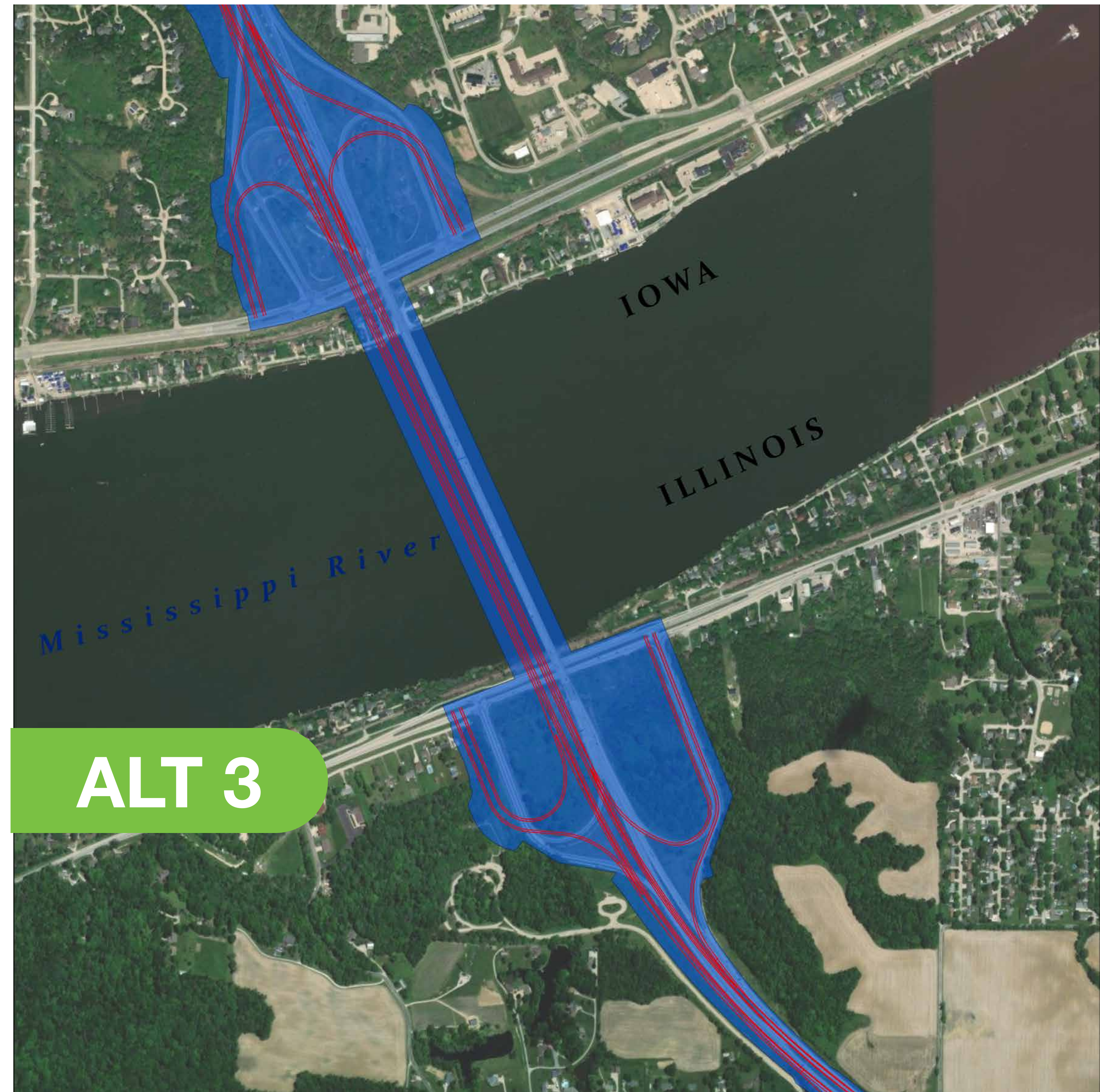


# Mississippi River Bridge Alternatives

Recommended to be Carried Forward at Public Meeting #3



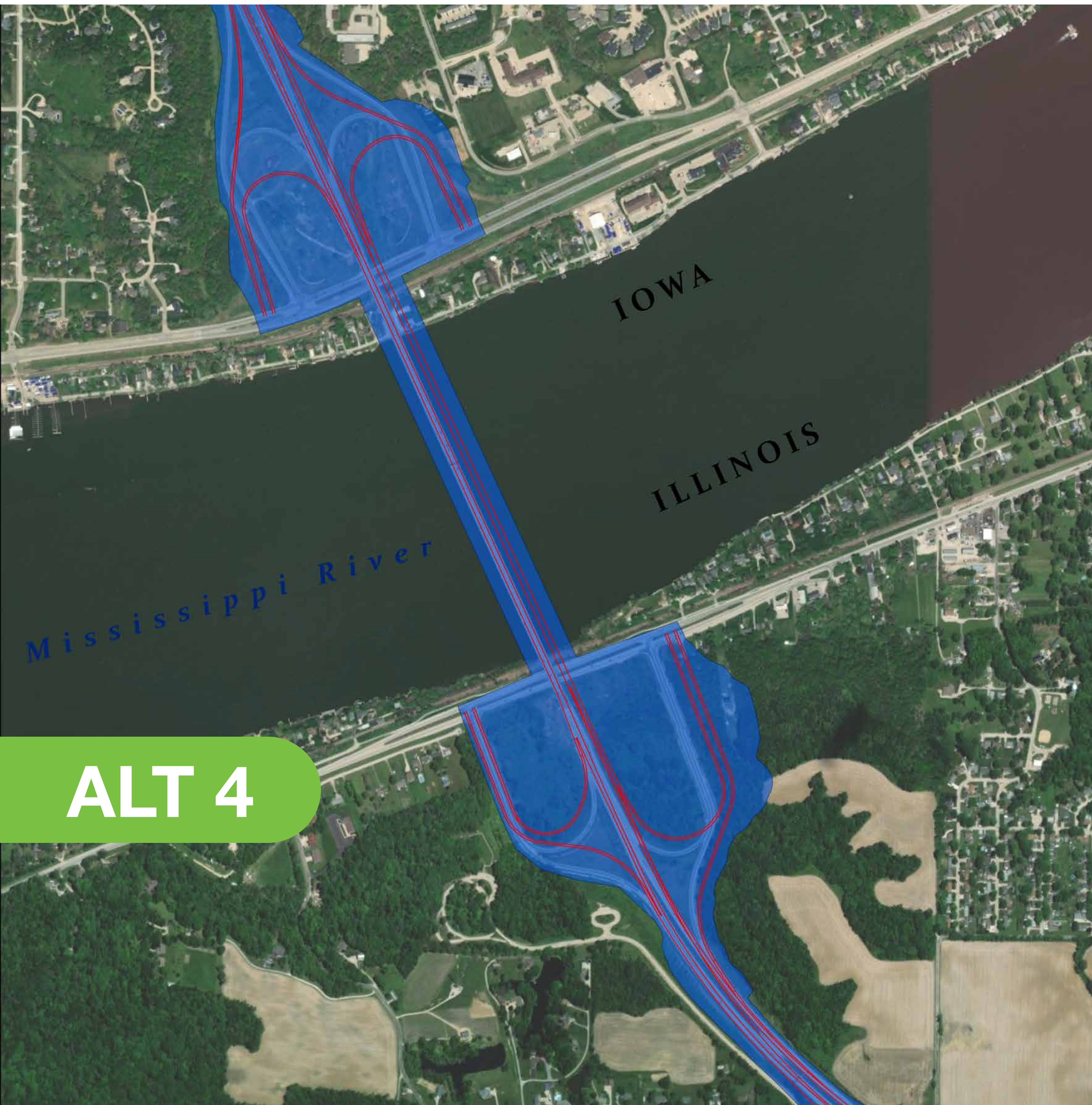
Bridge Replacement East



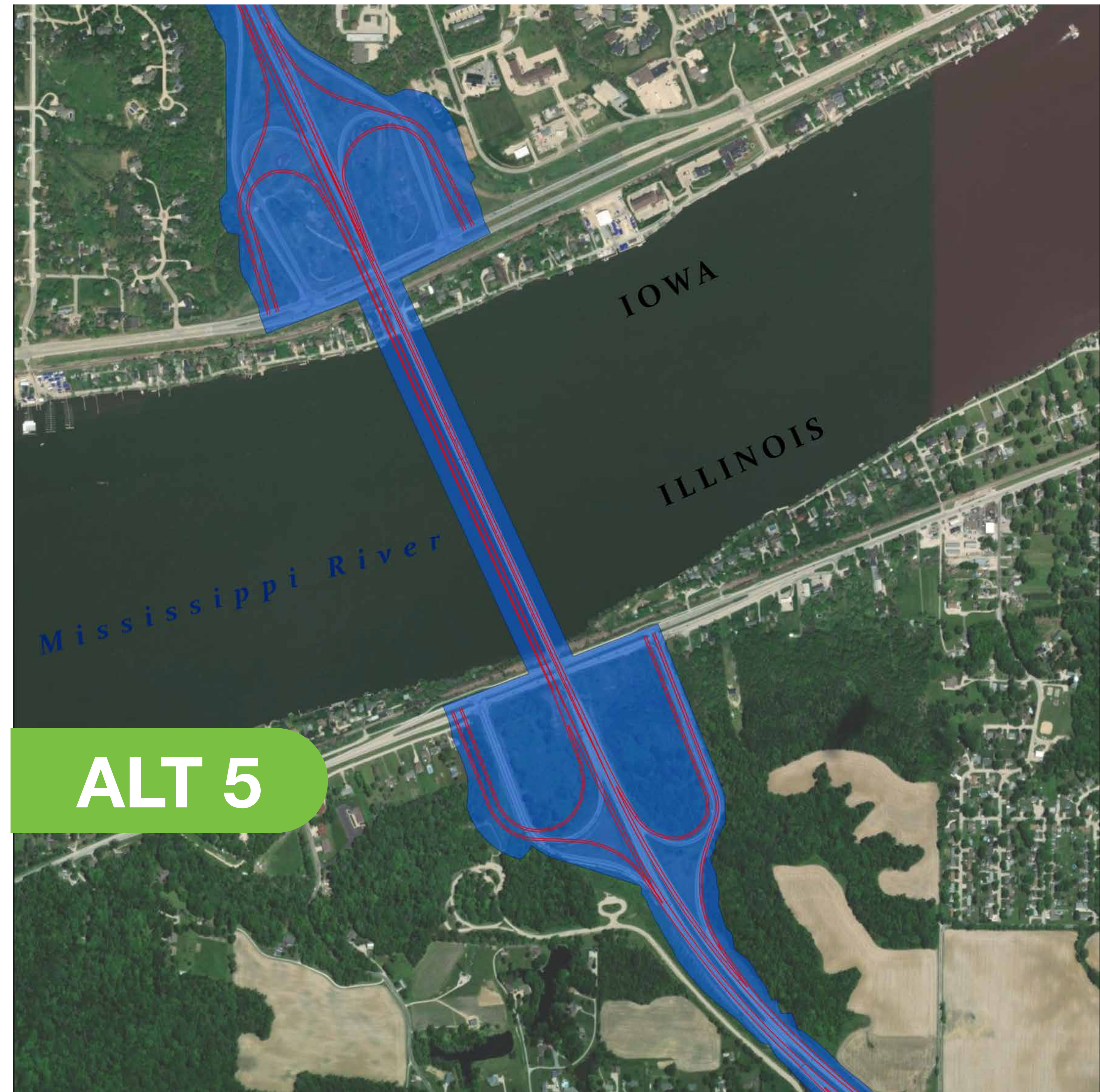
Bridge Replacement West

# Mississippi River Bridge Alternatives

Recommended to be Carried Forward at Public Meeting #3



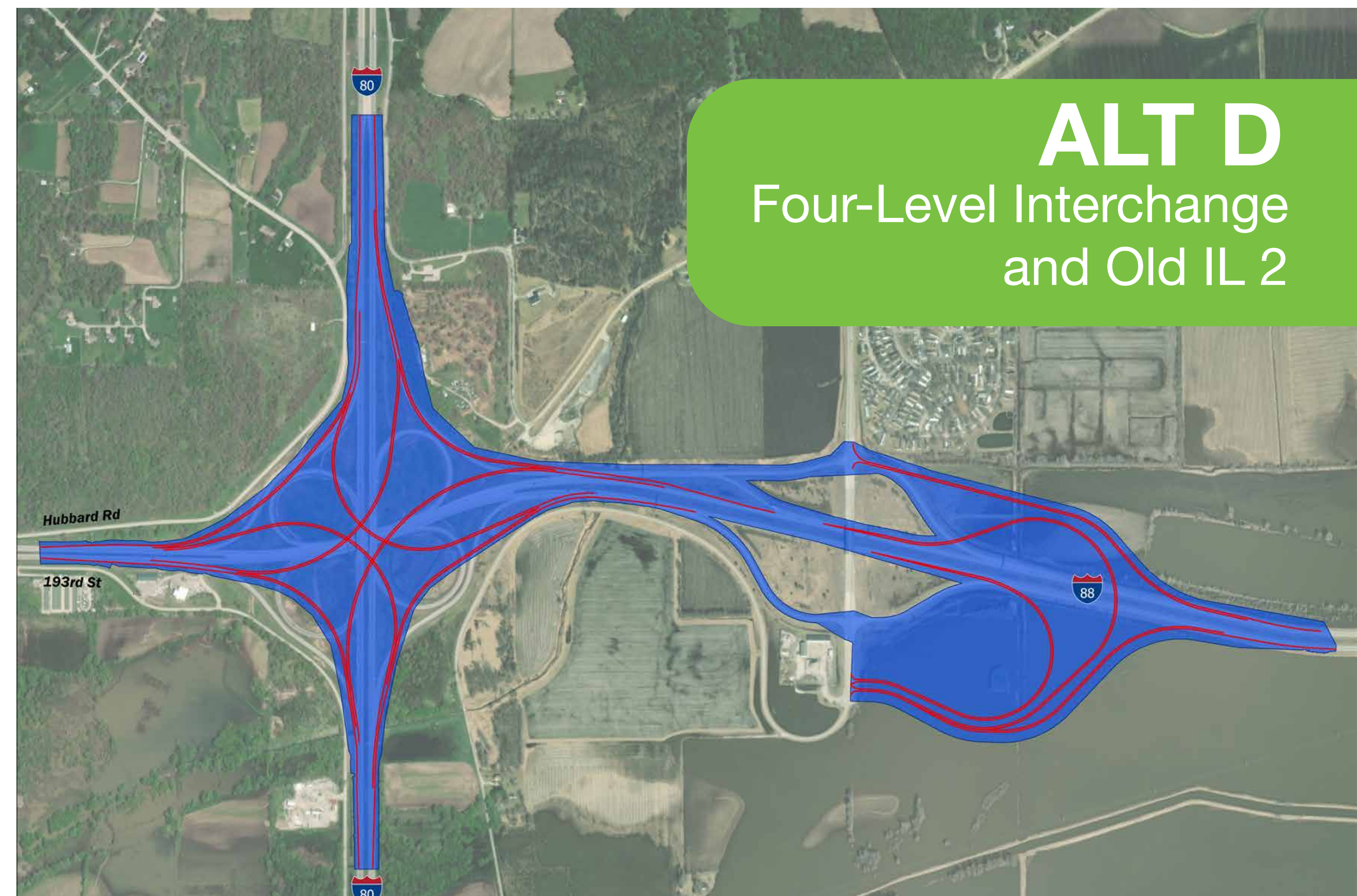
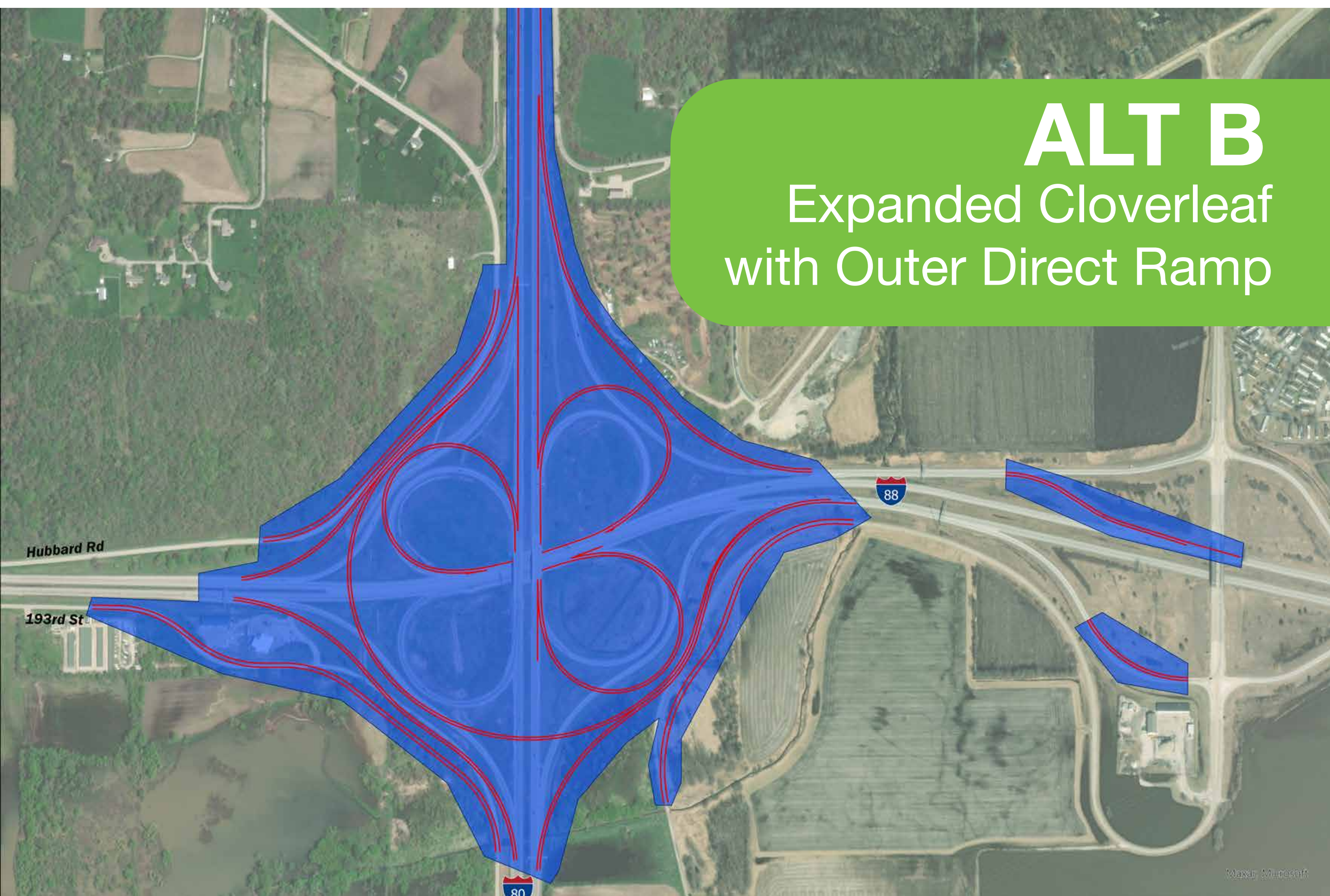
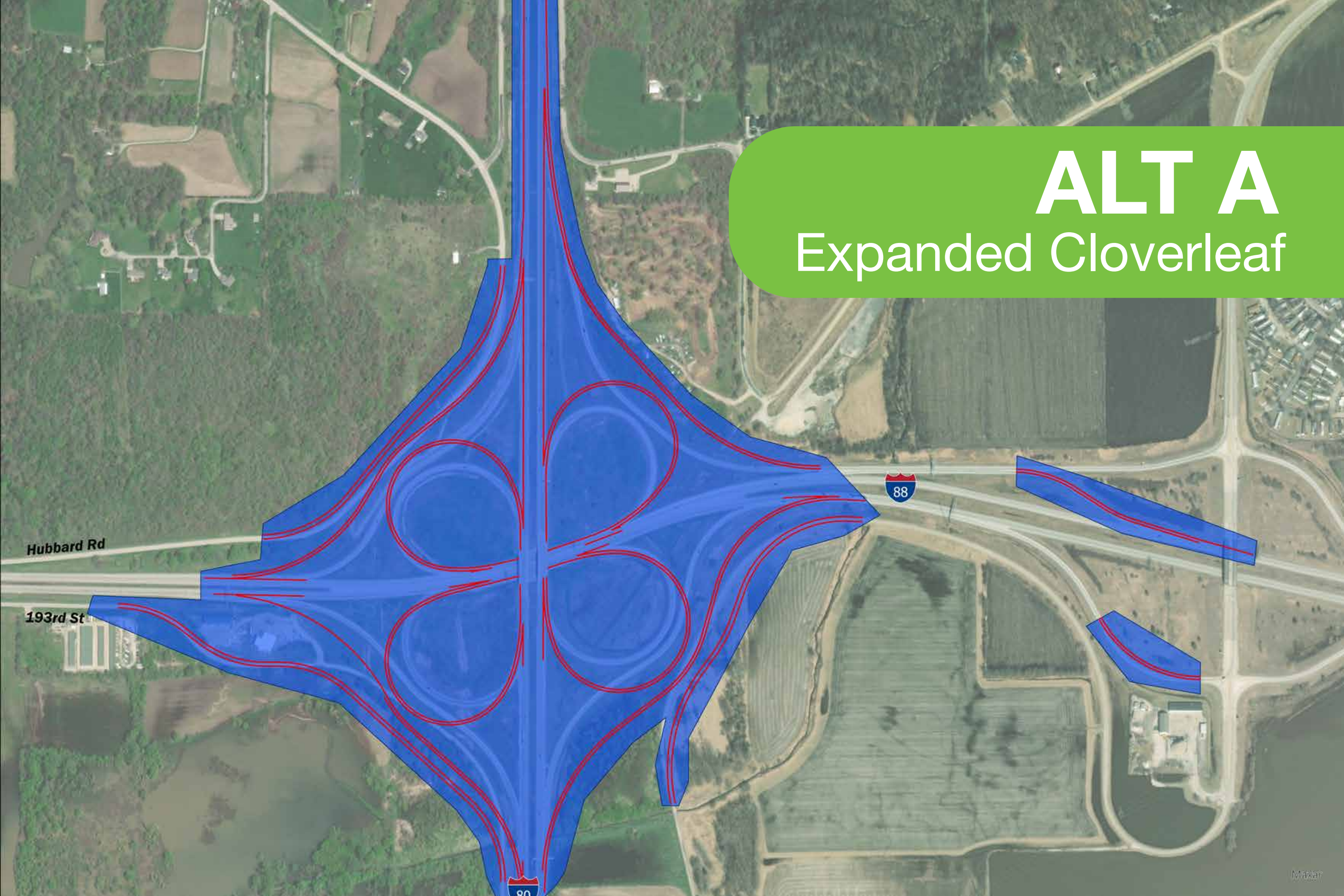
Companion Bridge East



Companion Bridge West

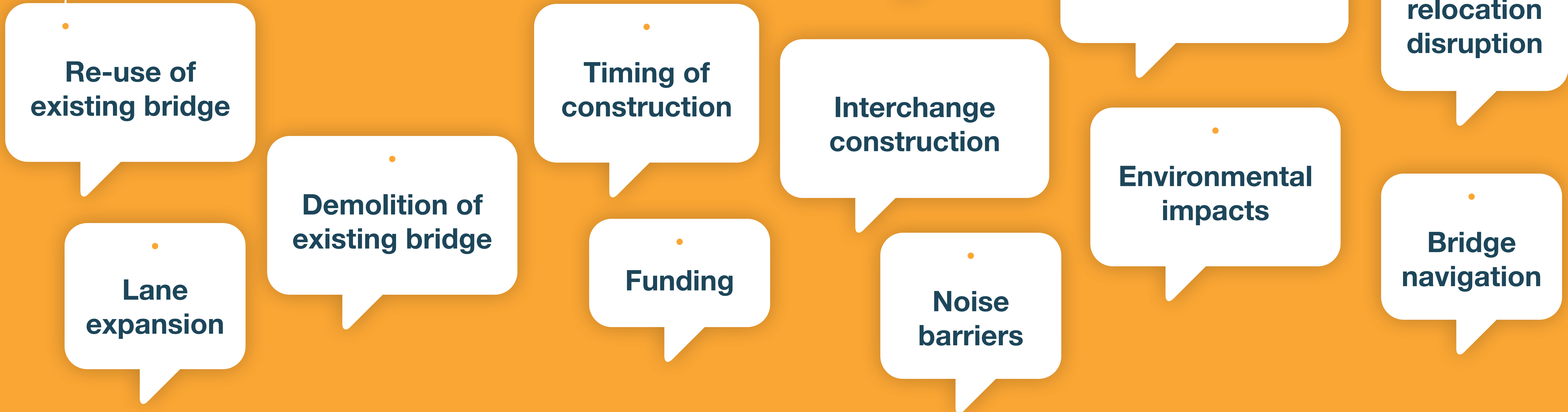
# I-88 Interchange Alternatives

Recommended to be Carried Forward at Public Meeting #3



# What we heard at public meeting #3

125 total questions and comments submitted during Public Meeting Comment Period



# Since Public Meeting #3



**Additional engineering development**

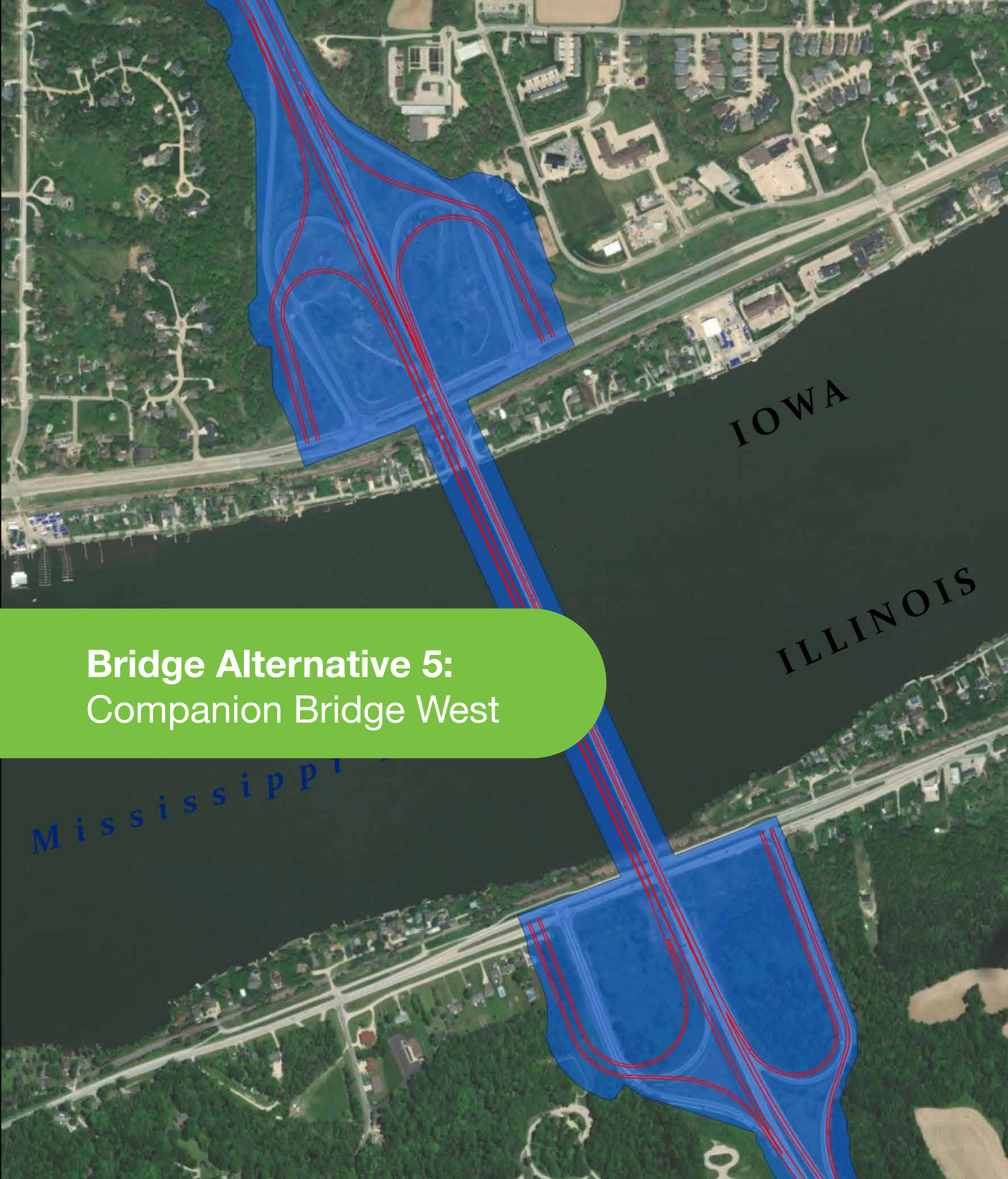


**More detailed evaluation of potential environmental impacts**

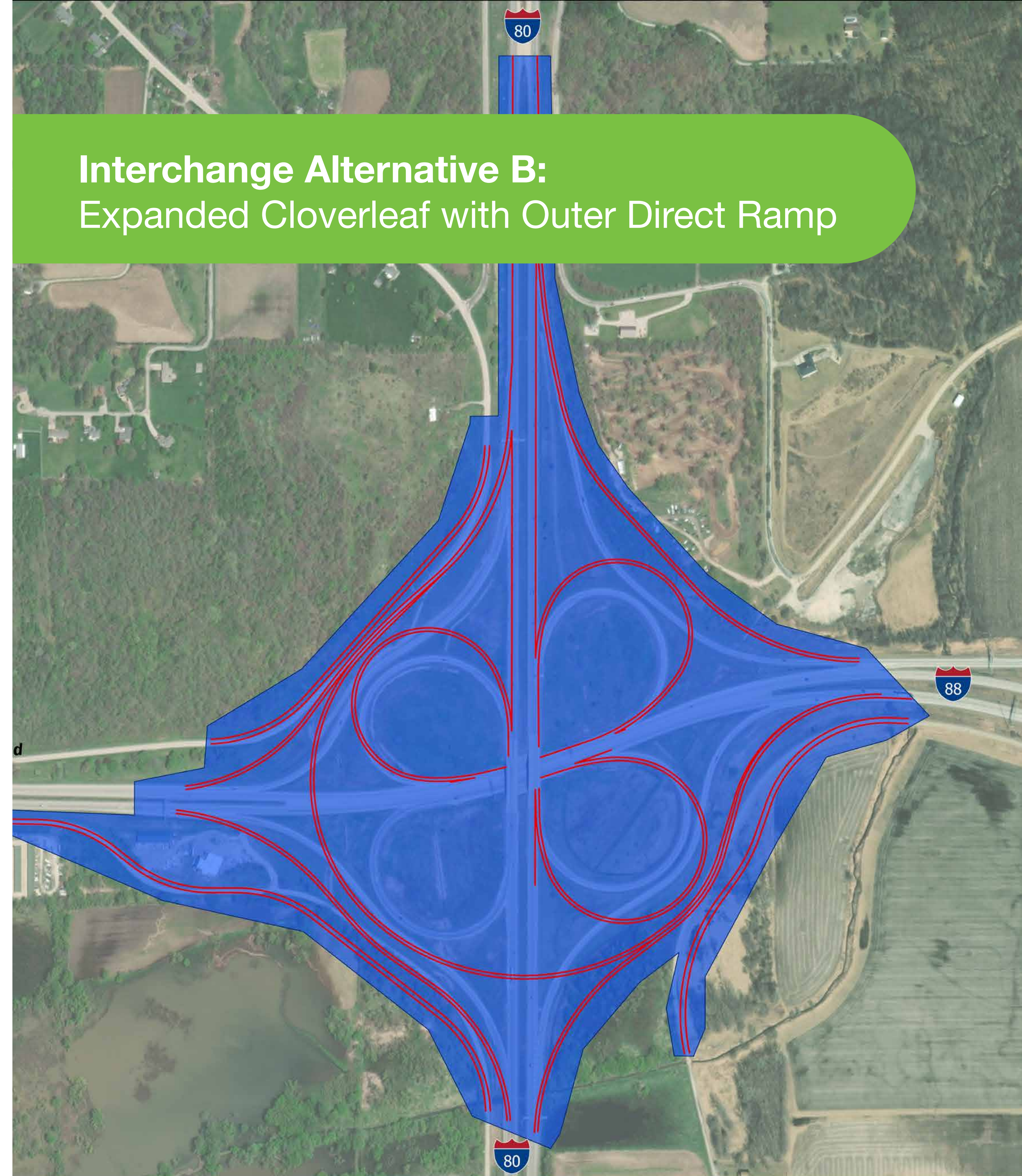


**Evaluation of alternatives carried forward based on established criteria:**

- Environmental impacts
- Constructability and maintenance of traffic
  - Construction costs



**Bridge Alternative 5:**  
Companion Bridge West



**Interchange Alternative B:**  
Expanded Cloverleaf with Outer Direct Ramp

Based on this evaluation, the Preferred Alternative is **Alternative 5** and **Alternative B**

# Mississippi River Bridge Alternatives

<b>Environmental Impacts</b>	<b>ALT 2</b>	<b>ALT 3</b>	<b>ALT 4</b>	<b>ALT 5</b>
Residential Relocations (number)	<b>6</b>	<b>3</b>	<b>5</b>	<b>2</b>
Commercial Relocations (number)	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
Residential Parcels Impacted - Non-Relocations (number)	<b>5</b>	<b>10</b>	<b>5</b>	<b>8</b>
Commercial Parcels Impacted - Non-Relocations (number)	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>
Right-of-Way (acres)	<b>23</b>	<b>17</b>	<b>13</b>	<b>14</b>
Delineated Wetlands (acres)	<b>1.20</b>	<b>0.81</b>	<b>0.99</b>	<b>0.66</b>
Streams (number/linear feet)	<b>7/6,348</b>	<b>7/7,948</b>	<b>7/5,998</b>	<b>7/6,155</b>
Floodplain (number/acres)	<b>3/11</b>	<b>3/13</b>	<b>3/9</b>	<b>3/11</b>
Floodways (number/acres)	<b>2/28</b>	<b>2/31</b>	<b>2/22</b>	<b>2/22</b>
Threatened and Endangered Species (number)	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>
Forested Habitat (acres)	<b>37</b>	<b>33</b>	<b>33</b>	<b>28</b>
Public Parks / Recreational Areas / Section 4(f) Resources (number) (i.e., Great River Trail)	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
Impacts Mississippi Rapids Rest Area (Yes/No)	<b>No</b>	<b>Yes</b>	<b>No</b>	<b>Yes</b>
Historic and Archaeological Resources / Section 106 Resources (number)	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
Special/Hazardous Waste Sites (number)	<b>8</b>	<b>6</b>	<b>7</b>	<b>7</b>
Prime Farmland Soils (acres)	<b>17</b>	<b>17</b>	<b>10</b>	<b>13</b>
Community Facilities and Services (number)	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Environmental Justice Populations (number of EJ census block groups)	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>



# Constructability & Maintenance of Traffic & Cost



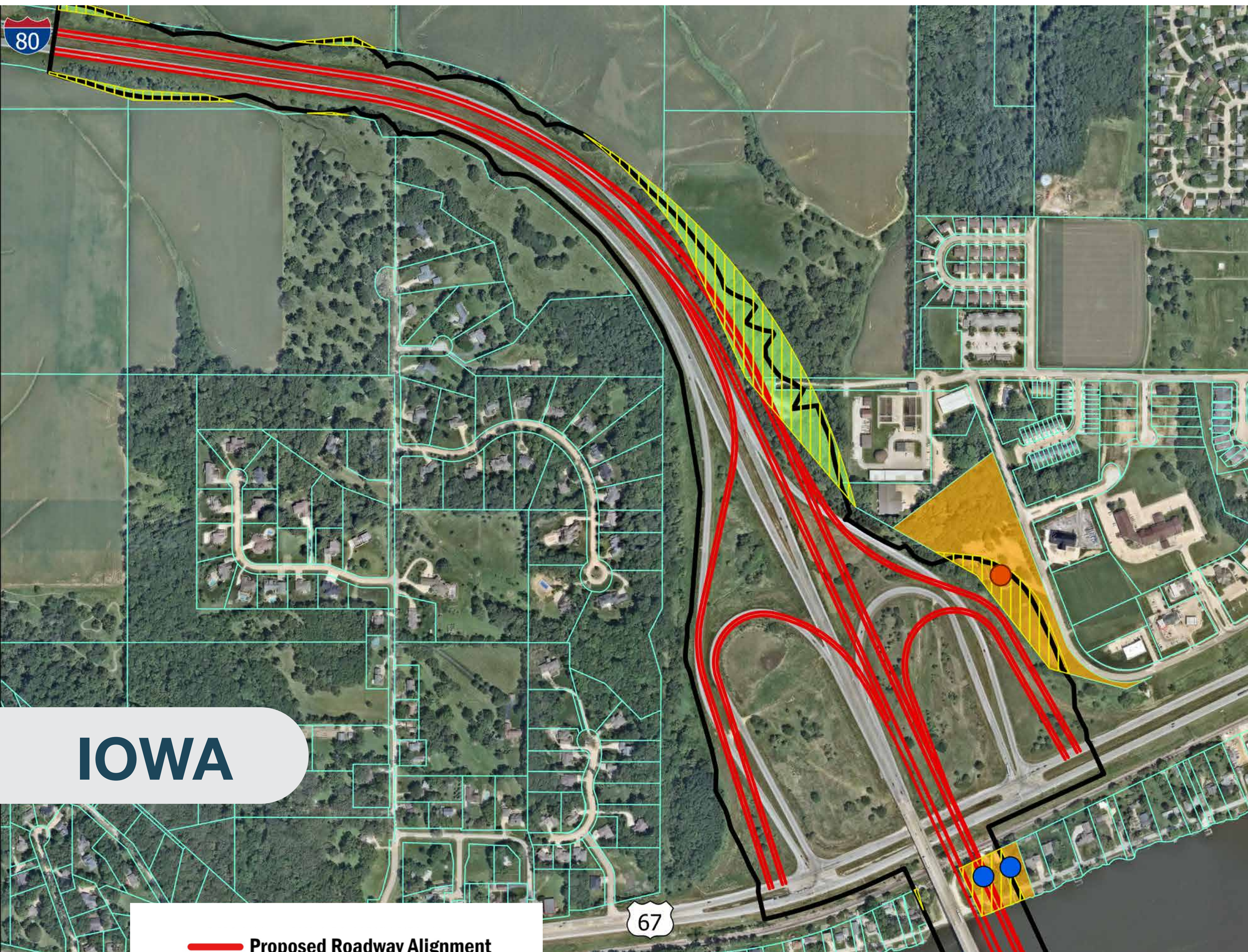
## Mississippi River Bridge Alternatives

	Alternative 2 Bridge Replacement East	Alternative 3 Bridge Replacement West	Alternative 4 Companion Bridge East	Alternative 5 Companion Bridge West
Constructability	<ul style="list-style-type: none"> <li>» Shorter schedule</li> <li>» River bridges built concurrently</li> </ul>	<ul style="list-style-type: none"> <li>» Shorter schedule</li> <li>» River bridges built concurrently</li> </ul>	<ul style="list-style-type: none"> <li>» Longer schedule</li> <li>» River bridges built consecutively</li> </ul>	<ul style="list-style-type: none"> <li>» Longer schedule</li> <li>» River bridges built consecutively</li> </ul>
Maintenance of Traffic During Construction	<ul style="list-style-type: none"> <li>» Shorter schedule</li> <li>» 1 shift of river bridge traffic</li> </ul>	<ul style="list-style-type: none"> <li>» Shorter schedule</li> <li>» 1 shift of river bridge traffic</li> </ul>	<ul style="list-style-type: none"> <li>» Longer schedule</li> <li>» All traffic moves to new westbound bridge while eastbound bridge is constructed</li> <li>» 2 shifts of river bridge traffic</li> </ul>	<ul style="list-style-type: none"> <li>» Longer schedule</li> <li>» All traffic moves to new eastbound bridge while westbound bridge is constructed</li> <li>» 2 shifts of river bridge traffic</li> </ul>
Estimated Construction Cost Comparison	1.00	1.14	1.05	1.09

Construction cost is presented as a ratio compared to the least cost option. These costs reflect the value to replace the existing bridge and adjust the ramp connections to IL 84 and US 67 and do not account for environmental mitigation and right-of-way. The current programmed cost for this project is \$288 million and included in the Illinois and Iowa Departments of Transportation multi-year plans.

# Environmental Impacts (Bridge)

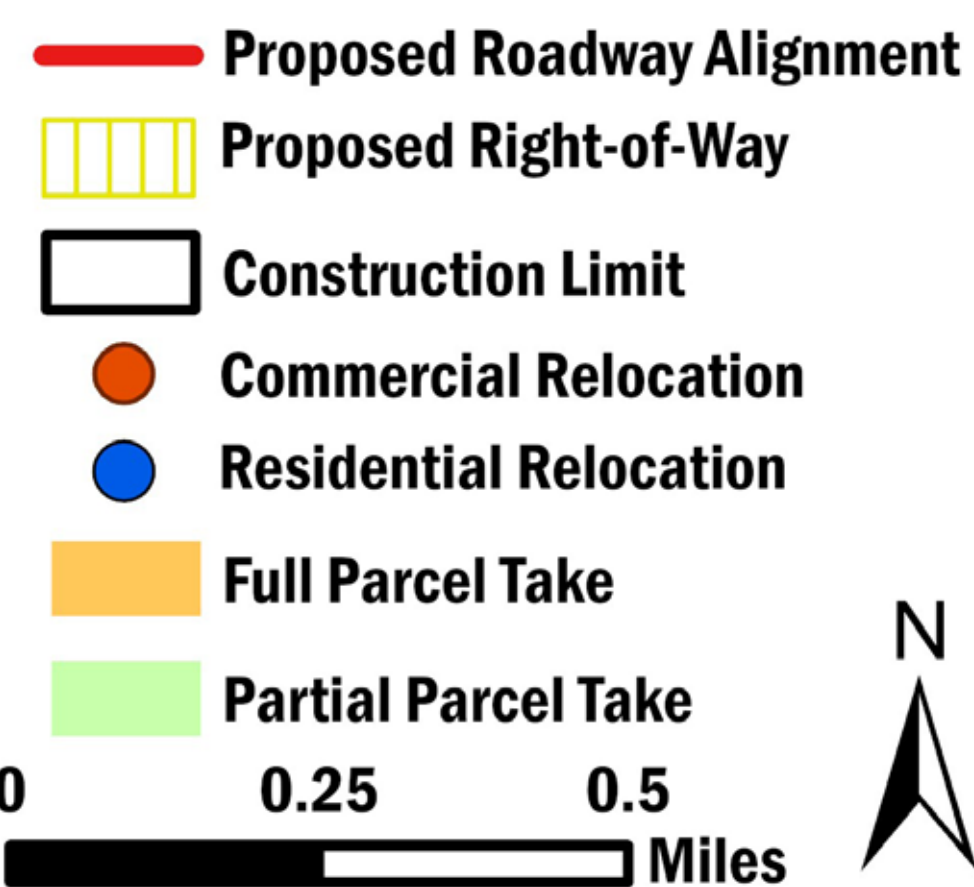
## Alternative 2 (Bridge Replacement East) Potential Relocations



IOWA



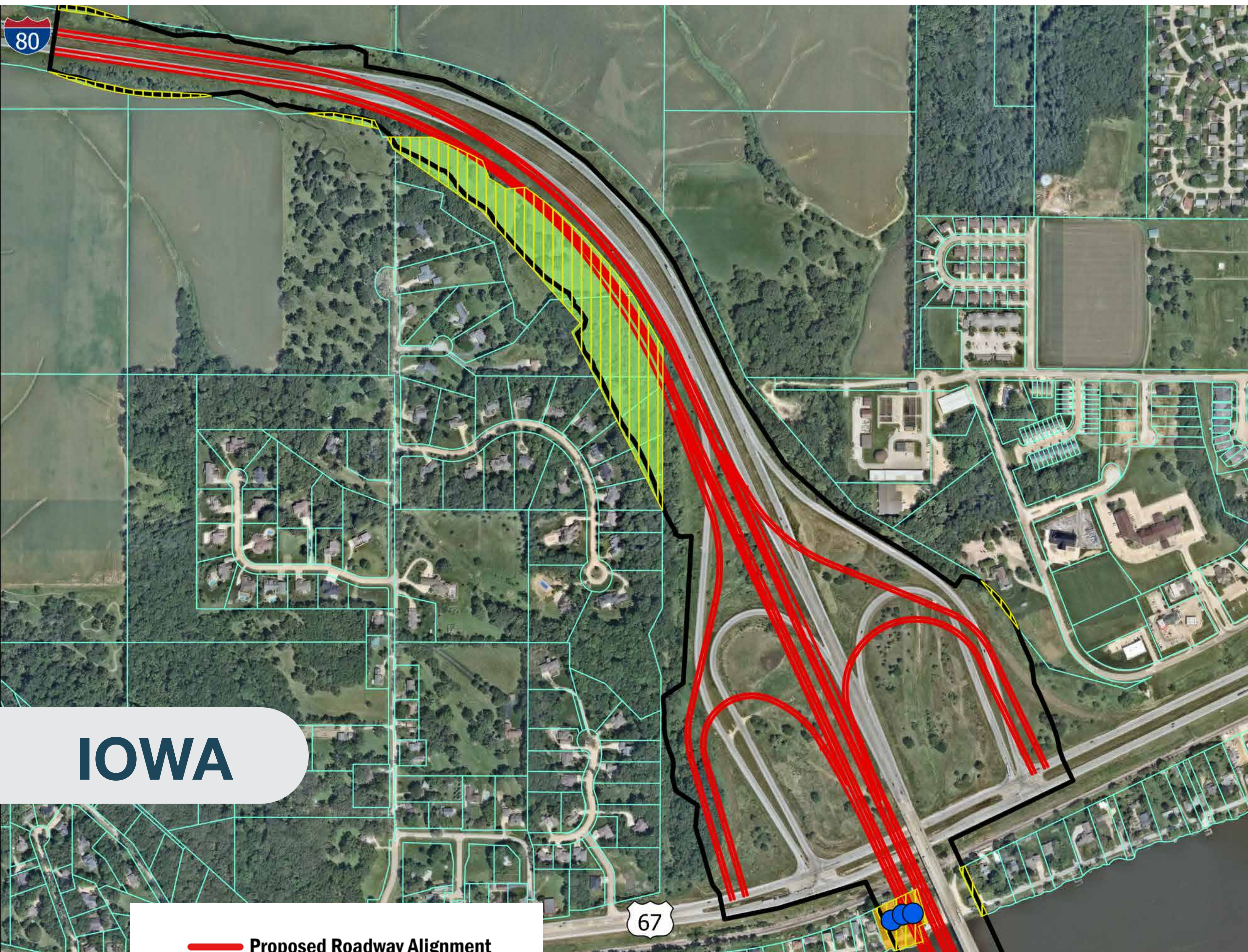
ILLINOIS



Environmental Impacts	ALT 2	ALT 3	ALT 4	PREFERRED ALT 5
	Residential Relocations (number)	6	3	5
Commercial Relocations (number)	1	0	1	1

# Environmental Impacts (Bridge)

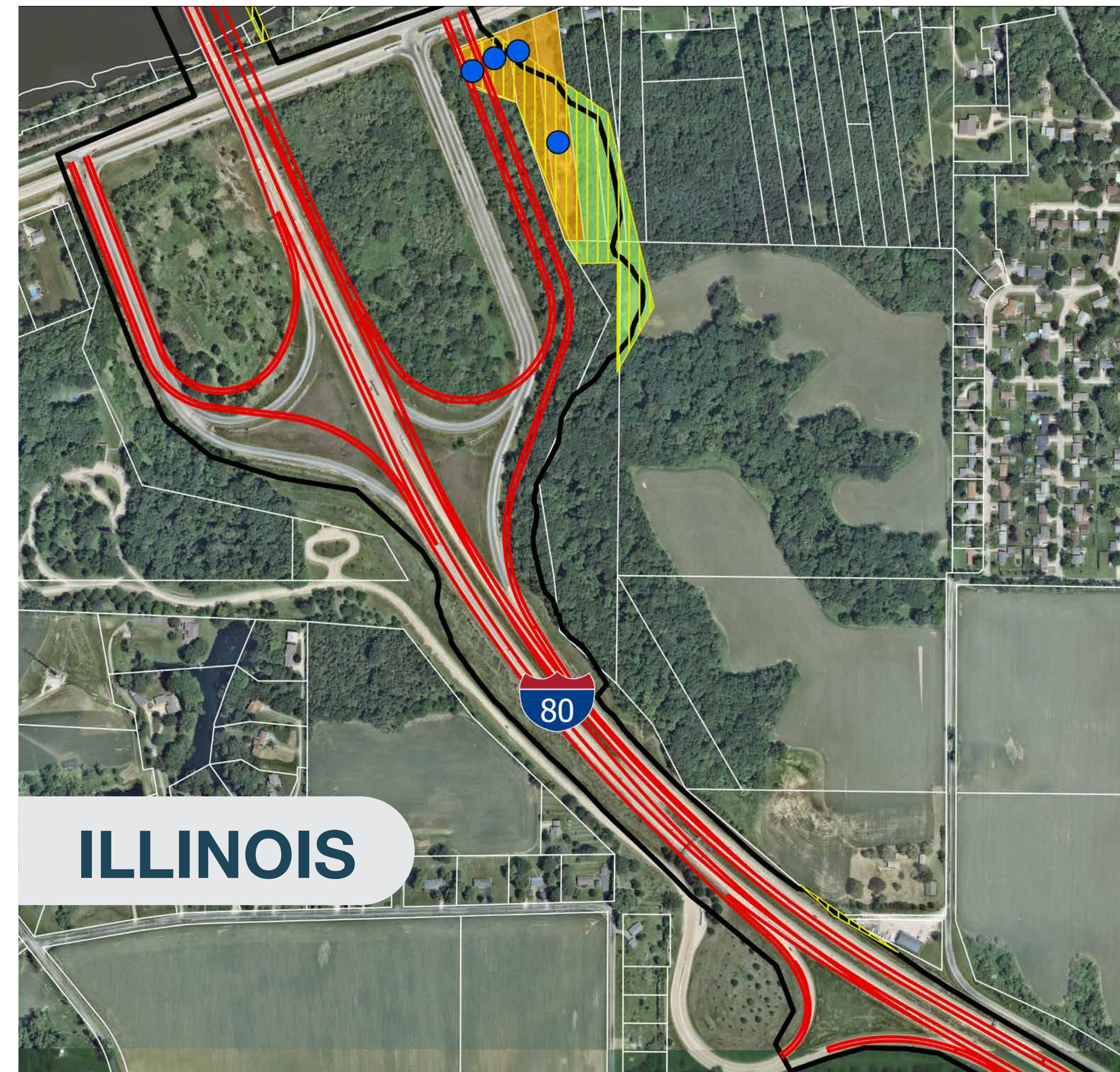
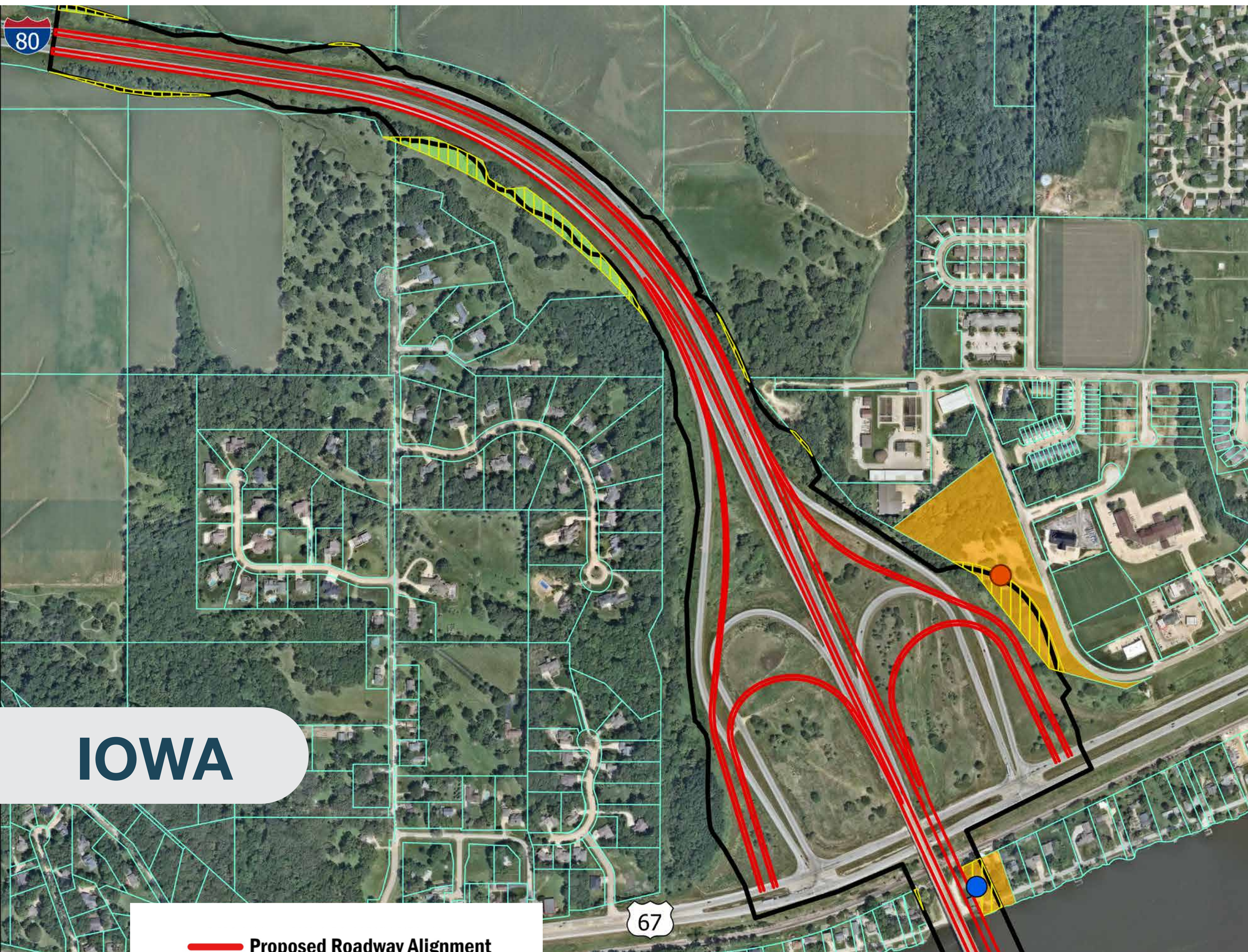
## Alternative 3 (Bridge Replacement West) Potential Relocations



Environmental Impacts	ALT 2	ALT 3	ALT 4	PREFERRED ALT 5
	Residential Relocations (number)	6	3	5
Commercial Relocations (number)	1	0	1	1

# Environmental Impacts (Bridge)

## Alternative 4 (Companion Bridge East) Potential Relocations



IOWA

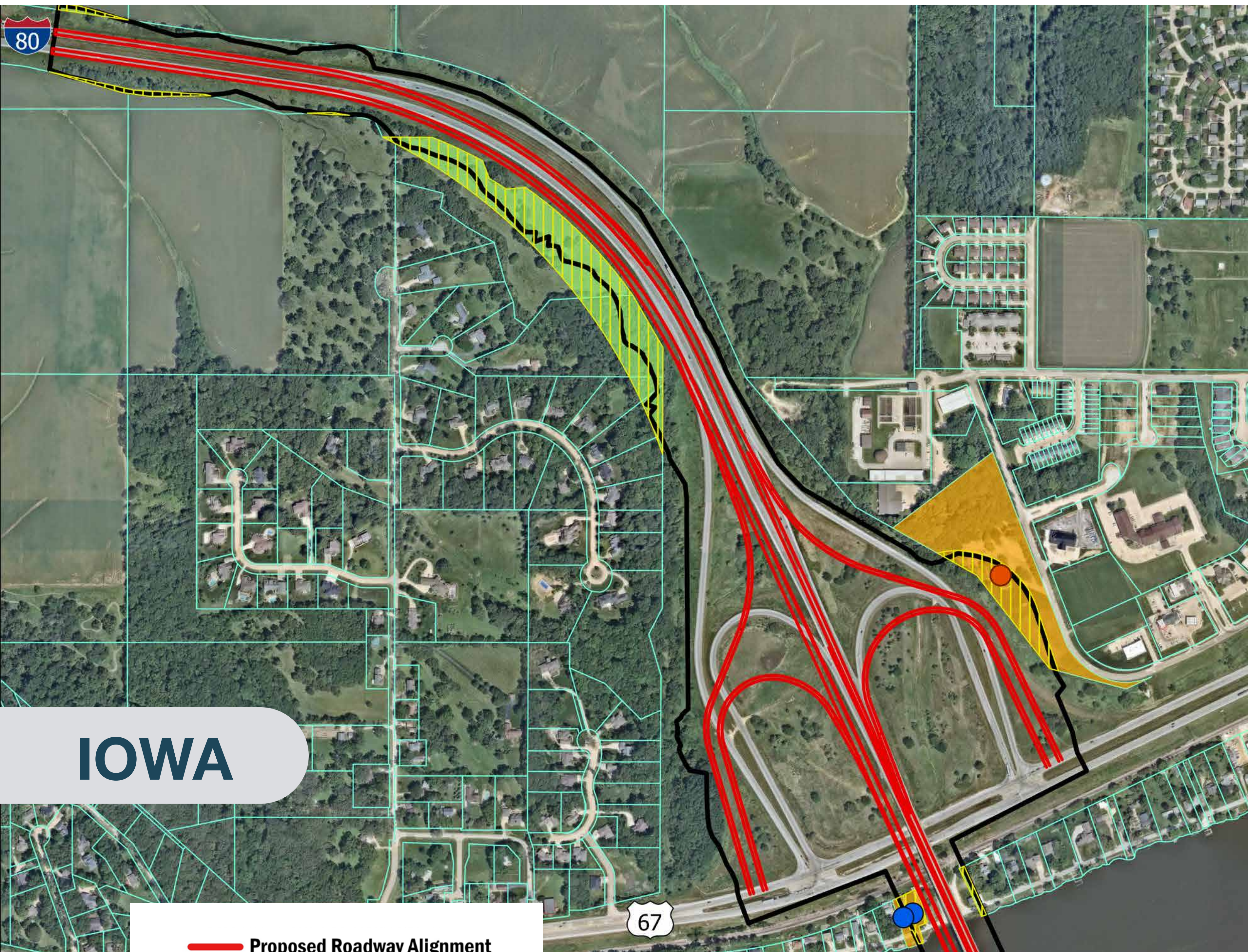
ILLINOIS

- Proposed Roadway Alignment
  - Proposed Right-of-Way
  - Construction Limit
  - Commercial Relocation
  - Residential Relocation
  - Full Parcel Take
  - Partial Parcel Take
- 0 0.25 0.5 Miles
- N

Environmental Impacts	ALT 2	ALT 3	ALT 4	PREFERRED
	ALT 2	ALT 3	ALT 4	ALT 5
Residential Relocations (number)	6	3	5	2
Commercial Relocations (number)	1	0	1	1

# Environmental Impacts (Bridge)

## Alternative 5 (Companion Bridge West) Potential Relocations



IOWA

ILLINOIS

- Proposed Roadway Alignment
  - Proposed Right-of-Way
  - Construction Limit
  - Commercial Relocation
  - Residential Relocation
  - Full Parcel Take
  - Partial Parcel Take
- 0 0.25 0.5 Miles
- N

Environmental Impacts	ALT 2	ALT 3	ALT 4	PREFERRED
				ALT 5
Residential Relocations (number)	6	3	5	2
Commercial Relocations (number)	1	0	1	1

# Eliminating Alternatives 2 and 4



**Bridge Alternative 2:**  
Bridge Replacement East



**Bridge Alternative 4:**  
Companion Bridge East

- » **No major differentiator** among most of the environmental factors
- » **Alternatives 2 and 4 eliminated** because of **greater relocations** and **greater wetland impacts**
- » **Focus shifted to comparison of Alternatives 3 and 5**



**ALT 3**

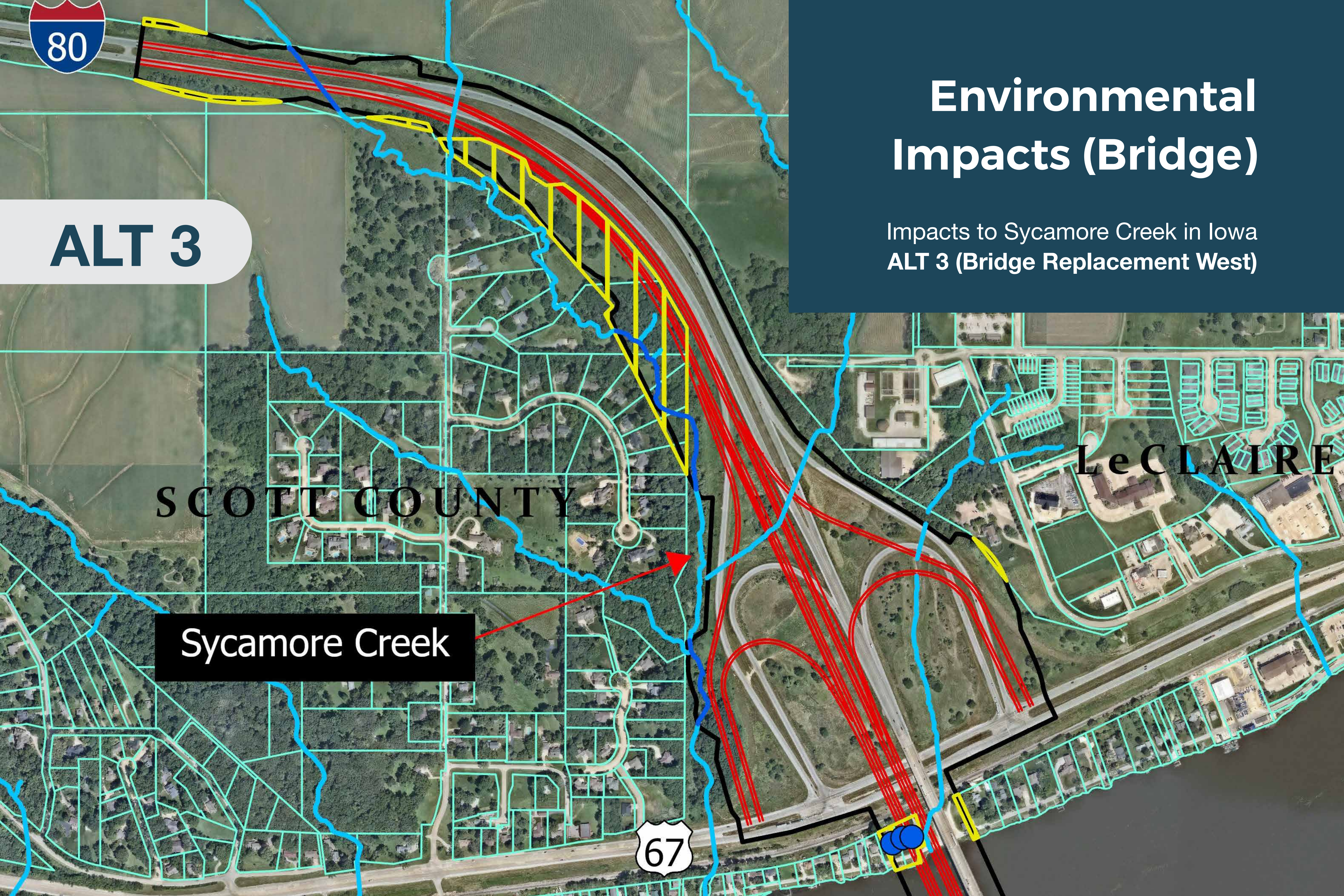
# Environmental Impacts (Bridge)

Impacts to Sycamore Creek in Iowa  
ALT 3 (Bridge Replacement West)

SCOTT COUNTY

LeCLAIRE

Sycamore Creek





**ALT 5**

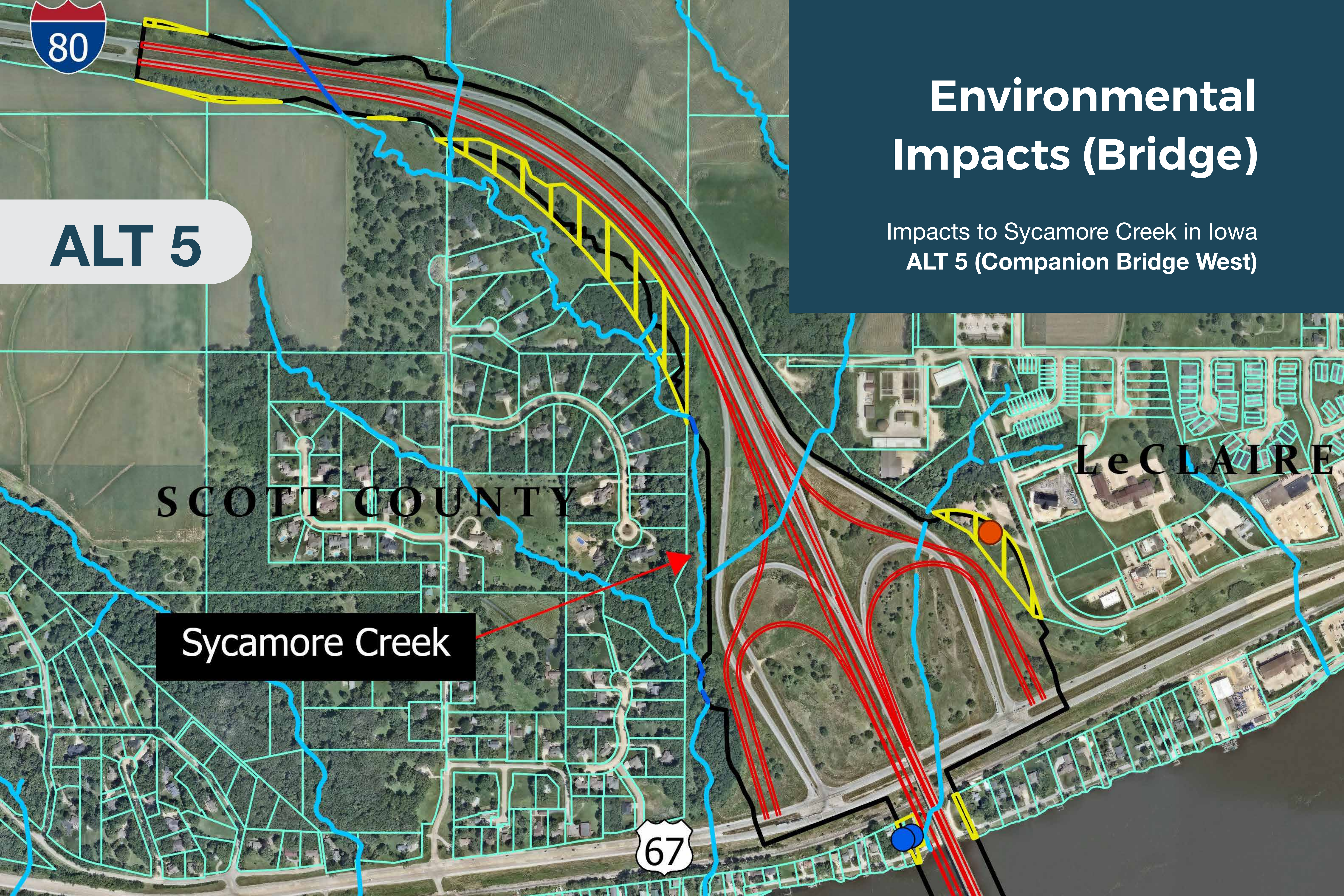
# Environmental Impacts (Bridge)

Impacts to Sycamore Creek in Iowa  
ALT 5 (Companion Bridge West)

SCOTT COUNTY

LeCLAIRE

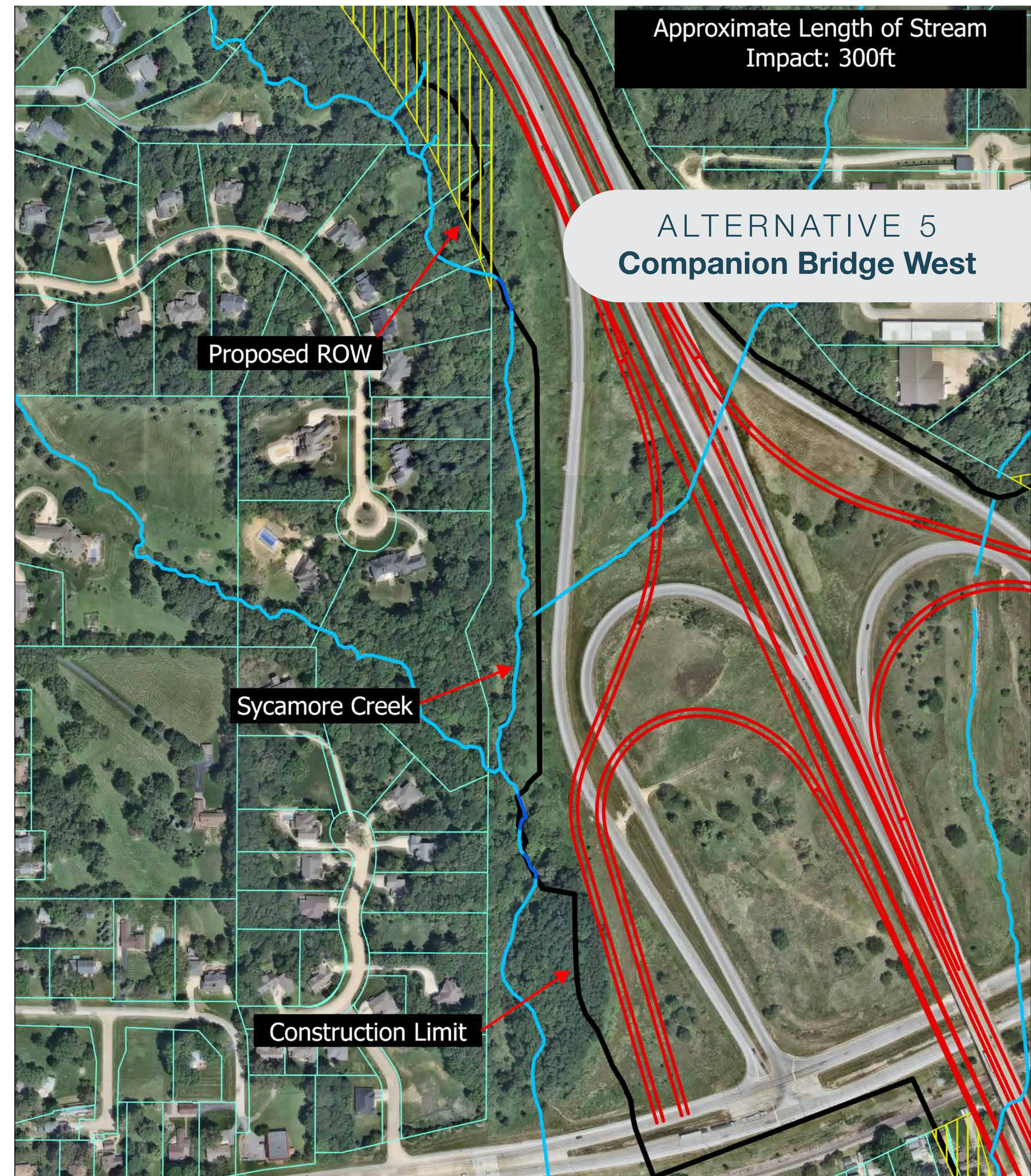
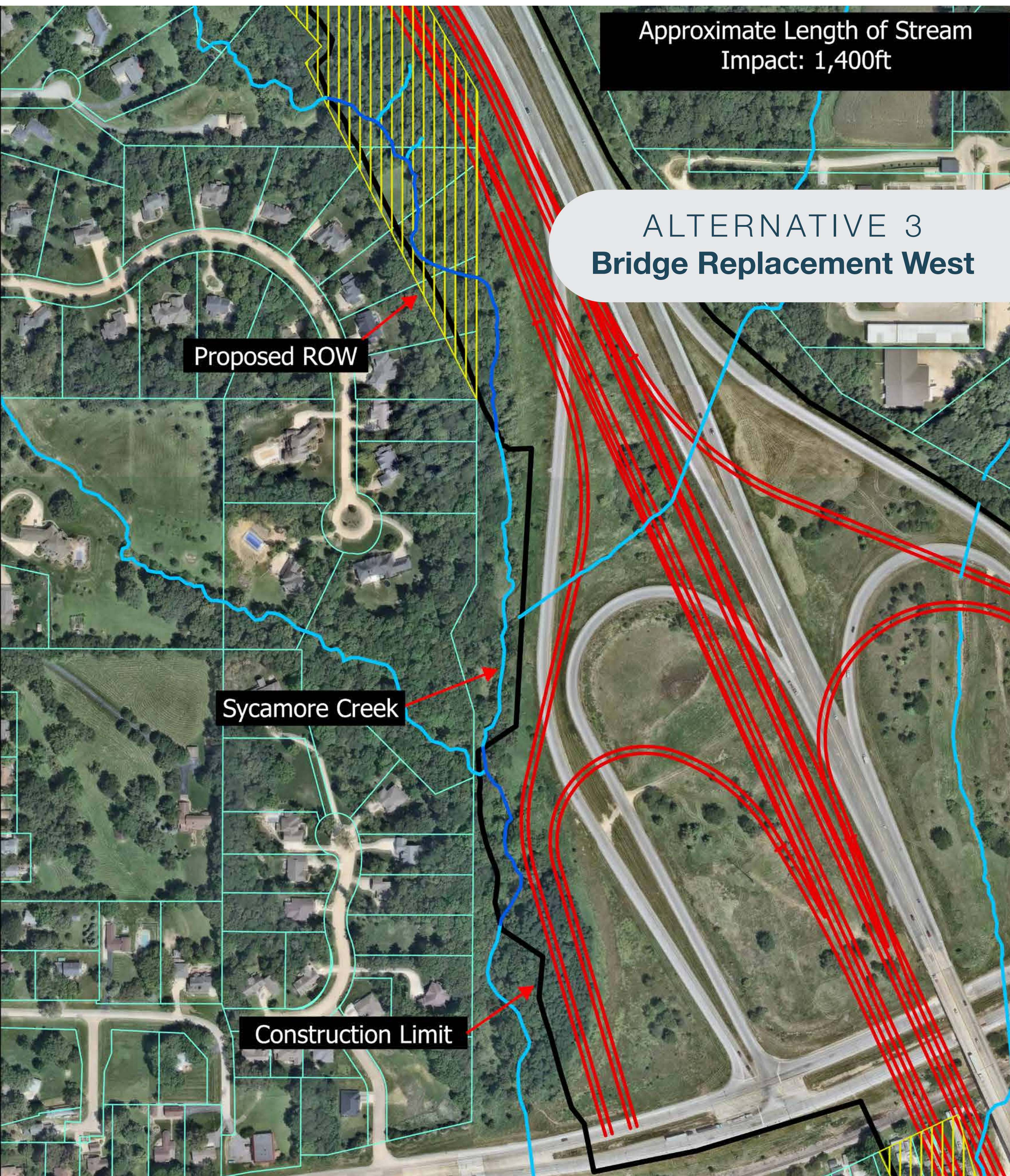
Sycamore Creek





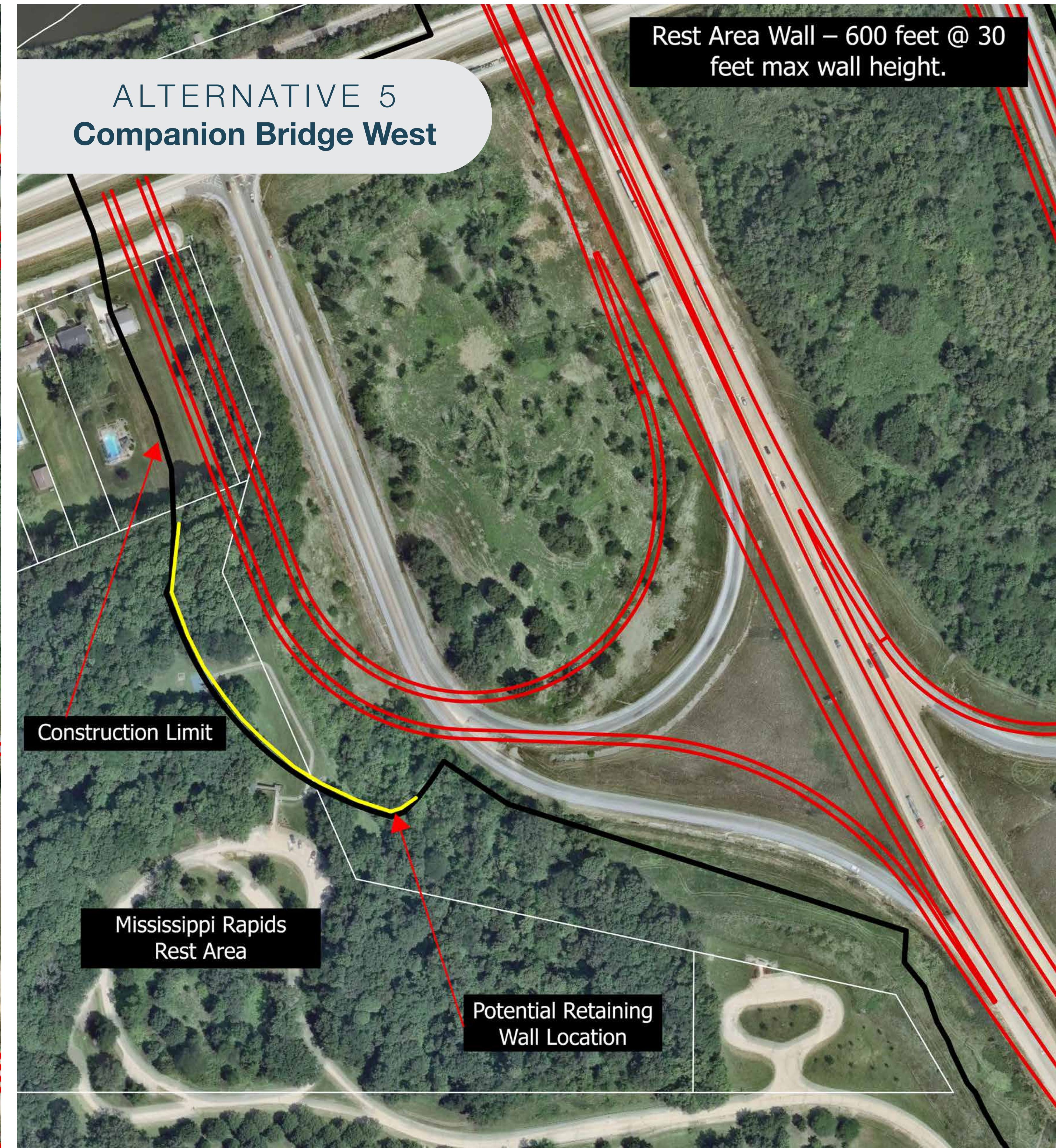
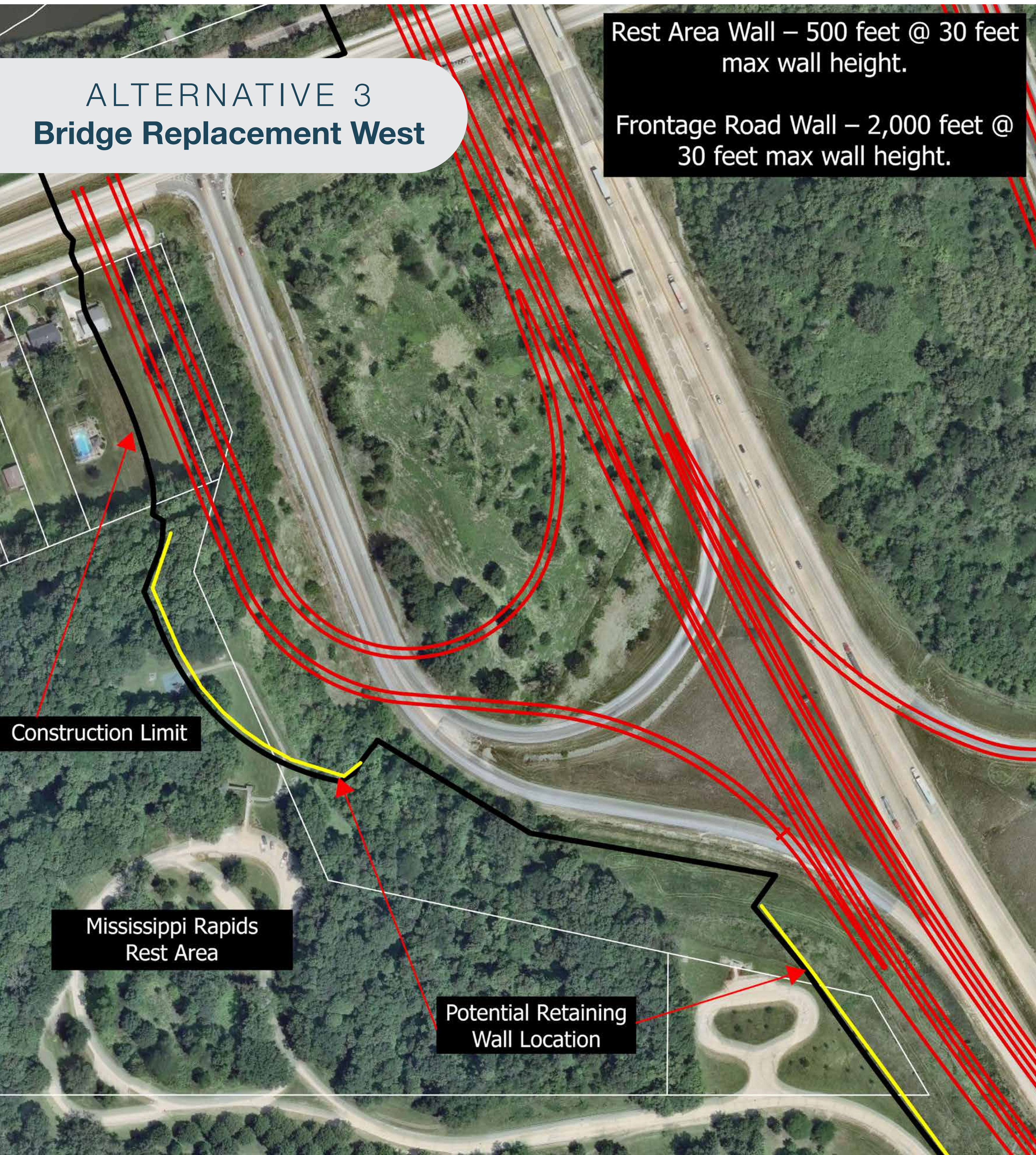
# Environmental Impacts (Bridge)

## Impacts to Sycamore Creek



# Environmental Impacts (Bridge)

## Mississippi Rapids Rest Area



**Permanent environmental impacts lower with Alternative 5 than Alternative 3**

<b>Environmental Impacts</b>	<b>ALT 3</b>	<b>ALT 5</b>
Residential Relocations (number)	<b>3</b>	<b>2</b>
Commercial Relocations (number)	<b>0</b>	<b>1</b>
Residential Parcels Impacted - Non-Relocations (number)	<b>10</b>	<b>8</b>
Commercial Parcels Impacted - Non-Relocations (number)	<b>1</b>	<b>1</b>
Right-of-Way (acres)	<b>17</b>	<b>14</b>
Delineated Wetlands (acres)	<b>0.81</b>	<b>0.66</b>
Streams (number/linear feet)	<b>7/7,948</b>	<b>7/6,155</b>
Floodplain (number/acres)	<b>3/13</b>	<b>3/11</b>
Floodways (number/acres)	<b>2/31</b>	<b>2/22</b>
Threatened and Endangered Species (number)	<b>4</b>	<b>4</b>
Forested Habitat (acres)	<b>33</b>	<b>28</b>
Public Parks / Recreational Areas / Section 4(f) Resources (number) (i.e., Great River Trail)	<b>1</b>	<b>1</b>
Impacts Mississippi Rapids Rest Area (Yes/No)	<b>Yes</b>	<b>Yes</b>
Historic and Archaeological Resources / Section 106 Resources (number)	<b>2</b>	<b>2</b>
Special/Hazardous Waste Sites (number)	<b>6</b>	<b>7</b>
Prime Farmland Soils (acres)	<b>17</b>	<b>13</b>
Community Facilities and Services (number)	<b>0</b>	<b>0</b>
Environmental Justice Populations (number of EJ census block groups)	<b>1</b>	<b>1</b>

# I-80 Bridge Preferred Alternative



Greater residential relocations, commercial property & wetland impacts associated with **Alternatives 2 & 4** led to their dismissal



Less environmental impacts with **Alternative 5** compared to **Alternative 3**



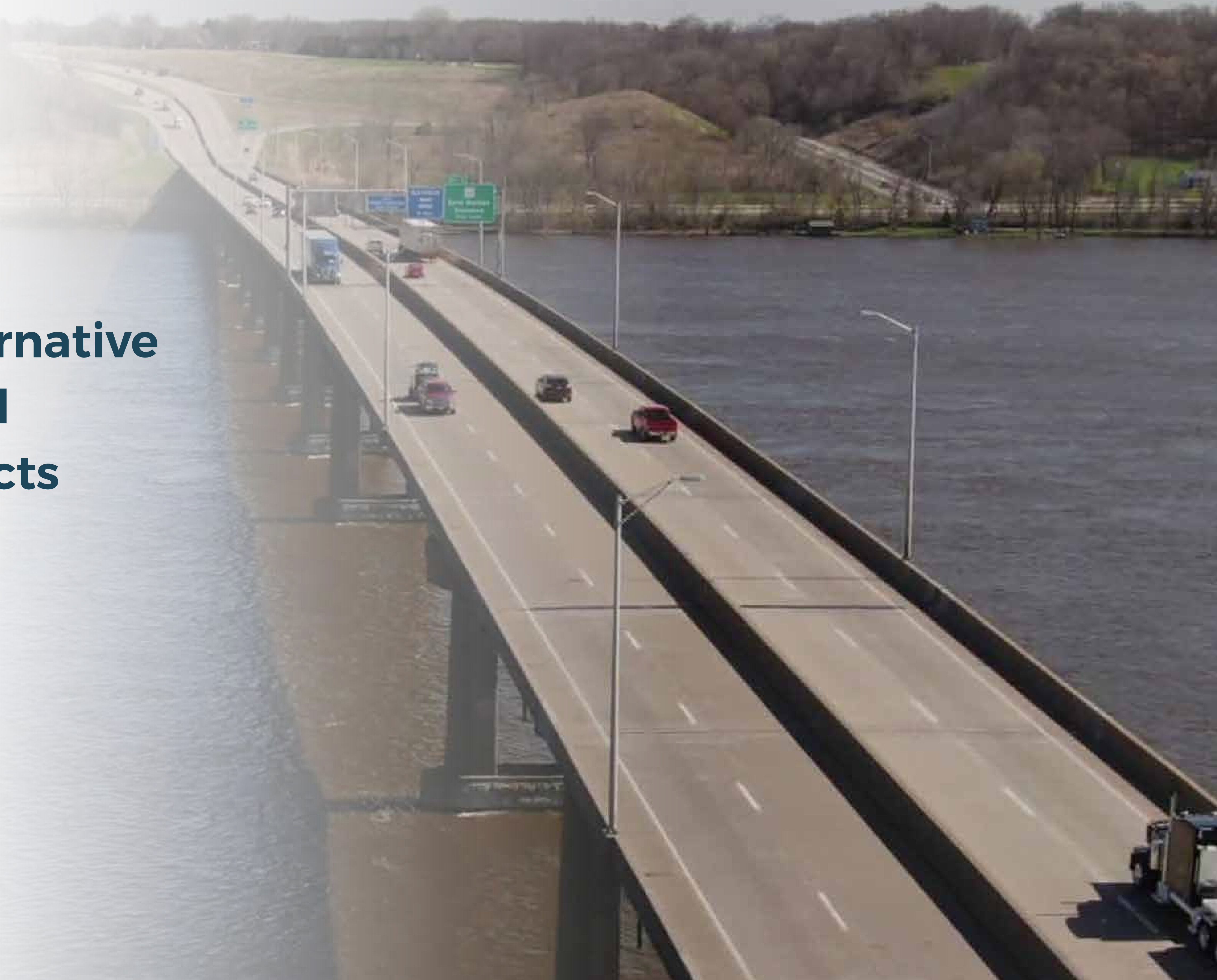
Temporary traffic impacts with **Alternative 5**, compared to permanent environmental impacts with **Alternative 3**



**Alternative 5  
Preferred Alternative**

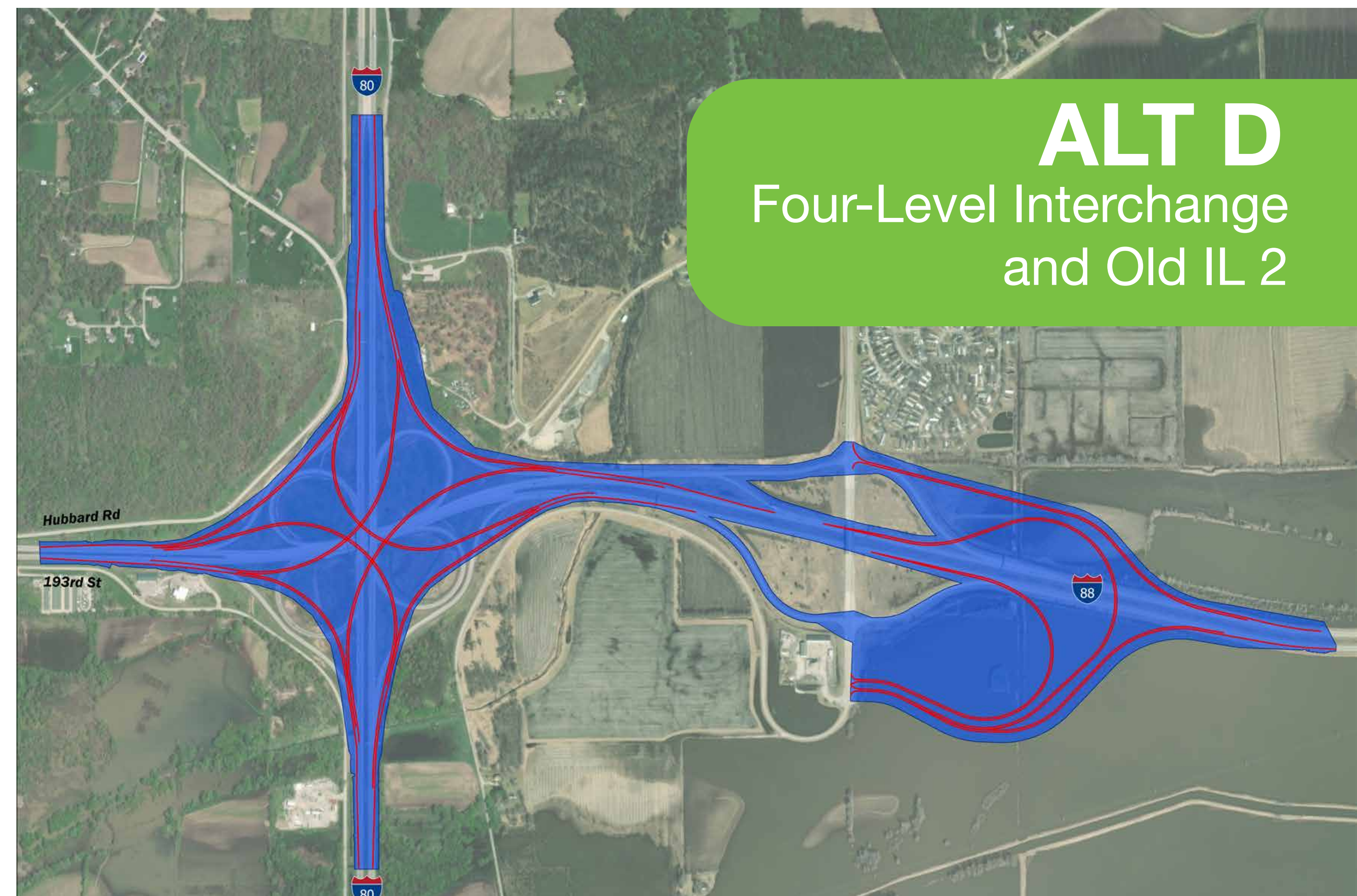
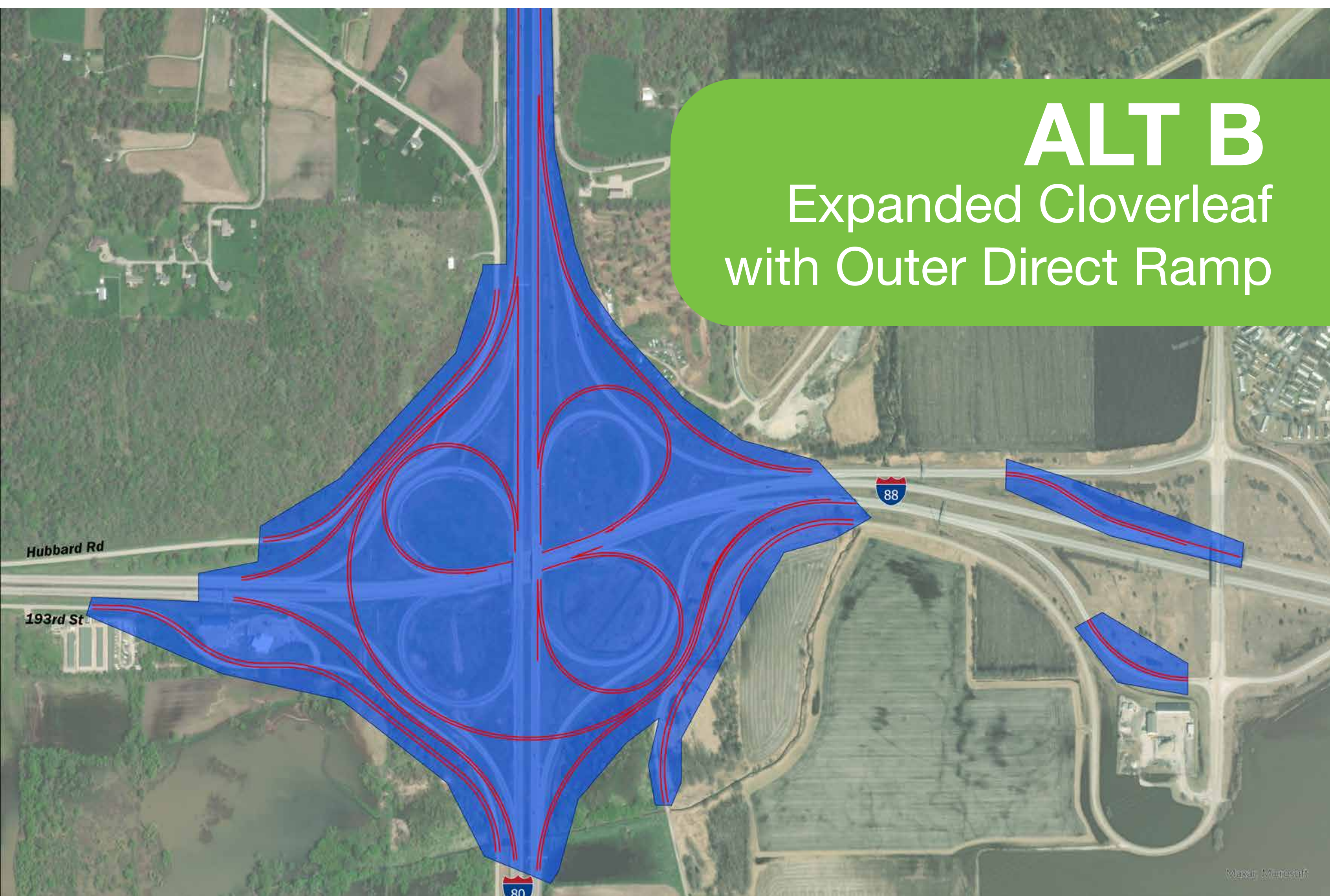
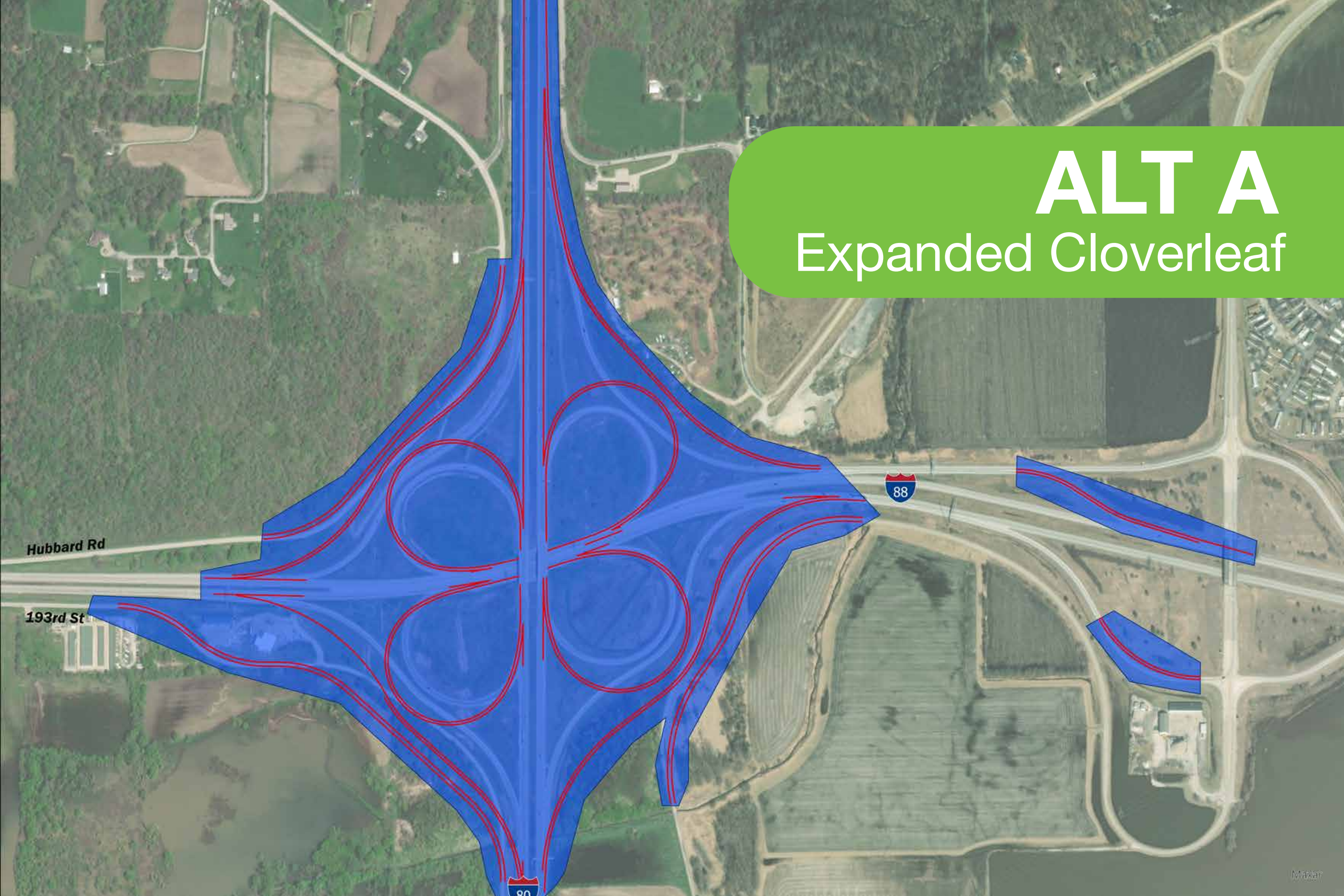
**The Mississippi River  
Bridge Preferred Alternative  
will be further refined  
to try to reduce impacts**

(Relocations, Sycamore  
Creek, rest area, etc.)



# I-88 Interchange Alternatives

Recommended to be Carried Forward at Public Meeting #3



## I-88 Interchange Alternatives

<b>Environmental Impacts</b>	<b>ALT A</b>	<b>ALT B</b>	<b>ALT D</b>
Residential Relocations (number)	0	0	0
Commercial Relocations (number)	3	3	0
Right-of-Way (acres)	23	22	61
Delineated Wetlands (acres)	11.43	9.96	2.02
Streams (number/linear feet)	1/570	1/545	3/3,093
Floodplain (number/acres)	1/39	1/36	1/124
Floodways (number/acres)	0/0	0/0	0/0
Threatened and Endangered Species (number)	0	0	0
Forest Habitat (acres)	10	9	8
Public Parks / Recreational Areas / Section 4(f) Resources (acres) (i.e., Amowa Forest Preserve)	2	2	0
Historic and Archaeological Resources / Section 106 Resources (number)	0	0	0
Special Waste Sites (number)	10	10	6
Prime Farmland Soils (acres)	23	22	61
Community Facilities and Services (number)	0	0	0
Environmental Justice Populations (number of EJ census block groups)	0	0	0

# Constructability & Maintenance of Traffic & Cost

## I-88 Interchange Alternatives

	Alternative A Full Cloverleaf	Alternative B 3/4 Cloverleaf, Outer Ramp	Alternative D 4-Level Interchange, Old IL 2
Constructability	Simpler Construction	Simpler Construction	More complicated construction due to four flyover ramps
Maintenance of Traffic During Construction	Simpler MOT	Simpler MOT	More complicated MOT due to four flyover ramps
Estimated Construction Cost Comparison	1.00	1.26	4.00

Construction cost is presented as a ratio compared to the least cost option. These costs reflect the value to construct these alternatives and do not account for environmental mitigation and right-of-way. The current programmed cost for this project is \$288 million and included in the Illinois and Iowa Departments of Transportation multi-year plans.



# ALT A

Expanded Cloverleaf

## I-88 Interchange Alternative A

- Proposed Roadway Alignment
  - Proposed Right-of-Way
  - Construction Limit
  - Commercial Relocation
  - Residential Relocation
  - Full Parcel Take
  - Partial Parcel Take
- 0 0.25 0.5 Miles

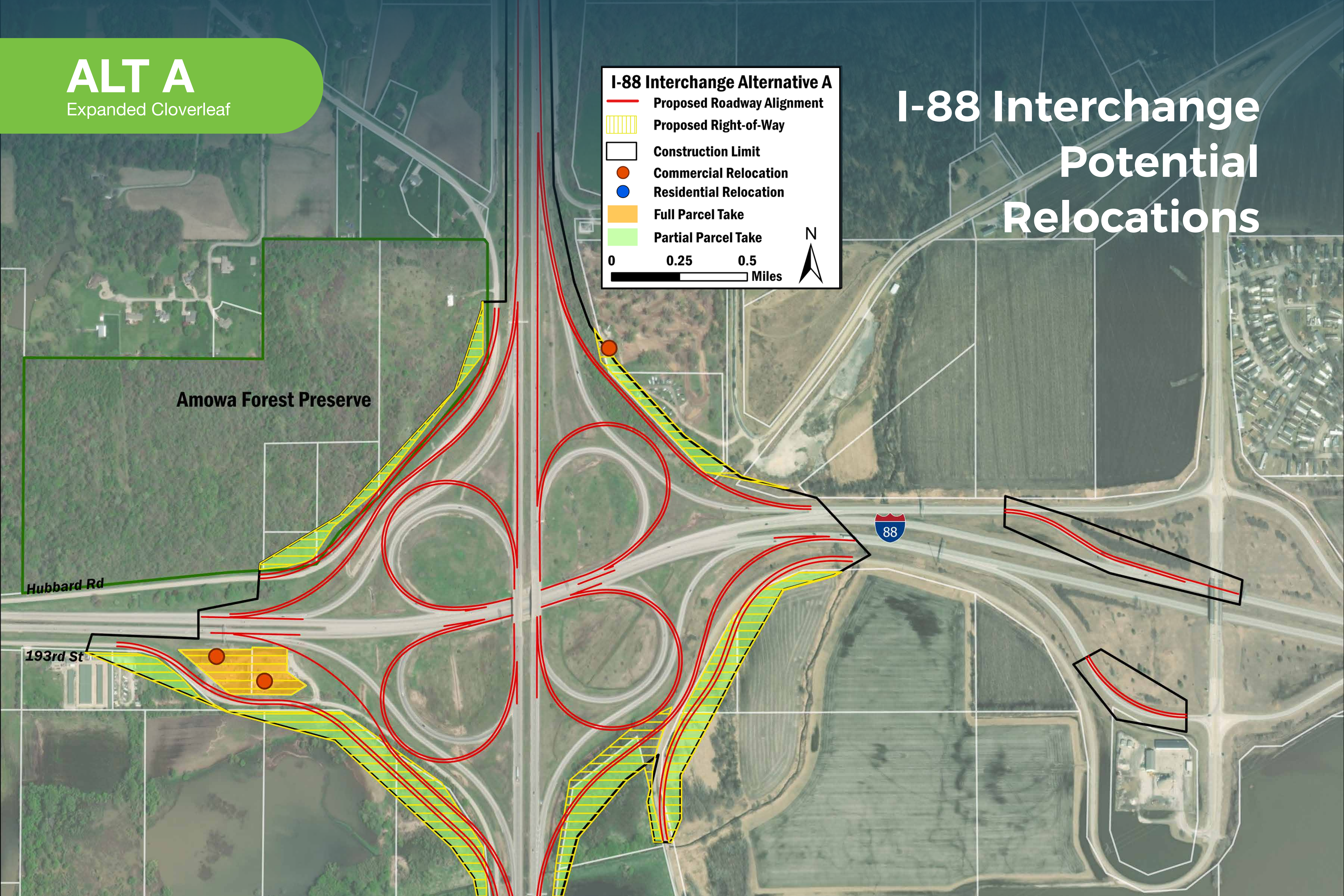


# I-88 Interchange Potential Relocations

Amowa Forest Preserve

Hubbard Rd


193rd St



# ALT B

Expanded Cloverleaf  
with Outer Direct Ramp

## I-88 Interchange Alternative B

- Proposed Roadway Alignment
  - Proposed Right-of-Way
  - Construction Limit
  - Commercial Relocation
  - Residential Relocation
  - Full Parcel Take
  - Partial Parcel Take
- 0 0.25 0.5 Miles
- 

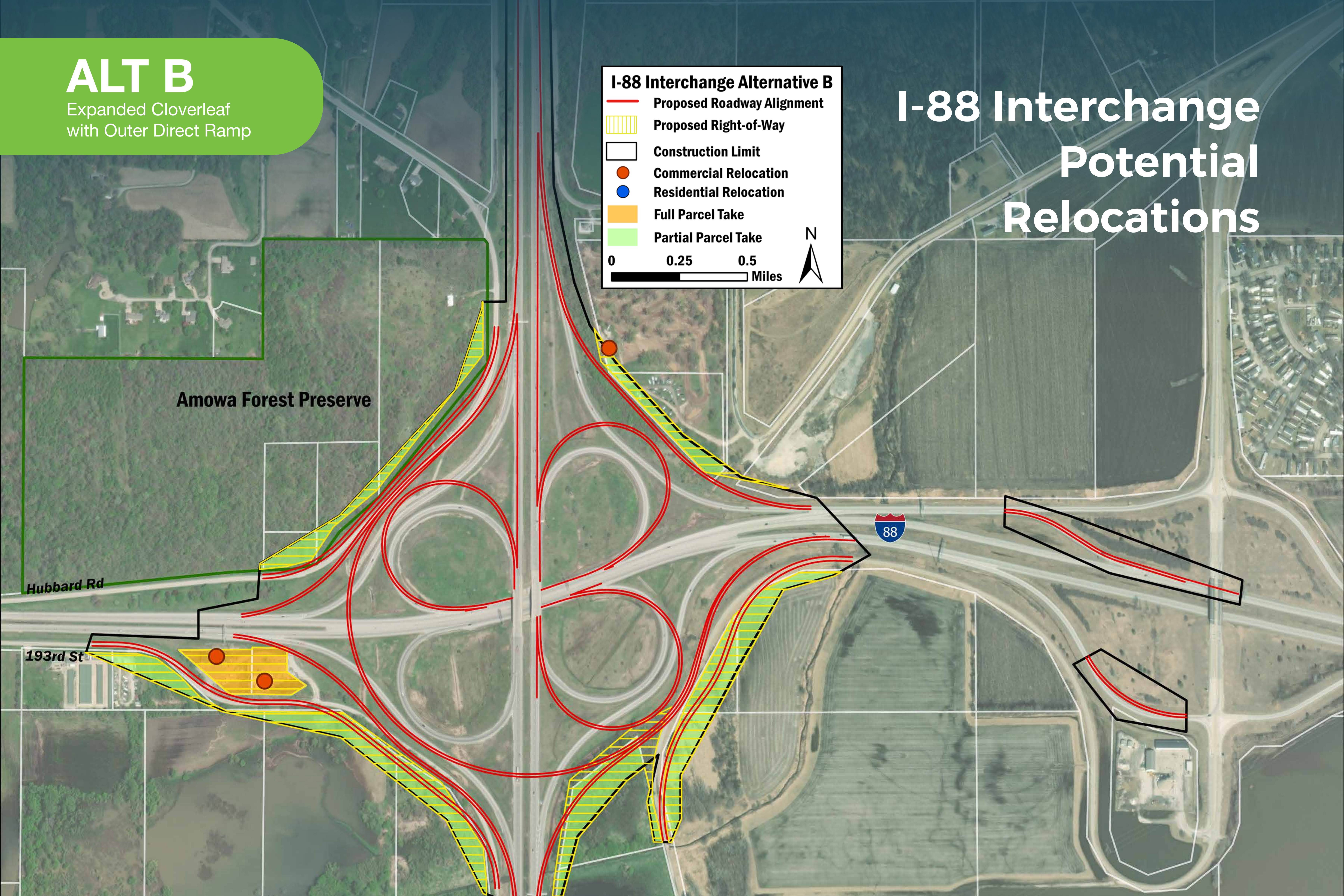
# I-88 Interchange Potential Relocations

Amowa Forest Preserve

Hubbard Rd

193rd St

88



# ALT D

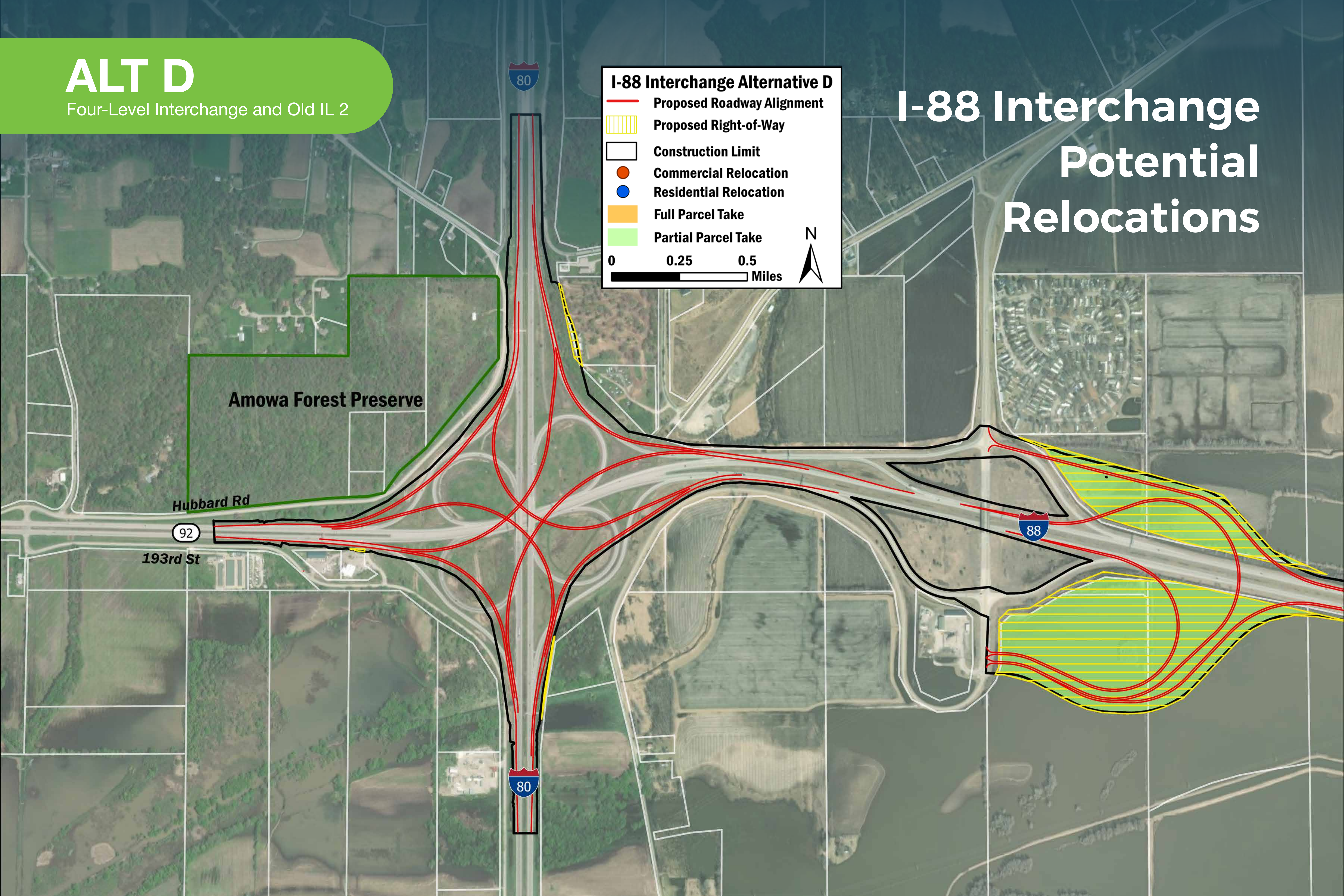

Four-Level Interchange and Old IL 2

# I-88 Interchange Potential Relocations

**I-88 Interchange Alternative D**

- Proposed Roadway Alignment
- Proposed Right-of-Way
- Construction Limit
- Commercial Relocation
- Residential Relocation
- Full Parcel Take
- Partial Parcel Take

0 0.25 0.5 Miles



# 5-Year Crash History

- » Safety deficiency along I-80 eastbound to I-88 eastbound movement (SW loop ramp)
- » Trucks overturned/ran off road
- » Highest traffic volume ramp in the interchange

- 
- Injury Crash
  - Property Damage Only Crash

# I-88 Interchange Preferred Alternative



**Alternative D** dismissed due to high impacts and cost



Additional cost of **Alternative B** warranted for safety improvements



**Alternative B** results in the same or lower environmental impacts than Alternative A



**Alternative B Preferred Alternative**

**The I-88 Interchange Preferred Alternative will be refined to try to reduce impacts.**

(Relocations, Amowa Forest Preserve, floodplains, wetlands, etc.)

# Preferred Alternatives Combined

Environmental Impacts	I-80 MRB Alternative 5	I-88 Interchange Alternative B	Preferred Alternative 5B
Residential Relocations (number)	2	0	2
Commercial Relocations (number)	1	3	4
Right-of-Way (acres)	14	22	36
Delineated Wetlands (acres)	0.66	9.96	10.62
Streams (number/linear feet)	7/6,155	1/545	8/6,700
Floodplain (number/acres)	3/11	1/36	4/47
Floodways (number/acres)	2/22	0/0	2/22
Threatened and Endangered Species (number)	4	0	4
Forested Habitat (acres)	28	9	37
Public Parks / Recreational Areas / Section 4(f) Resources Greater River Trail (number) /Amowa Forest Preserve (acres)	1/NA	NA/2	1/2
Impacts Mississippi Rapids Rest Area (Yes/No)	Yes	NA	Yes
Historic and Archaeological Resources / Section 106 Resources (number)	2	0	2
Special/Hazardous Waste Sites (number)	7	10	17
Prime Farmland Soils (acres)	13	22	35
Community Facilities and Services (number)	0	0	0
Environmental Justice Populations (number of EJ census block groups)	1	0	1



## Impacts to Existing I-80 Bridge

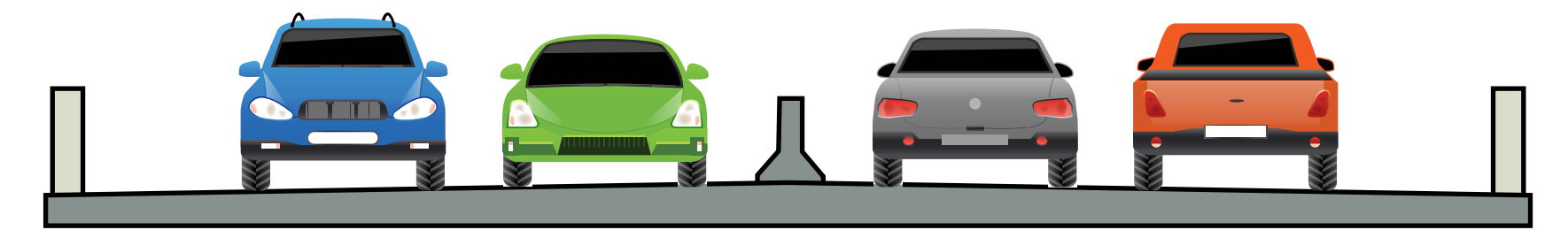
- » Development and evaluation of alternatives completed in accordance with the National Environmental Policy Act
- » Alternatives evaluated based on purpose and need, environmental impacts, engineering factors, and cost
- » Re-use of the existing bridge not part of this engineering study
- » Preferred Alternative requires removal of the existing bridge



# Mississippi River Bridge Alternative 5

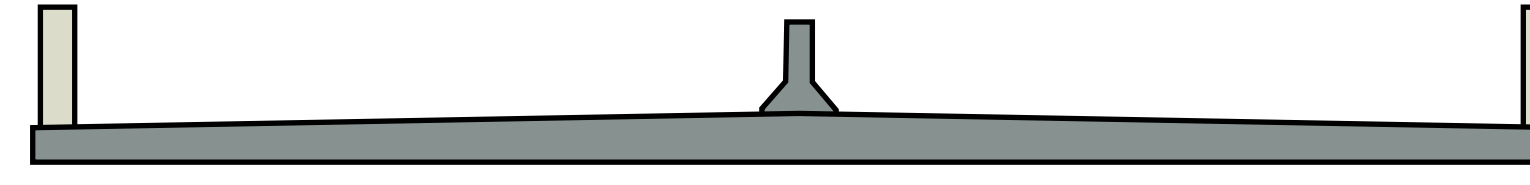
Existing Bridge

EXISTING BRIDGE

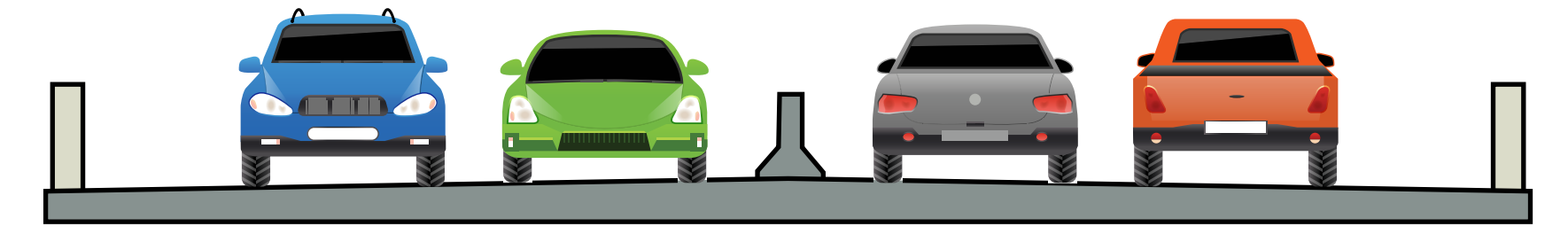




NEW EASTBOUND BRIDGE



EXISTING BRIDGE

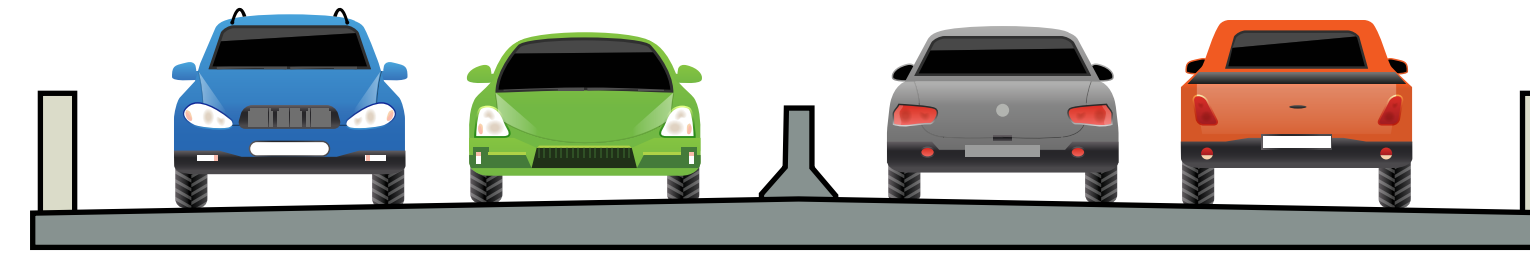


# Mississippi River Bridge Alternative 5

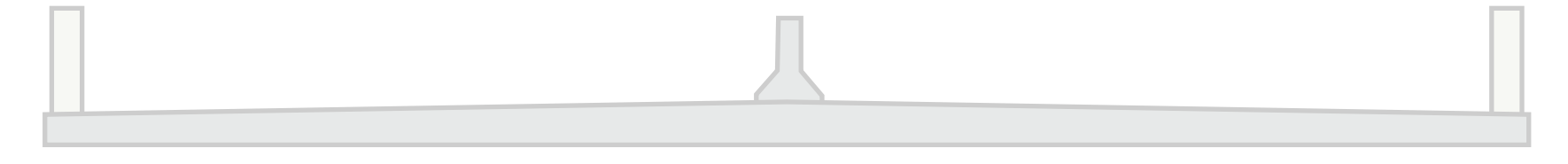
Build New Eastbound Bridge



NEW EASTBOUND BRIDGE



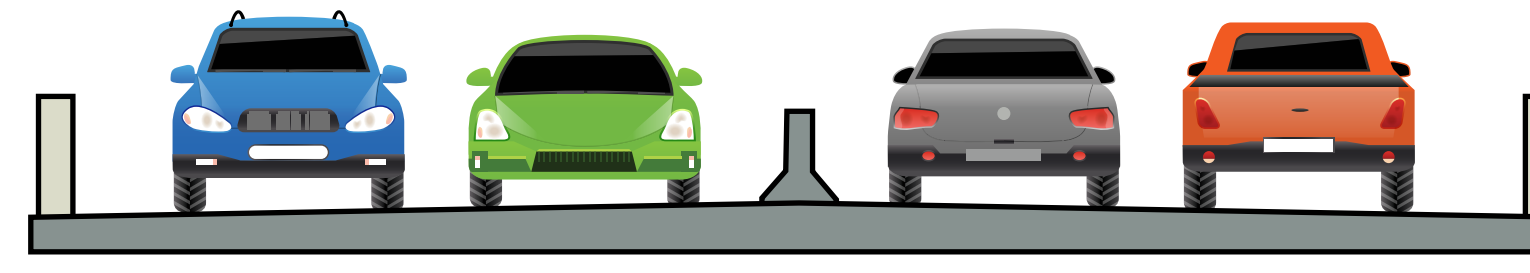
EXISTING BRIDGE



# Mississippi River Bridge Alternative 5

Shift Two-Way Traffic to New Eastbound  
Bridge, Remove Existing Bridge

NEW EASTBOUND BRIDGE

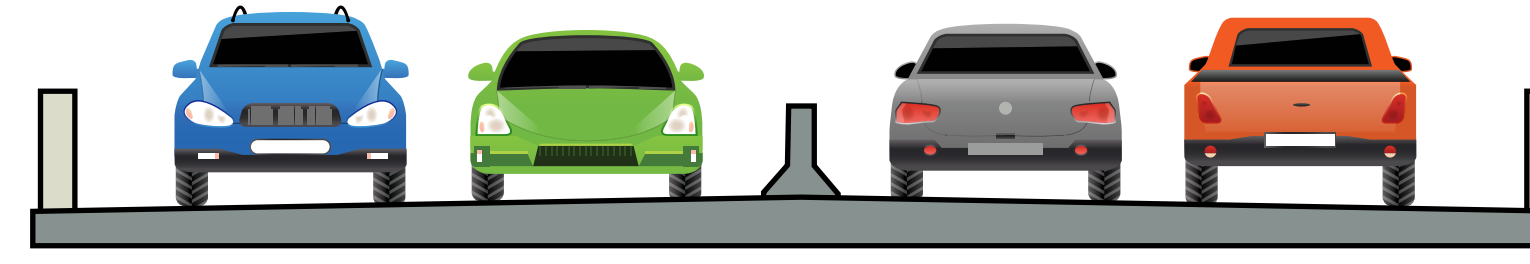


# Mississippi River Bridge Alternative 5

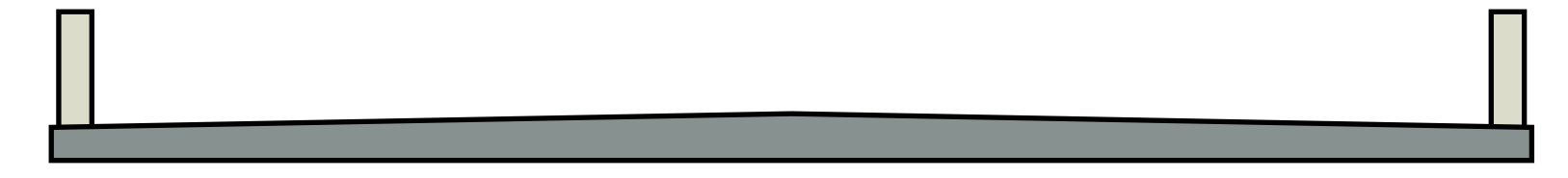
Shift Two-Way Traffic to New Eastbound  
Bridge, Remove Existing Bridge



NEW EASTBOUND BRIDGE



NEW WESTBOUND BRIDGE

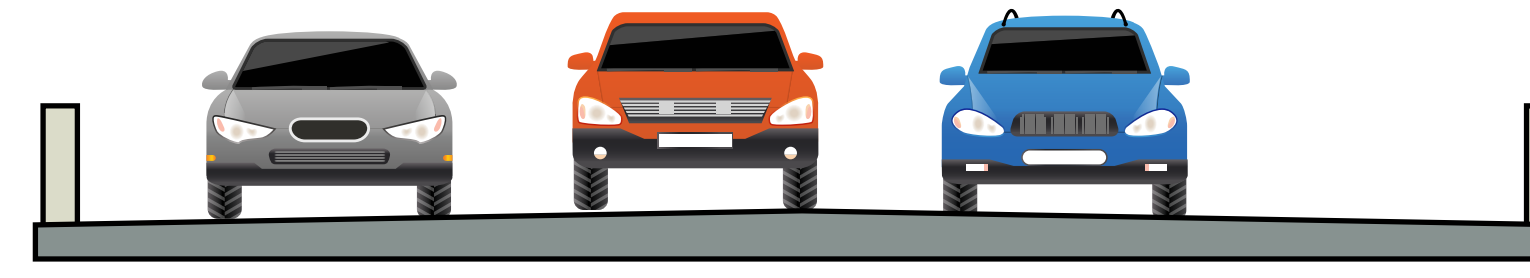


# Mississippi River Bridge Alternative 5

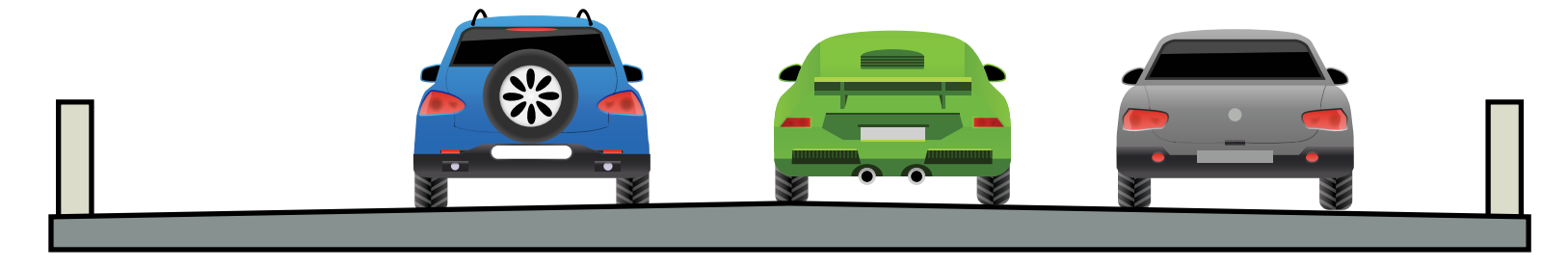
Build New Westbound Bridge,  
All Traffic on New Eastbound Bridge



NEW EASTBOUND BRIDGE



NEW WESTBOUND BRIDGE



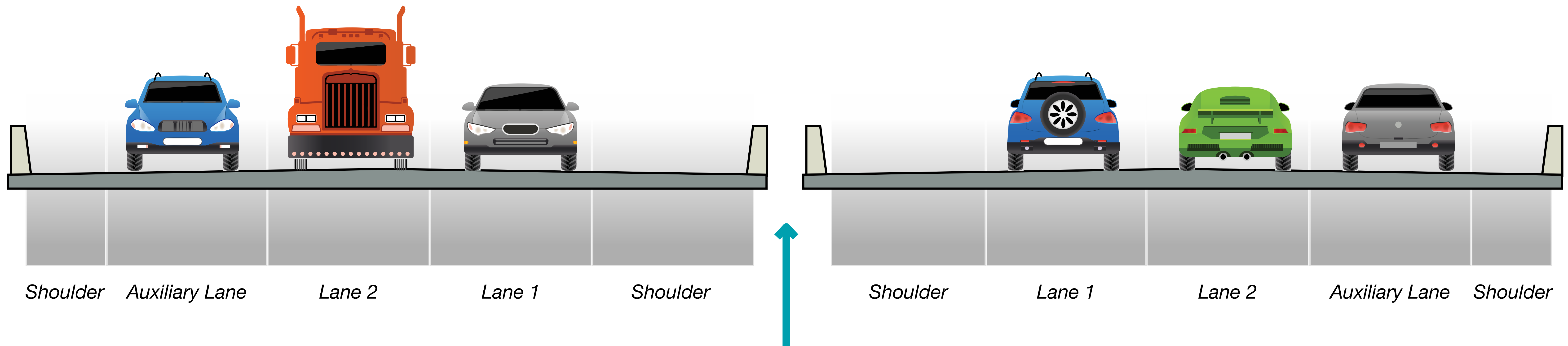
# Mississippi River Bridge Alternative 5

**Project Complete, Shift Westbound  
Traffic from Eastbound Bridge to  
Westbound Bridge**

# Proposed Bridge Typical Section

## NEW EASTBOUND BRIDGE

## NEW WESTBOUND BRIDGE



*New bridges will be approximately 40 feet apart.*

I-80 will remain two through lanes in each direction throughout the project area.  
Across the new bridges, there would also be a third (auxiliary) lane between the IL 84 and US 67 interchange ramps.



## Bicycle & Pedestrian Accommodations

- » Work with local communities regarding potential for bicycle and pedestrian accommodations
- » Requires local support and maintenance responsibility
- » No existing bicycle and pedestrian facilities on the Iowa side



# Next Steps

**Consideration of Public Comment**

*Comments received by November 29, 2023 to be part of meeting record*

**Further refinement to minimize impacts**

**Further discussion regarding potential for multi-use path**

**Public Meeting #5 to present more detail on impacts and mitigation**

**FINAL REPORT IN 2024**

PUBLIC  
COMMENTS



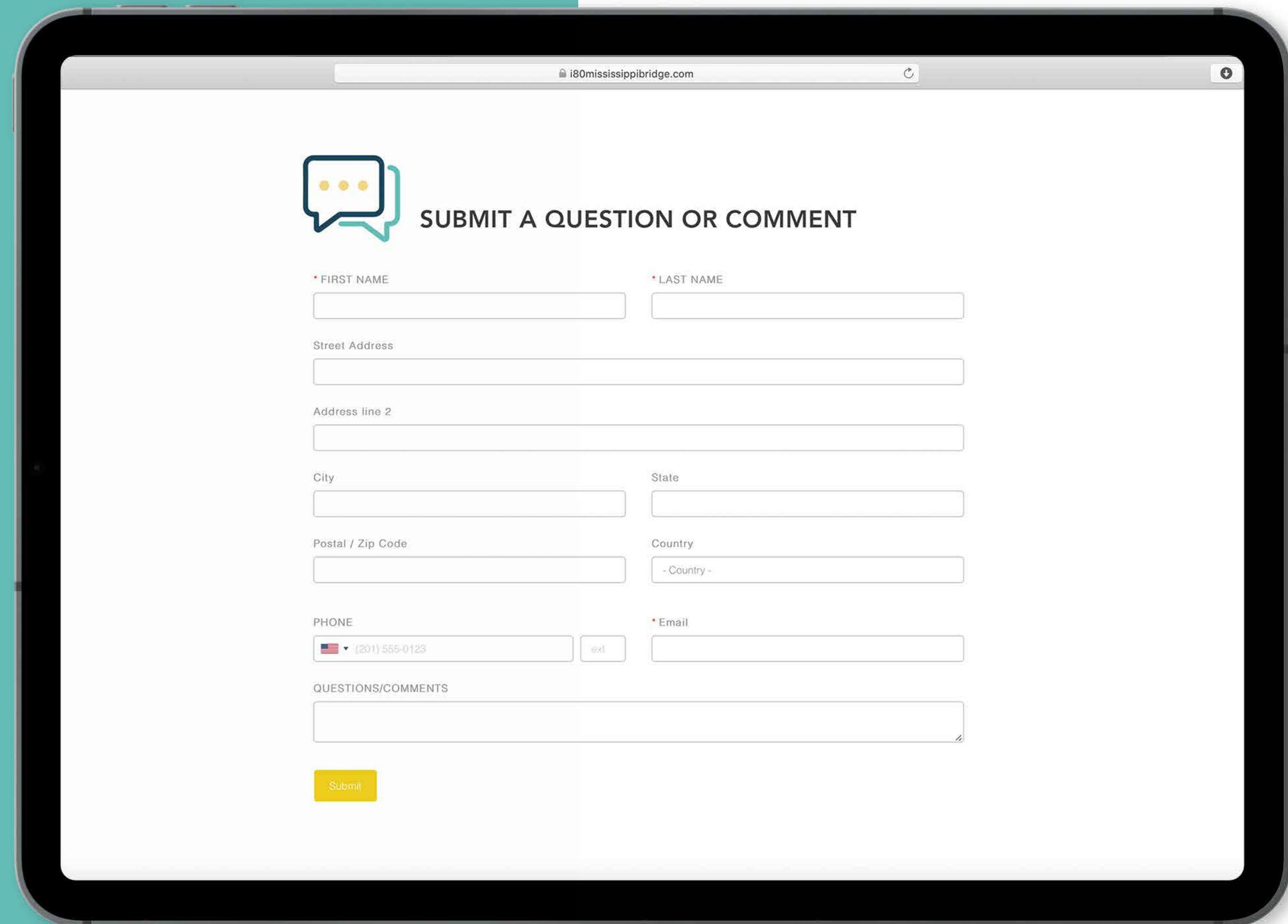
Submit a  
question or  
comment



Visit the  
project  
website



[i80mississippibrIDGE.com](http://i80mississippibrIDGE.com)



Comments received by **November 29<sup>th</sup>** will become part of the official meeting record.

# Thank you.

## Next Step:

Submit your comments  
by November 29<sup>th</sup>!

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