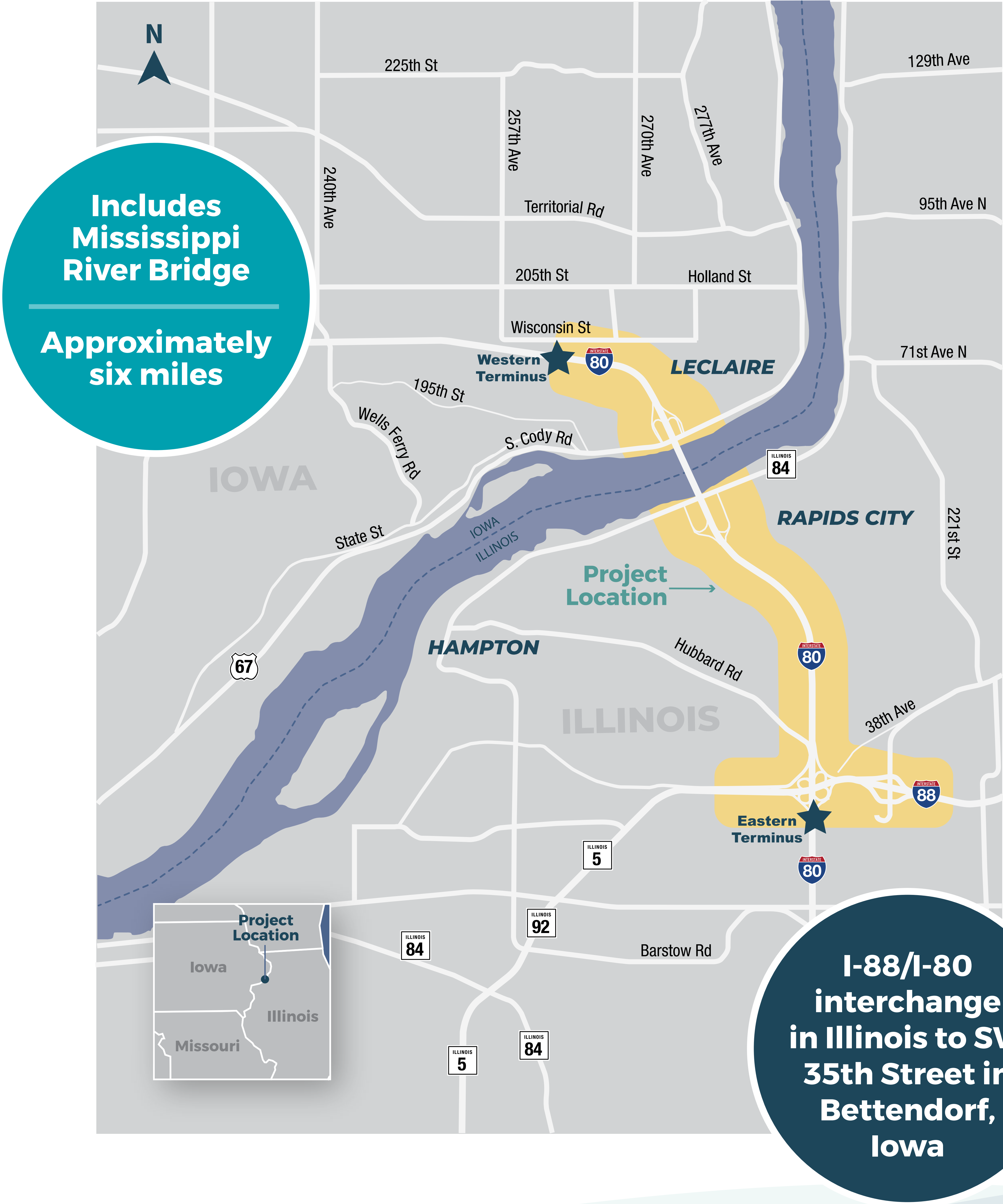




STUDY LOCATION

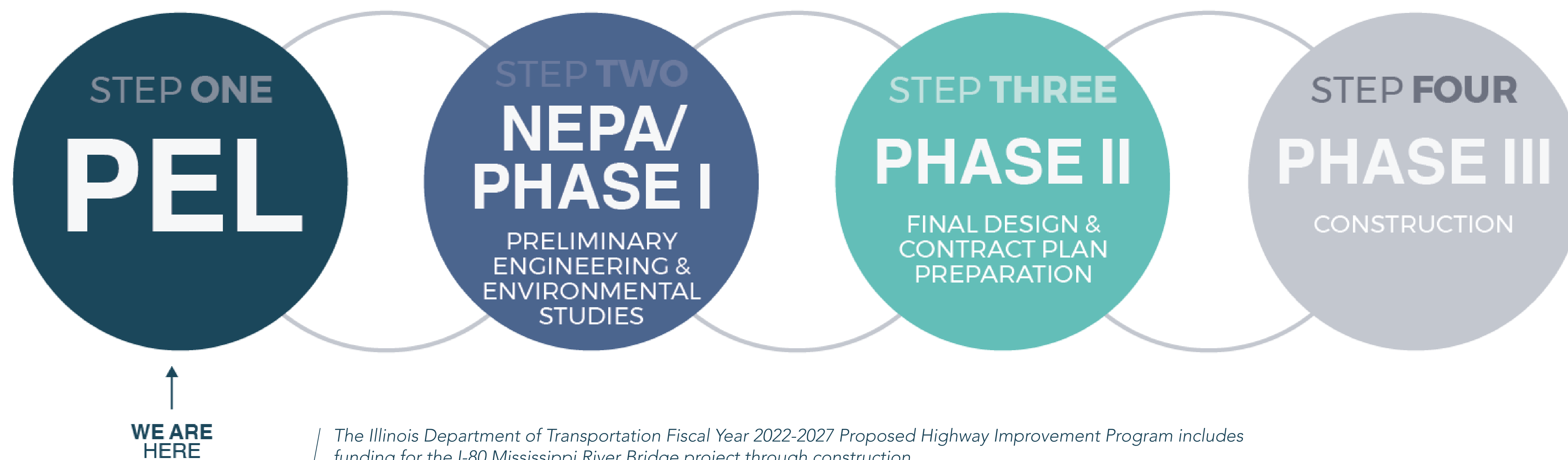


SPEAKING:
TONY PAKELTIS (Parsons)



PROJECT DEVELOPMENT & IMPLEMENTATION PROCESS

Launched in 2020, the Planning and Environment Linkages (PEL) Study will complete preliminary tasks that comply with the National Environmental Policy Act (NEPA), allowing for an efficient transition into the project's preliminary engineering phase.



SPEAKING:
TONY PAKELTIS (Parsons)

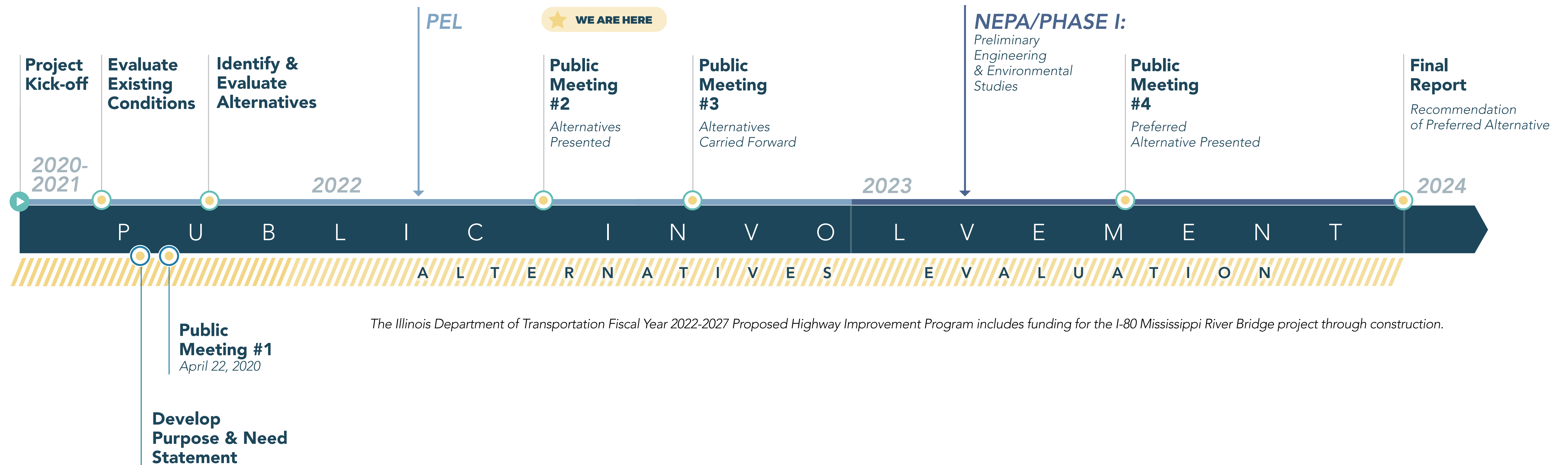




STUDY OVERVIEW



STUDY TIMELINE



SPEAKING:
TONY PAKELTIS (Parsons)



Illinois Department
of Transportation





STUDY OVERVIEW



STUDY DECISION-MAKERS

The I-80 Mississippi River Bridge study was initiated by the Illinois Department of Transportation, in conjunction with the Iowa Department of Transportation, under the jurisdiction of the Federal Highway Administration.



Illinois Department
of Transportation



SPEAKING:
TONY PAKELTIS (Parsons)



WHAT WE HEARD AT THE PUBLIC MEETING

Public Meeting #1

INITIAL STUDY FINDINGS
PRESENTED, PUBLIC
COMMENT RECEIVED



APR 2020



SPEAKING:
TONY PAKELTIS (Parsons)

PUBLIC MEETING #1 ENGAGEMENT:

- ✓ More than 500 participants
- ✓ More than 125 questions and comments submitted with topics including:
 - » SUBSTANDARD SHOULDERS
 - » BRIDGE TOO NARROW
 - » NOT ENOUGH SPACE TO GET AROUND ACCIDENTS
 - » LOW SIDES OF BRIDGE ARE A PROBLEM
 - » LACK OF HEIGHT OF BRIDGE MAKES IT SCARY
 - » RAMPS TOO SHORT, DIFFICULT TO MERGE
 - » TOO MUCH TRUCK TRAFFIC
 - » EXPAND TO THREE LANES EACH WAY
 - » MORE LANES
 - » SAFETY OF VEHICLES AND STRUCTURE
 - » PEDESTRIAN ACCOMMODATIONS NEEDED (MULTIPLE)
 - » NO FUNDS FOR PEDESTRIAN ACCOMMODATIONS/CAR ONLY BRIDGE (MULTIPLE)
 - » SAFETY FOR PROPERTY OWNERS DURING CONSTRUCTION
 - » IMPACT OF CONSTRUCTION ON BUSINESS/ECONOMY
 - » ACCESS TO LECLAIRE/ RAPIDS CITY DURING CONSTRUCTION
 - » EASE OF ACCESS A PROBLEM
 - » NEED WELL-LIT EXITS ENTRANCES WITH CLEAR SIGNAGE
 - » CONSIDER TOLLING



PROJECT NEED



Bridge **built**
in **1967**



Crash trends
identified
at multiple
locations



Costly bridge
inspections
necessary to
assure integrity
of bridge



Bridge
deficiencies
identified



Current **design**
standards
not met



SPEAKING:
TONY PAKELTIS (Parsons)



Illinois Department
of Transportation





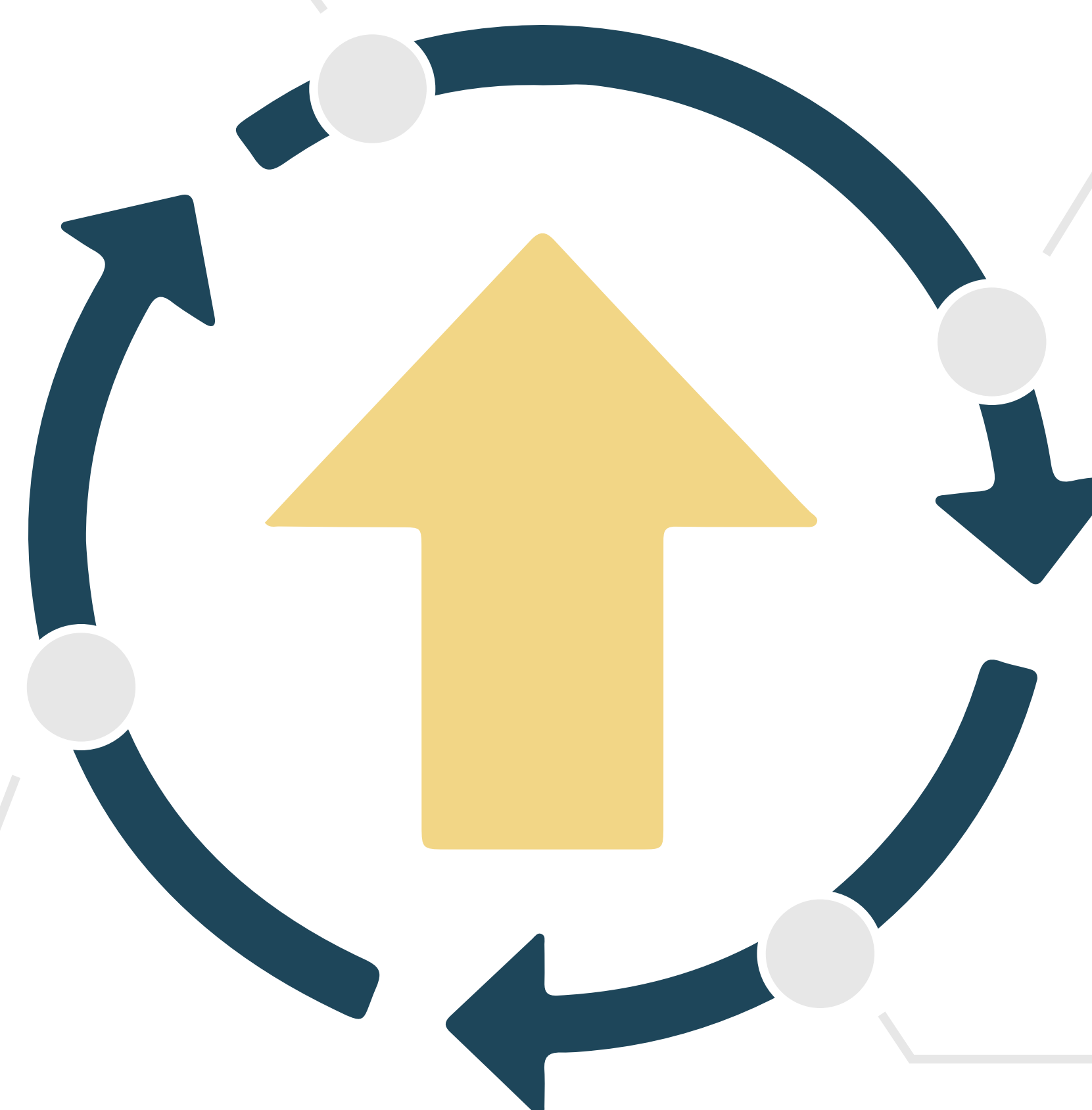
PROJECT PURPOSE

Provide a structurally sound bridge over the Mississippi River

Improve roadway geometrics where they are clearly a contributing cause to safety issues

Improve deficient conditions on existing bridges and culvert

Improve safety on I-80 mainline and interchanges



SPEAKING:
TONY PAKELTIS (Parsons)





EVALUATION CRITERIA

Alternatives to be evaluated based on the following criteria:



Address the Project Purpose & Need

A structurally sound bridge over the Mississippi
Reduce existing bridge/culvert deficiencies within project study area
Eliminate or reduce roadway geometric deficiencies where they are a contributing cause to safety
Reduced crash rates on I-80 mainline and interchanges



Environmental Impacts

Residential and commercial relocations
Right-of-way
Wetlands
Streams
Floodplains/Floodways
Potential Indiana bat and northern long-eared bat forested habitat
Public parks/recreation areas/Section 4(f) resources
Historic and archaeological resources/Section 106 resources
Special waste sites
Prime farmland soils
Community facilities and services
Environmental justice populations



Engineering Factors

Constructability
Maintenance of traffic during construction

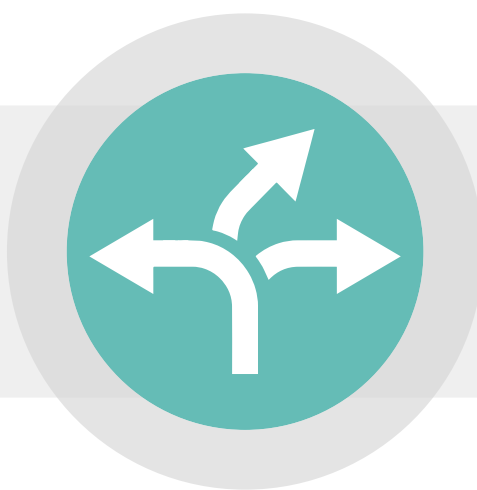


SPEAKING:
TONY PAKELTIS (Parsons)

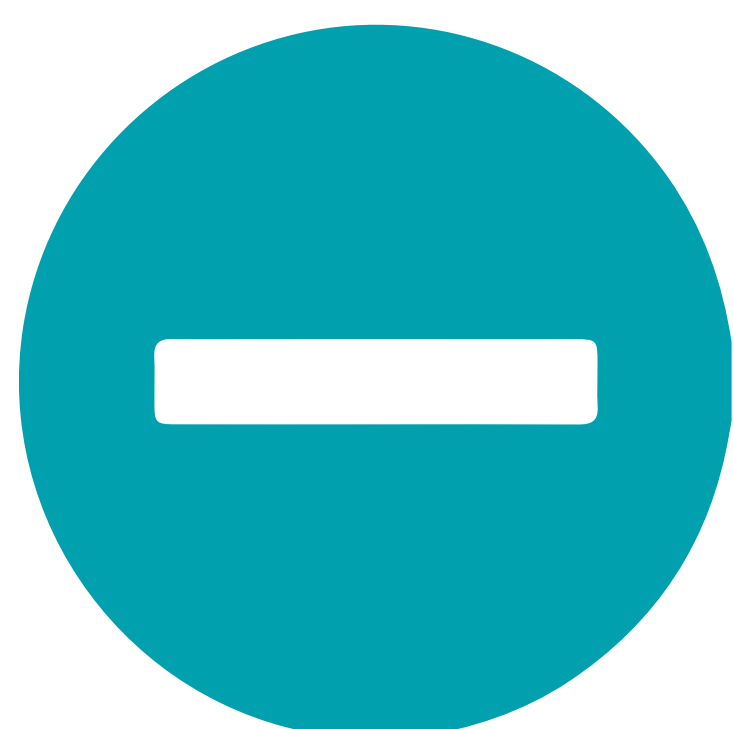


Illinois Department
of Transportation





RANGE OF REASONABLE ALTERNATIVES



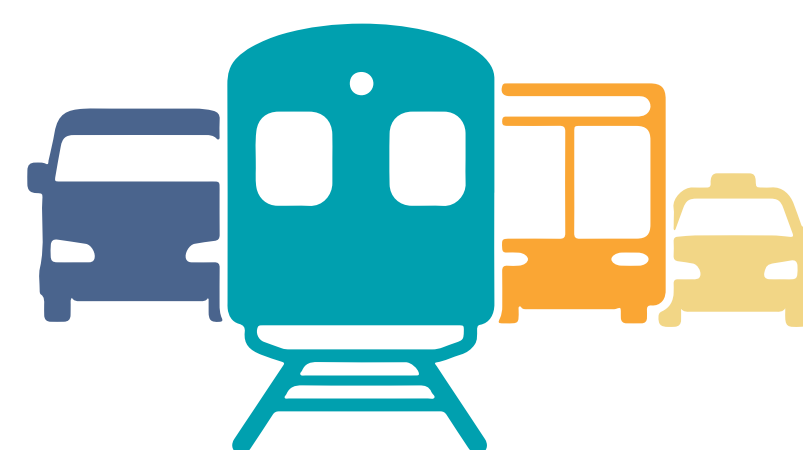
NO-BUILD ALTERNATIVE

No improvements other than routine and emergency repairs and maintenance



TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVE

Better management and operation of existing transportation facilities including traffic signal timing, ramp improvements, minor geometric improvements



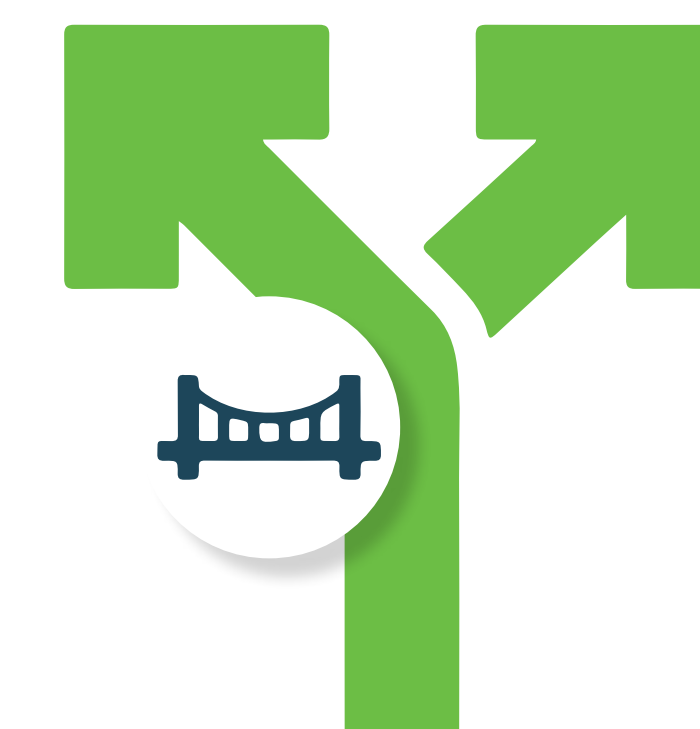
MASS TRANSIT ALTERNATIVE

Alternative would include expanding bus service with existing agencies



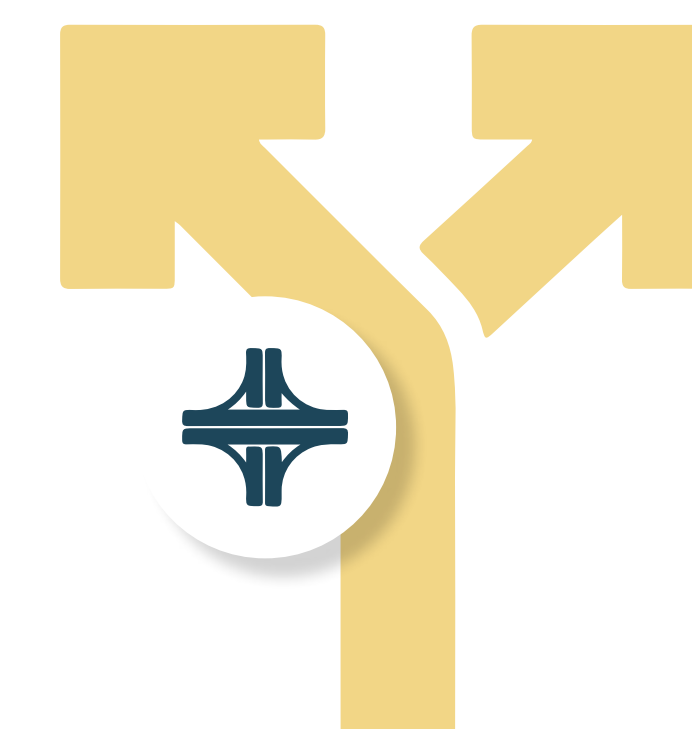
BRIDGE RECONSTRUCTION USING EXISTING SUBSTRUCTURE

Reconstruction of the existing bridge deck and existing piers widened and strengthened



MISSISSIPPI BRIDGE BUILD ALTERNATIVES

Complete replacement of the existing bridge on either the existing alignment or a new alignment.
7 potential options

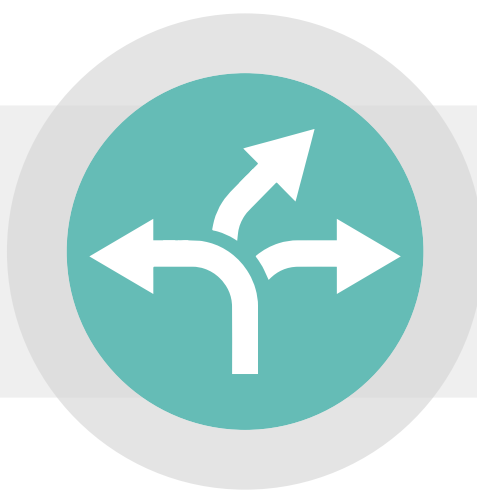


I-88 INTERCHANGE BUILD ALTERNATIVES

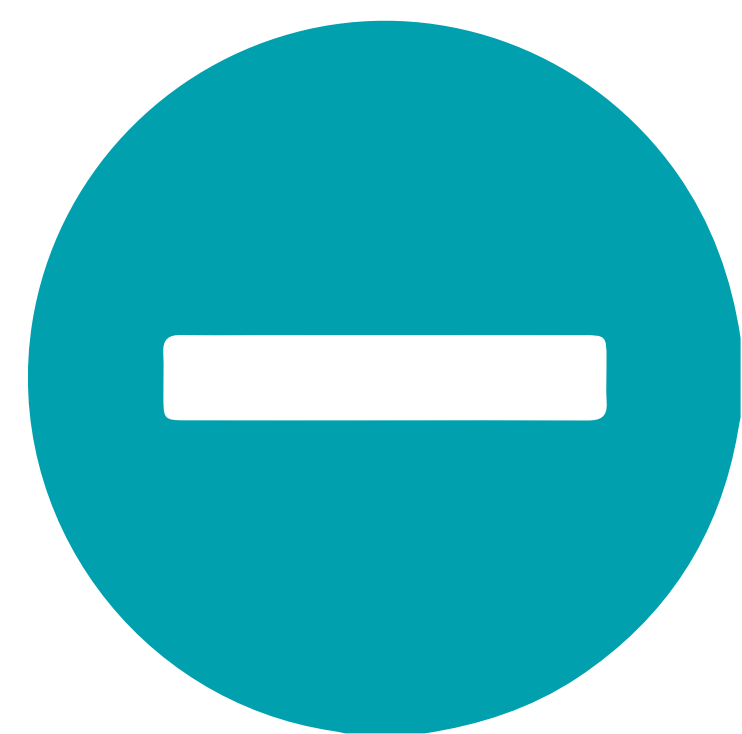
Improvements at the I-80/I-88 interchange and the I-88/Old IL 2 interchange
4 potential options



SPEAKING:
TONY PAKELTIS (Parsons)



RANGE OF REASONABLE ALTERNATIVES



NO-BUILD
ALTERNATIVE

REMAINS: No-Build
Alternative carried forward
as a baseline comparison for
build alternatives



TRANSPORTATION
SYSTEM MANAGEMENT
ALTERNATIVE

DISMISSED: Does not meet
project Purpose & Need



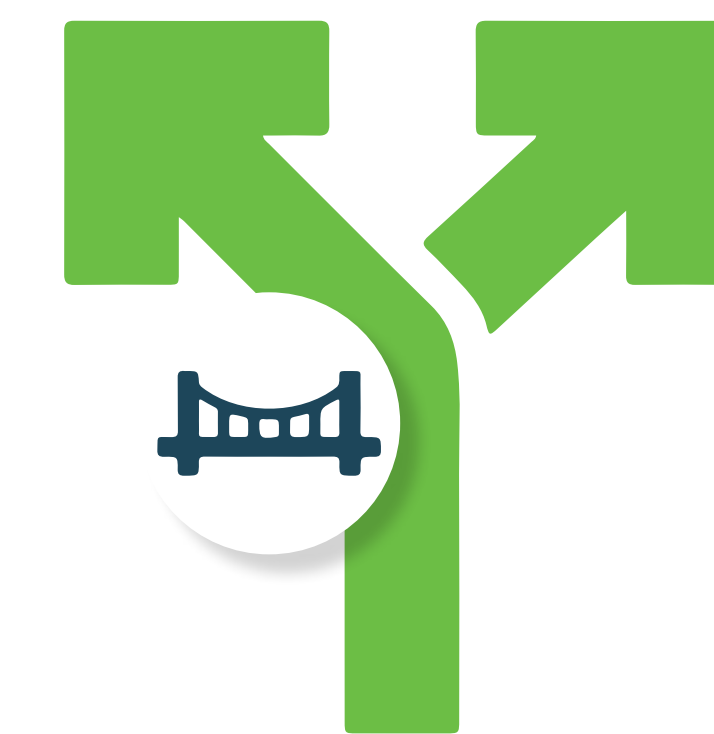
MASS TRANSIT
ALTERNATIVE

DISMISSED: Does not meet
project Purpose & Need



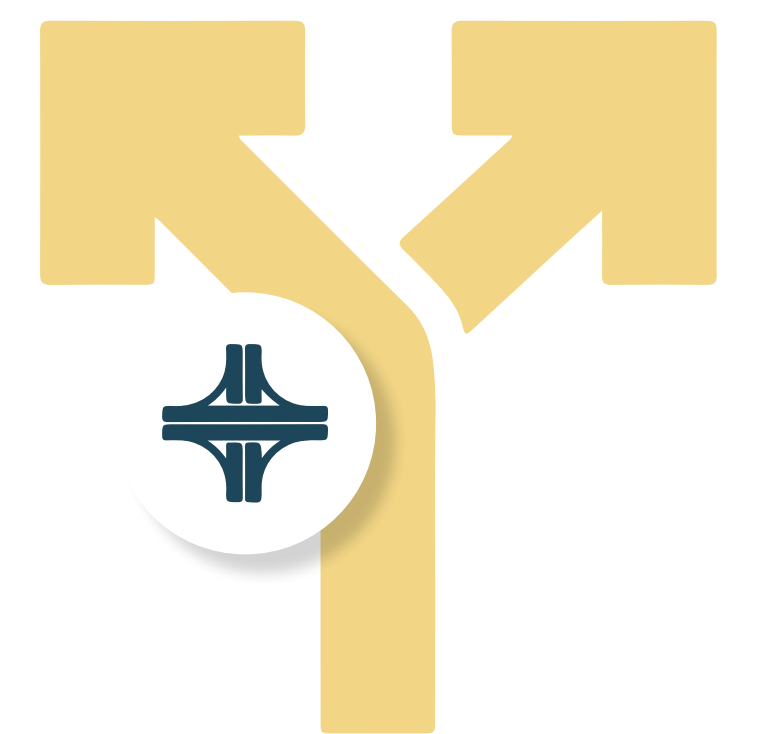
BRIDGE
RECONSTRUCTION USING
EXISTING SUBSTRUCTURE

DISMISSED: Fatal Flaw - Not
feasible to widen the bridge
deck on the existing piers and
the re-use of the existing piers
was not recommended.



MISSISSIPPI BRIDGE
BUILD ALTERNATIVES

REMAINS: 7 potential options

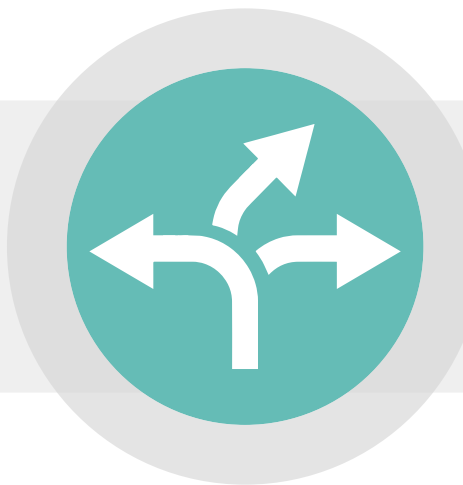


I-88 INTERCHANGE
BUILD ALTERNATIVES

REMAINS: 4 potential options



SPEAKING:
TONY PAKELTIS (Parsons)



ROLE OF STAKEHOLDERS



Ask questions and present concerns

Typical concerns on any given project may include:

- » Traffic noise
- » Impacts to residential or commercial properties that neighbor the roadway
- » Maintaining reasonable access to these properties
- » Travel times
- » Speed limits
- » Drainage concerns
- » Landscaping/other aesthetic concerns
- » Impacts on the environment

The study process, conducted in accordance with NEPA guidelines, is designed to yield a preferred alternative that meets the project's Purpose and Need while minimizing impacts to the human and natural environment.



SPEAKING:
TONY PAKELTIS (Parsons)



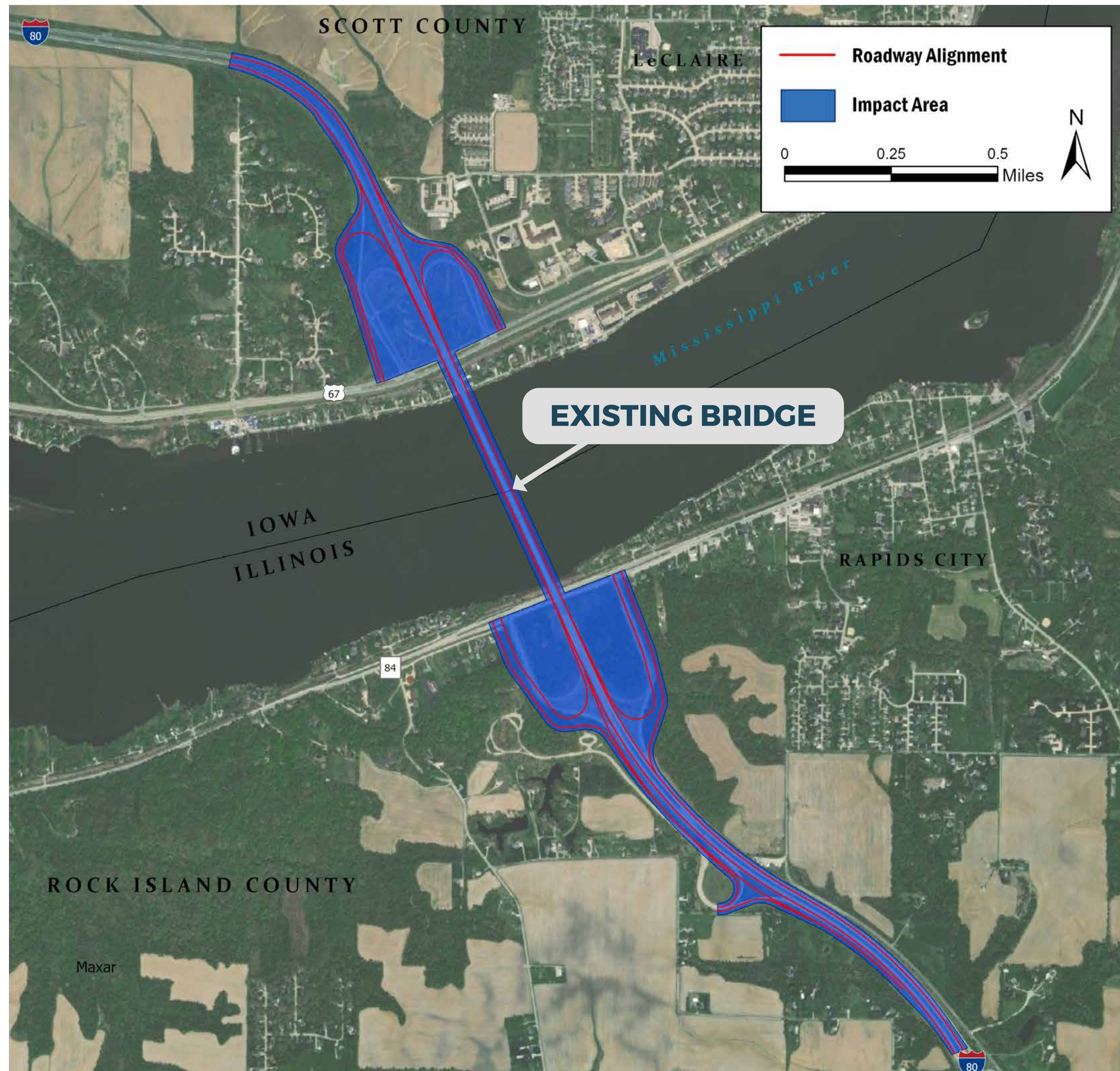


BRIDGE ALTERNATIVES



MISSISSIPPI RIVER BRIDGE BUILD ALTERNATIVES

Alternative 1: Bridge Replacement on Existing Alignment



- Replace existing bridge on existing alignment
 - » Four 12-foot through lanes, two 12-foot auxiliary lanes, 12-foot outside and 6-foot inside shoulders
- US 67 & IL 84 interchanges reconstructed to meet current design standards
- Existing bridge demolished before replacement is built; four-year traffic detour required



SPEAKING:
MARK PETERSON (Parsons)

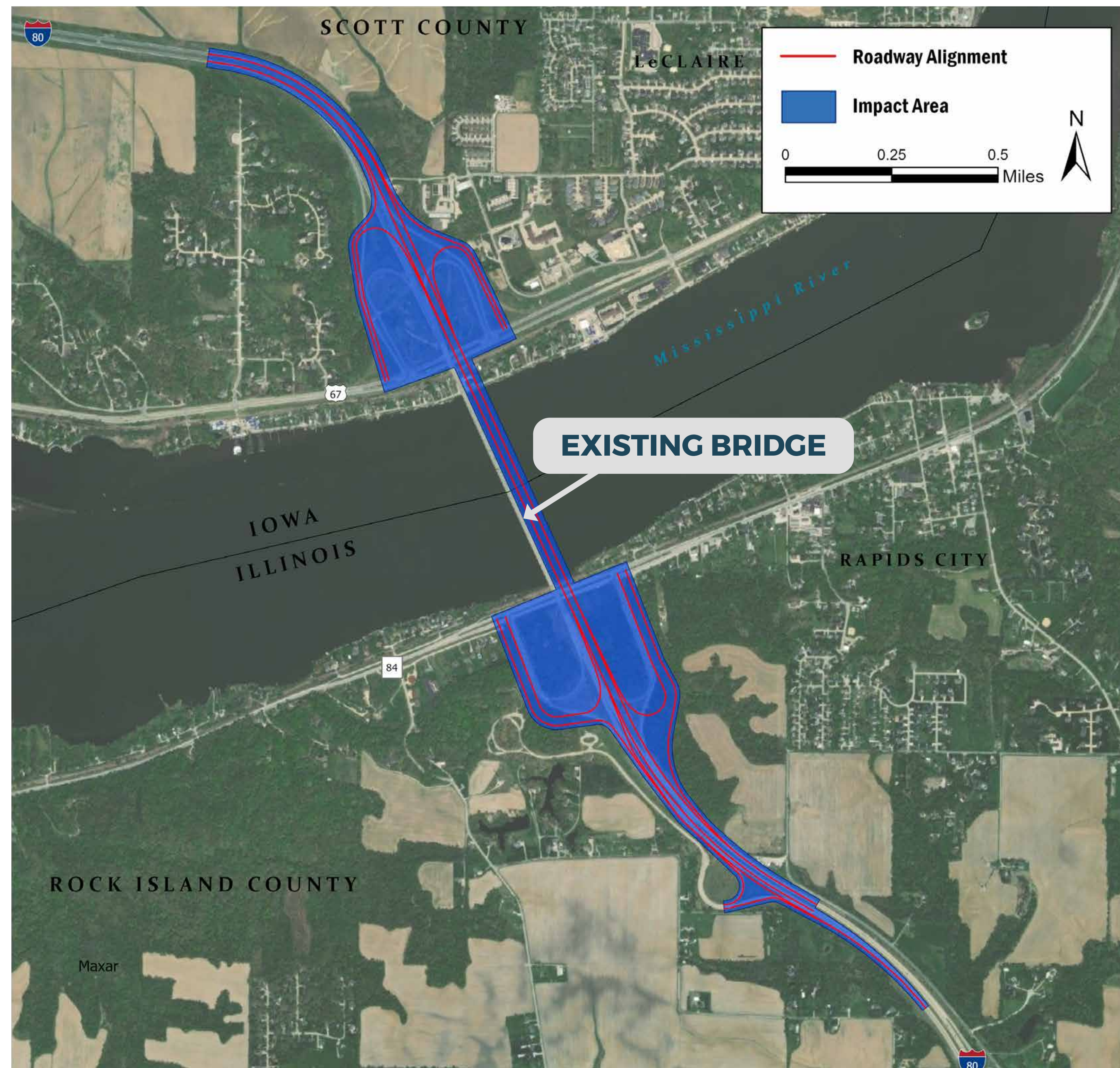


BRIDGE ALTERNATIVES



MISSISSIPPI RIVER BRIDGE BUILD ALTERNATIVES

Alternative 2: Bridge Replacement East



- Bridge replacement 50 feet east from existing alignment
 - » Four 12-foot through lanes, two 12-foot auxiliary lanes, 12-foot outside and 6-foot inside shoulders
- US 67 & IL 84 interchanges reconstructed to meet current design standards



SPEAKING:
MARK PETERSON (Parsons)

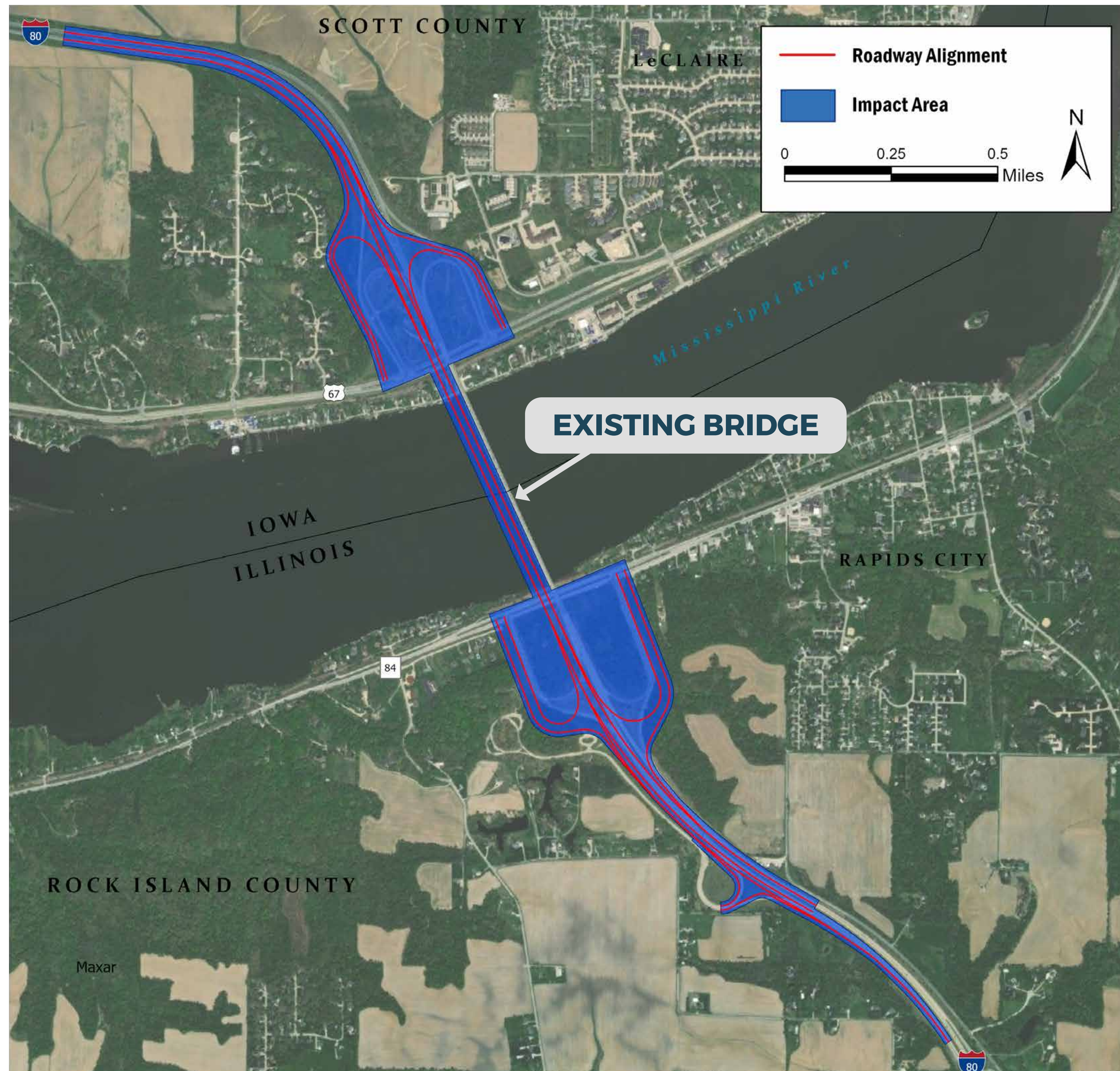


BRIDGE ALTERNATIVES



MISSISSIPPI RIVER BRIDGE BUILD ALTERNATIVES

Alternative 3: Bridge Replacement West



- Bridge replacement 50 feet west from existing alignment
 - » Four 12-foot through lanes, two 12-foot auxiliary lanes, 12-foot outside and 6-foot inside shoulders
- US 67 & IL 84 interchanges reconstructed to meet current design standards



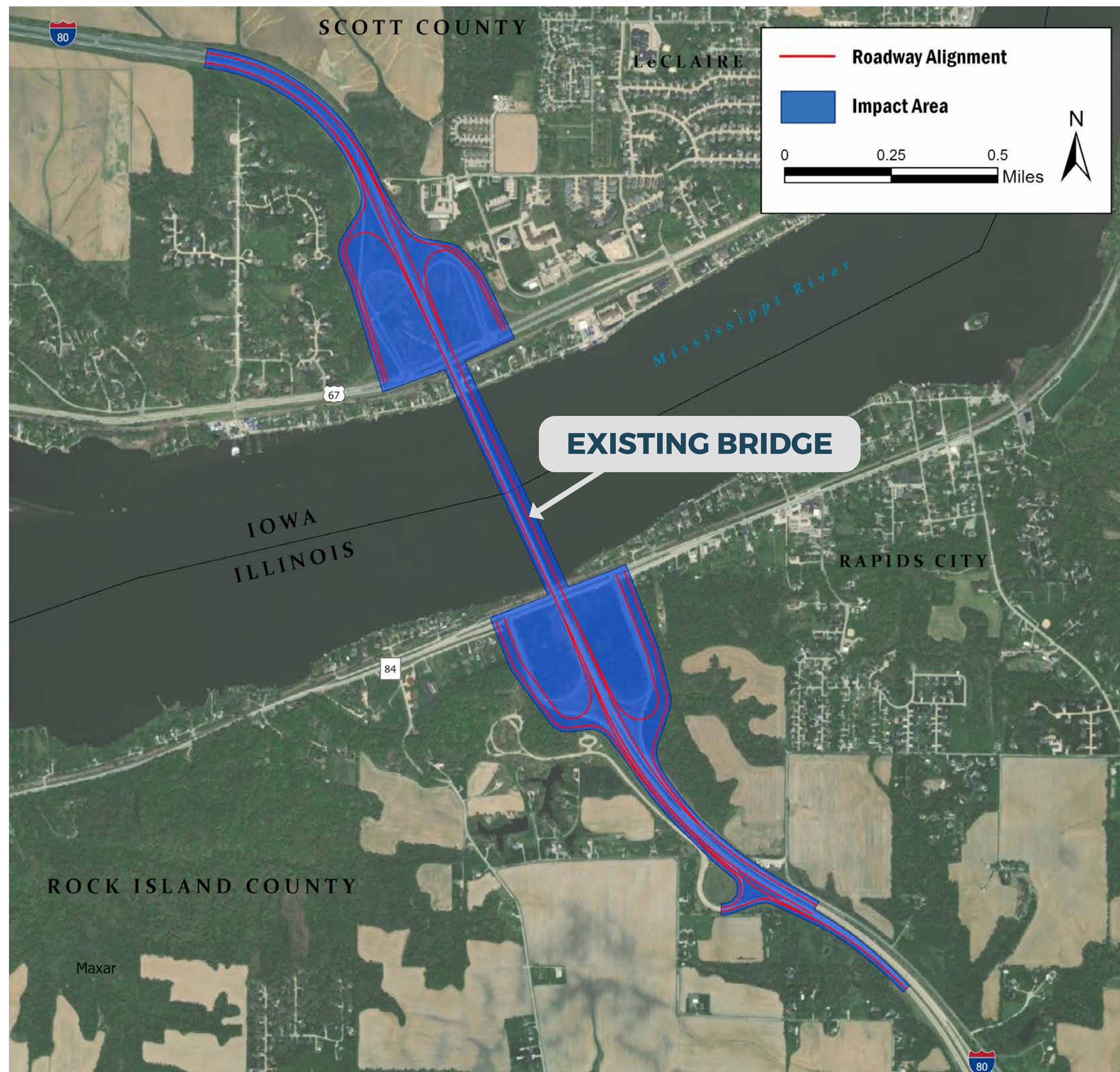
SPEAKING:
MARK PETERSON (Parsons)



BRIDGE ALTERNATIVES

MISSISSIPPI RIVER BRIDGE BUILD ALTERNATIVES

Alternative 4: New Companion Bridge East & Replacement of Existing Bridge



- Companion Bridge constructed 20 feet east from existing bridge
 - » Two 12-foot through lanes, one 12-foot auxiliary lane, 12-foot outside and 6-foot inside shoulders
- Traffic moves to companion bridge as existing bridge is replaced
- Results in two side-by-side bridges
- US 67 & IL 84 interchanges reconstructed to meet current design standards



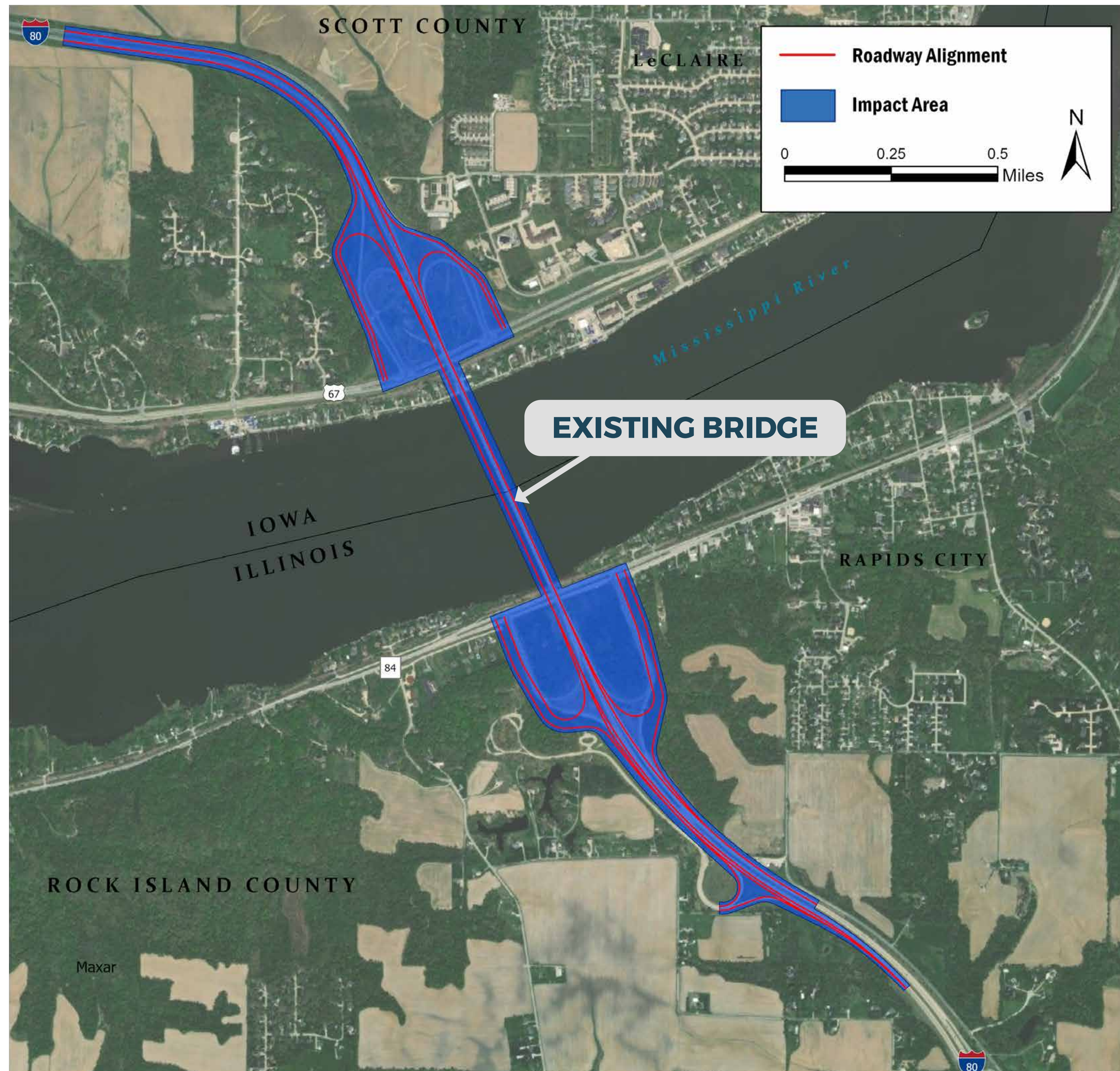
SPEAKING:
MARK PETERSON (Parsons)



BRIDGE ALTERNATIVES

MISSISSIPPI RIVER BRIDGE BUILD ALTERNATIVES

Alternative 5: New Companion Bridge West & Replacement of Existing Bridge



- Companion Bridge constructed 20 feet west from existing bridge
 - » Two 12-foot through lanes, one 12-foot auxiliary lane, 12-foot outside and 6-foot inside shoulders
- Traffic moves to companion bridge as existing bridge is replaced
- Results in two side-by-side bridges
- US 67 & IL 84 interchanges reconstructed to meet current design standards



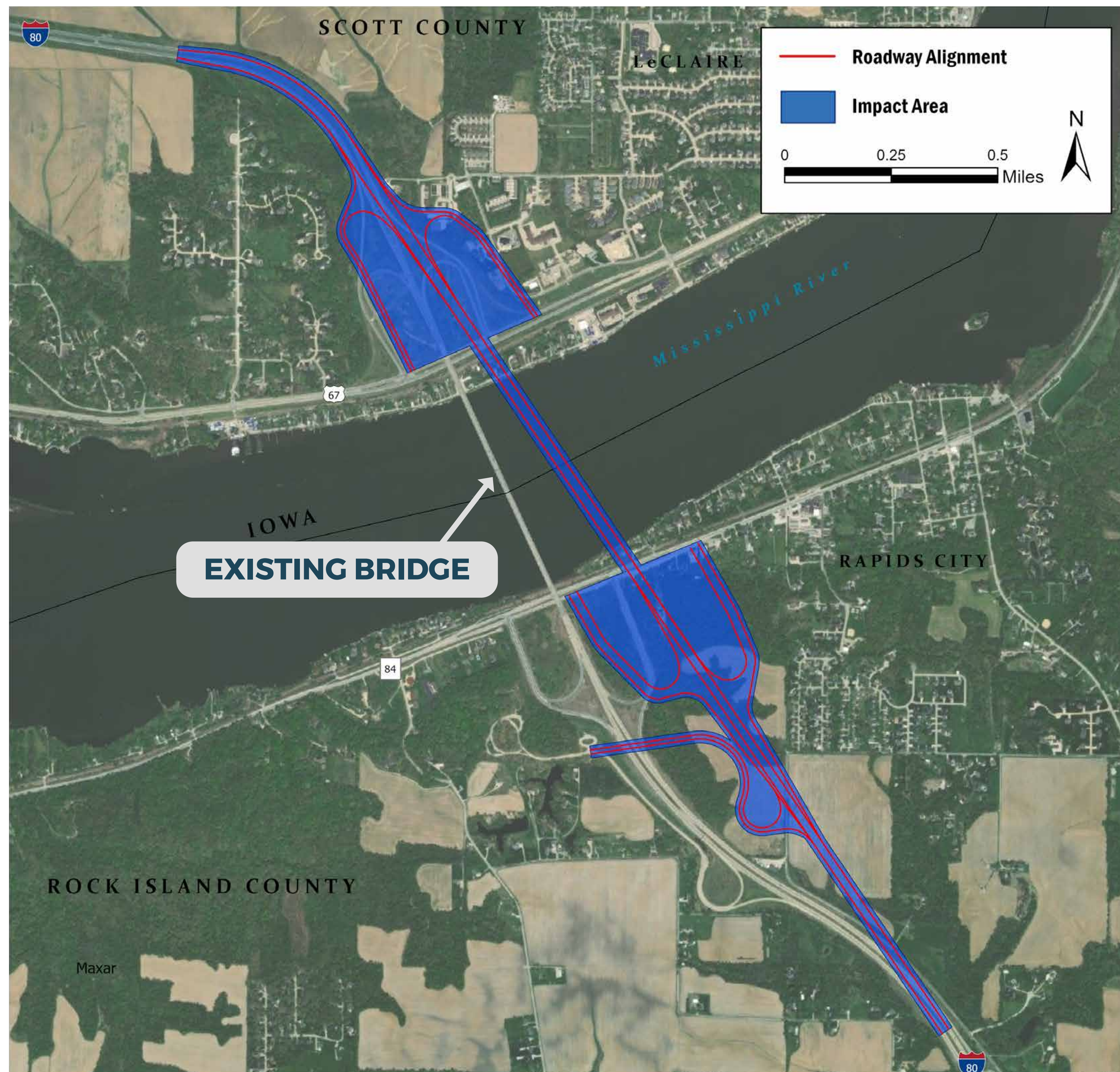
SPEAKING:
MARK PETERSON (Parsons)



BRIDGE ALTERNATIVES

MISSISSIPPI RIVER BRIDGE BUILD ALTERNATIVES

Alternative 6: Bridge Replacement East on New Alignment



- Bridge replacement approximately 600 feet east of existing alignment
 - » Four 12-foot through lanes, two 12-foot auxiliary lanes, 12-foot outside and 6-foot inside shoulders
- US 67 & IL 84 interchanges reconstructed to meet current design standards
- Access to the Mississippi Rapids Rest Area modified



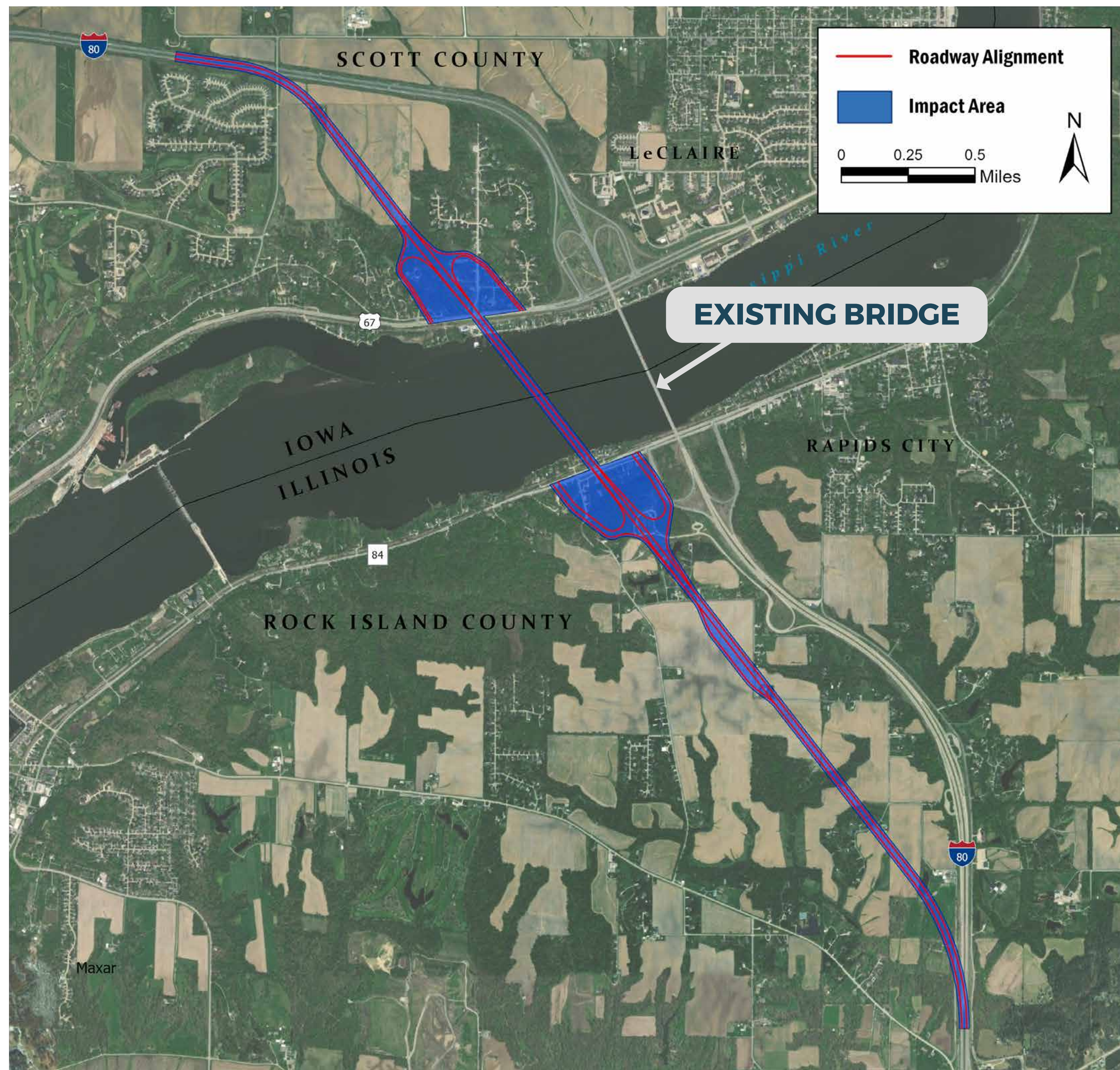
SPEAKING:
MARK PETERSON (Parsons)



BRIDGE ALTERNATIVES

MISSISSIPPI RIVER BRIDGE BUILD ALTERNATIVES

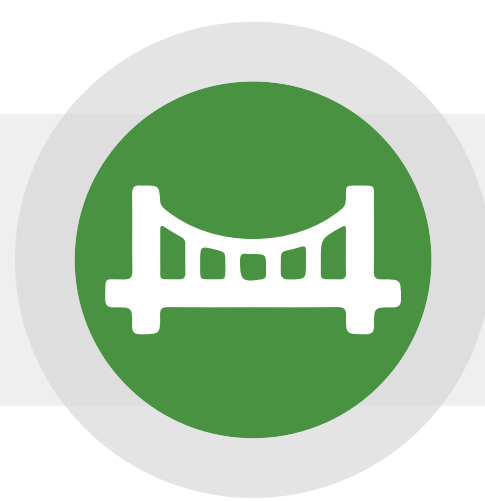
Alternative 7: Bridge Replacement West on New Alignment



- Bridge replacement approximately 2,100 feet west of existing alignment
 - » Four 12-foot through lanes, two 12-foot auxiliary lanes, 12-foot outside and 6-foot inside shoulders
- US 67 & IL 84 interchanges reconstructed to meet current design standards
- Impacts Mississippi Rapids Rest Area; new Rest Area provided



SPEAKING:
MARK PETERSON (Parsons)



BRIDGE ALTERNATIVES



SPEAKING
MARK PETERSON (Parsons) & **TONY PAKELTIS** (Parsons)

IMPACT ANALYSIS MISSISSIPPI RIVER BRIDGE BUILD ALTERNATIVES

Purpose and Need

Each of the Mississippi River Bridge build alternatives meet the criteria presented in the project's Purpose and Need.

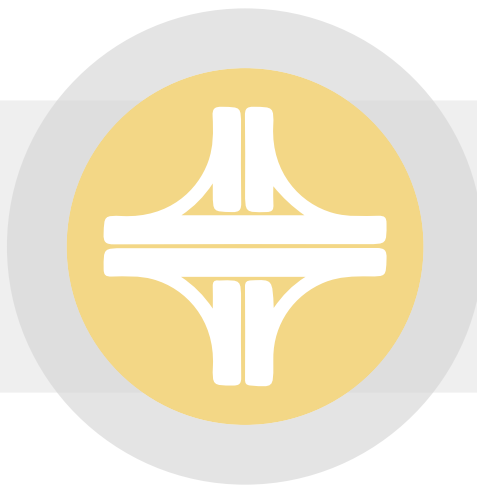
Environmental Impacts

	ALT 1 Replace on Existing	ALT 2 Replace 50 ft East	ALT 3 Replace 50 ft West	ALT 4 Companion Bridge East	ALT 5 Companion Bridge West	ALT 6 New Alignment East	ALT 7 New Alignment West
Relocations (number)	1	3	5	1	1	15	53
Right-of-way (acres)	3	6	8	1	4	95	157
Wetlands (acres)	0	0	0	0	0	0	0
Streams (number/linear feet)	4/3,965	4/3,800	5/4,756	4/3,920	5/4,575	3/2,084	9/4,208
Floodplains/Floodways (acres)	15/2	15/2	17/3	17/2	18/3	15/3	15/2
Potential Indiana bat and northern long-eared bat forested habitat (acres)	31	38	40	31	32	66	70
Public parks/recreation areas/Section 4(f) resources (number)	1	1	1	1	1	1	1
Historic and archaeological resources/Section 106 resources (number)	1	1	1	1	1	1	0
Special waste sites (number)	0	0	0	0	0	0	2
Prime farmland soils (acres)	3	4	11	2	4	91	128
Community facilities and services (number)	0	0	0	0	0	0	2
Environmental justice populations (number of EJ census block groups)	1	1	1	1	1	0	1

■ Most impacts ■ Moderate impacts ■ Least impacts

Engineering

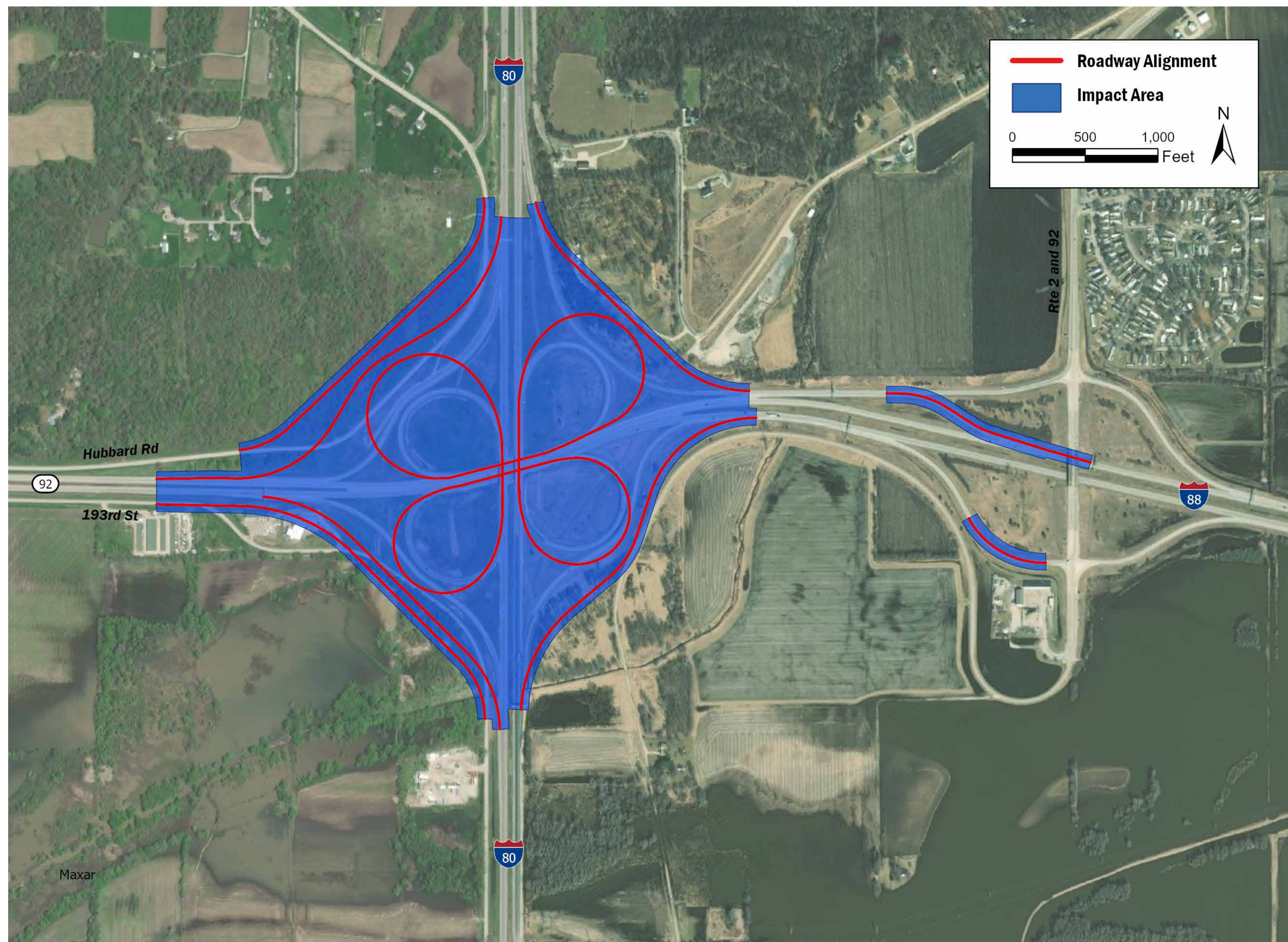
	ALT 1 Replace on Existing	ALT 2 Replace 50 ft East	ALT 3 Replace 50 ft West	ALT 4 Companion Bridge East	ALT 5 Companion Bridge West	ALT 6 New Alignment East	ALT 7 New Alignment West
Constructability	●	●	●	●	●	●	●
Maintenance of traffic during construction	●	●	●	●	●	●	●



INTERCHANGE ALTERNATIVES

I-88 INTERCHANGE BUILD ALTERNATIVES

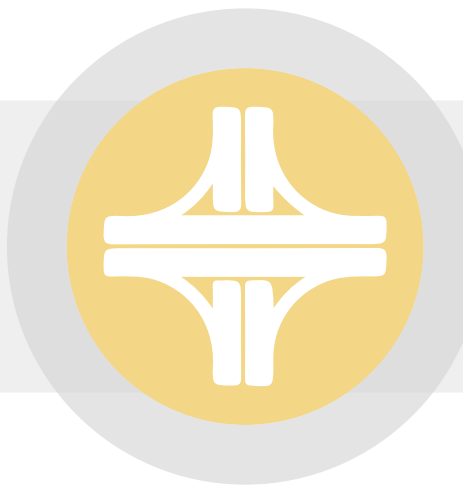
Alternative A: Expanded Cloverleaf



- Maintain and expand all four cloverleaf interchange loop ramps at the I-80/I-88 interchange
- Minor ramp modifications at the Old IL 2 interchange to correct geometric deficiencies



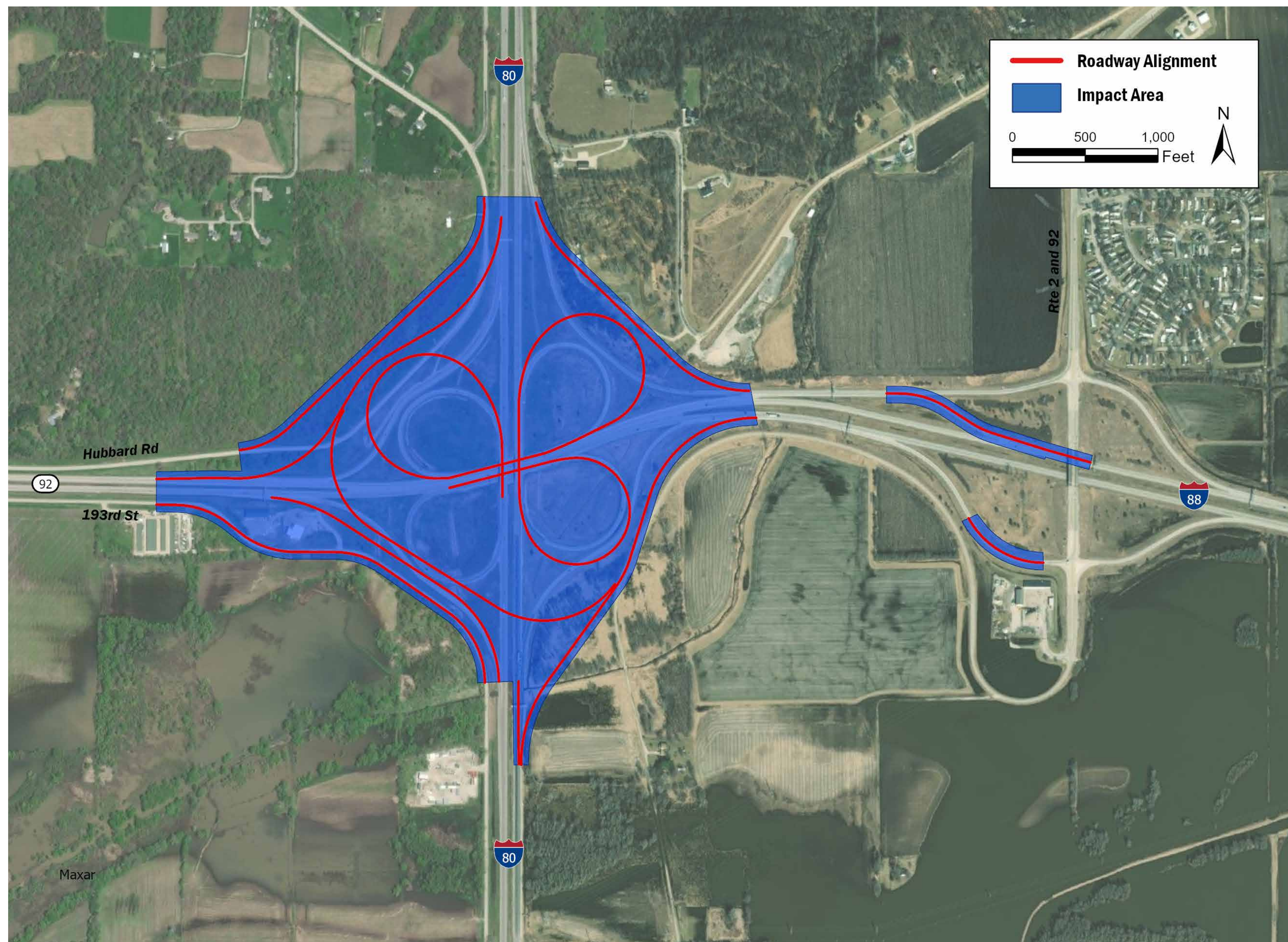
SPEAKING:
MARK PETERSON (Parsons)



INTERCHANGE ALTERNATIVES

I-88 INTERCHANGE BUILD ALTERNATIVES

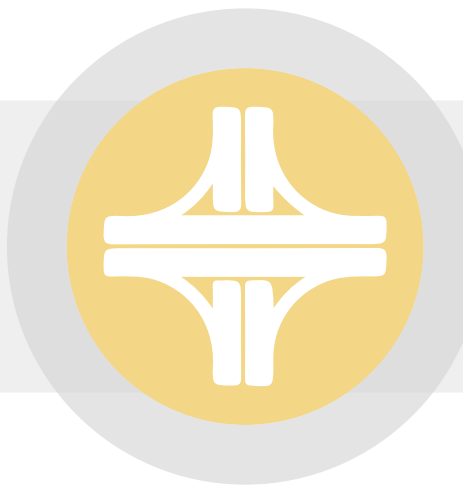
Alternative B: Expanded Cloverleaf with Outer Direct Ramp



- Maintain and expand 3 of 4 cloverleaf ramps (NW, NE, SE)
- Construct directional ramp in SW quadrant to improve safety
- Minor ramp modifications at the Old IL 2 interchange to correct geometric deficiencies



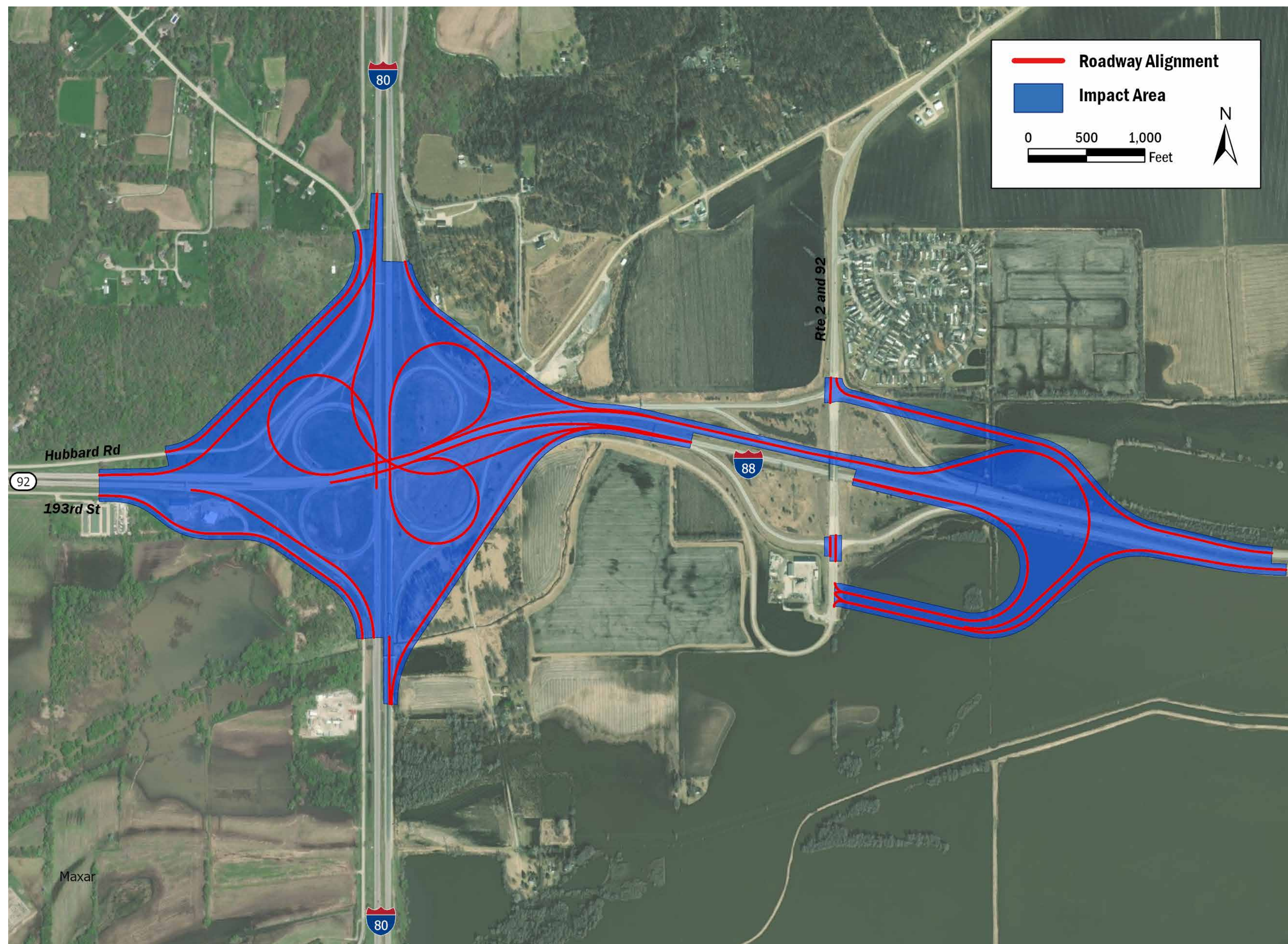
SPEAKING:
MARK PETERSON (Parsons)



INTERCHANGE ALTERNATIVES

I-88 INTERCHANGE BUILD ALTERNATIVES

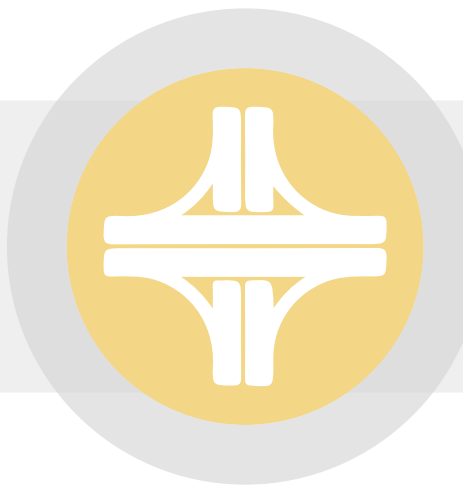
Alternative C: Expanded Cloverleaf with Outer Direct Ramp and Old IL 2



- Maintain and expand 3 of 4 cloverleaf ramps (NW, NE, SE)
- Construct directional ramp in SW quadrant to improve safety
 - » Ramp located to be retained in future interchange modifications
- Complete modification of the Old IL 2 interchange



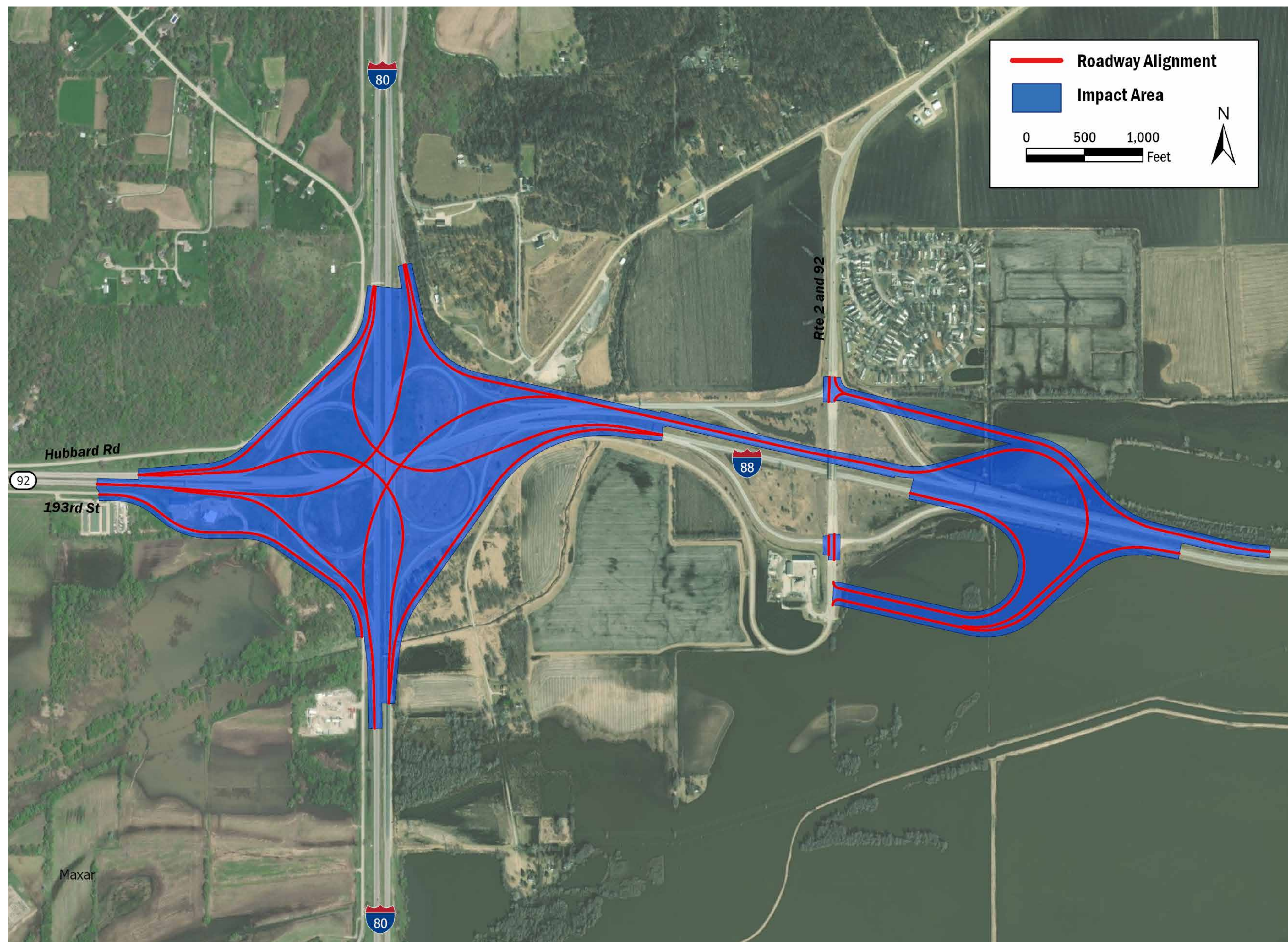
SPEAKING:
MARK PETERSON (Parsons)



INTERCHANGE ALTERNATIVES

I-88 INTERCHANGE BUILD ALTERNATIVES

Alternative D: Four-Level Interchange and Old IL 2



- Remove all loop ramps and replace with fully directional, four-level interchange
- Completely modified I-88 interchange at Old IL 2



SPEAKING:
MARK PETERSON (Parsons)



IMPACT ANALYSIS I-88 INTERCHANGE BUILD ALTERNATIVES

Purpose and Need

Each of the I-88 Interchange build alternatives meet the criteria presented in the project's Purpose and Need.

Environmental Impacts

	ALT A Full Cloverleaf	ALT B 3/4 Cloverleaf, Outer Ramp	ALT C 3/4 Cloverleaf, Outer Ramp & Old IL 2	ALT D 4-level Interchange, Old IL 2
Relocations (number)	3	3	3	2
Right-of-way (acres)	21	23	55	36
Wetlands (acres)	4	3	3	1
Streams (number/linear feet)	1/391	1/298	3/1,591	3/2,016
Floodplains/Floodways (acres)	7/0	11/0	32/0	30/0
Potential Indiana bat and northern long-eared bat forested habitat (acres)	14	13	15	6
Public parks/recreation areas/Section 4(f) resources (number)	1	1	1	0
Historic and archaeological resources/Section 106 resources (number)	0	0	0	0
Special waste sites (number)	2	2	2	2
Prime farmland soils (acres)	21	23	55	36
Community facilities and services (number)	0	0	0	0
Environmental justice populations (number of EJ census block groups)	0	0	0	0

Most impacts Moderate impacts Least impacts

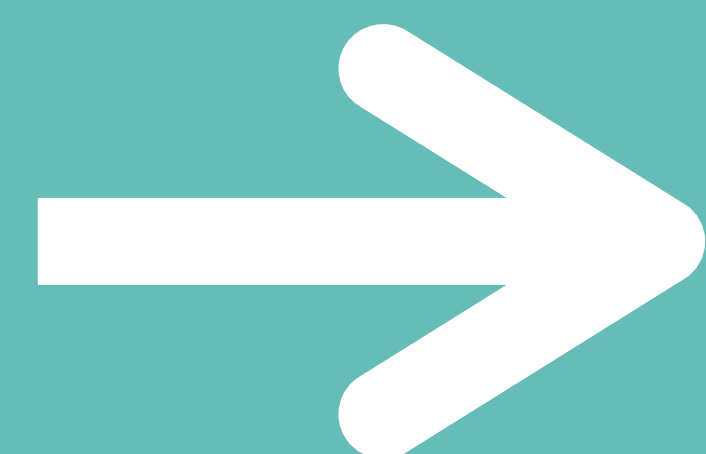
Engineering

	ALT A Full Cloverleaf	ALT B 3/4 Cloverleaf, Outer Ramp	ALT C 3/4 Cloverleaf, Outer Ramp & Old IL 2	ALT D 4-level Interchange, Old IL 2
Constructability	●	●	●	●
Maintenance of traffic during construction	●	●	●	●



NEXT STEPS

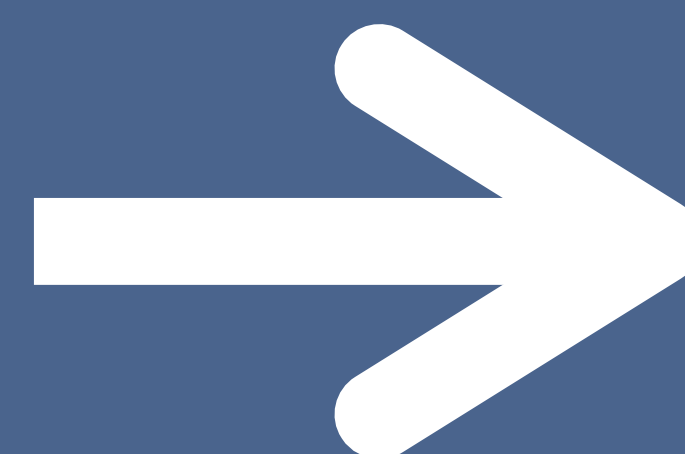
Consideration of
Public Comment



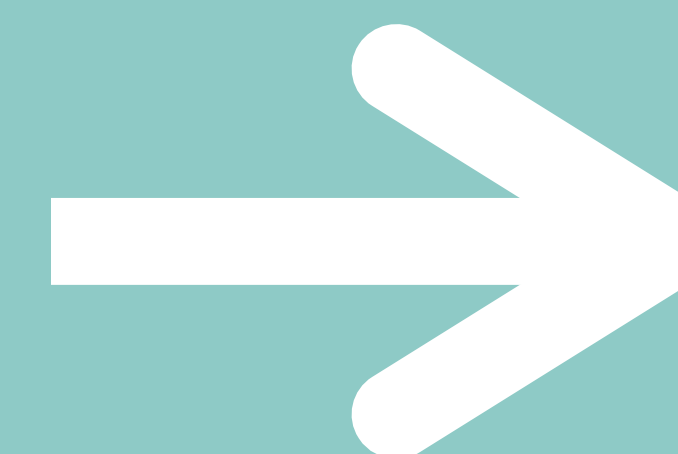
Additional
Evaluation & Study



Narrowing of
Alternatives



Public
Comment



Final Report
in Late 2023



Comments received by
May 25, 2022 become
part of public record

To include recommendation
of Preferred Alternative



SPEAKING:
TONY PAKELTIS (Parsons)



Illinois Department
of Transportation





PUBLIC INVOLVEMENT



Public Meeting #2: May 11, 2022

- ✓ Comments received through May 25, 2022 become part of public meeting record



Future Public Meetings



I80MississippiBridge.com

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



SPEAKING:
TRACY MORSE (Images, Inc.)





PUBLIC INVOLVEMENT



PUBLIC COMMENTS



VISIT US AT

I80MississippiBridge.com

& leave a comment/question

Comments
received by
May 25th
will become part
of the official
meeting
record.

The screenshot shows a web form titled "SUBMIT A QUESTION OR COMMENT" with a speech bubble icon. The form includes the following fields: * FIRST NAME, * LAST NAME, Street Address, Address line 2, City, State, Postal / Zip Code, Country (dropdown menu), PHONE (with a country code dropdown set to (201) 555-0123), * Email, and a large text area for QUESTIONS/COMMENTS. A yellow "Submit" button is at the bottom.



SPEAKING:
TRACY MORSE (Images, Inc.)



Illinois Department
of Transportation



Thank you.

Next Steps.



SUBMIT YOUR COMMENTS
by May 25th

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