# Welcome to the Public Hearing for US 150 Eastbound (McClugage Bridge) over the Illinois River







## Today's Objectives

- Present the purpose and need for the project
- Present the preferred bridge alignment and interchange upgrades
- Present the preferred bridge type
- Present the environmental review results
- Present the study process and project schedule
- Receive your input about the project









## Purpose and Need

### Purpose

The purpose of the project is to accommodate eastbound US 150 traffic across the Illinois River on a transportation system that is structurally sound, meets current design standards, is designed for future traffic, and provides a safe crossing for the public.

### Need

- The bridge is nearing the end of its expected life.
- The bridge is structurally deficient and functionally obsolete.
- Traffic is expected to grow and is anticipated to need more than two lanes.

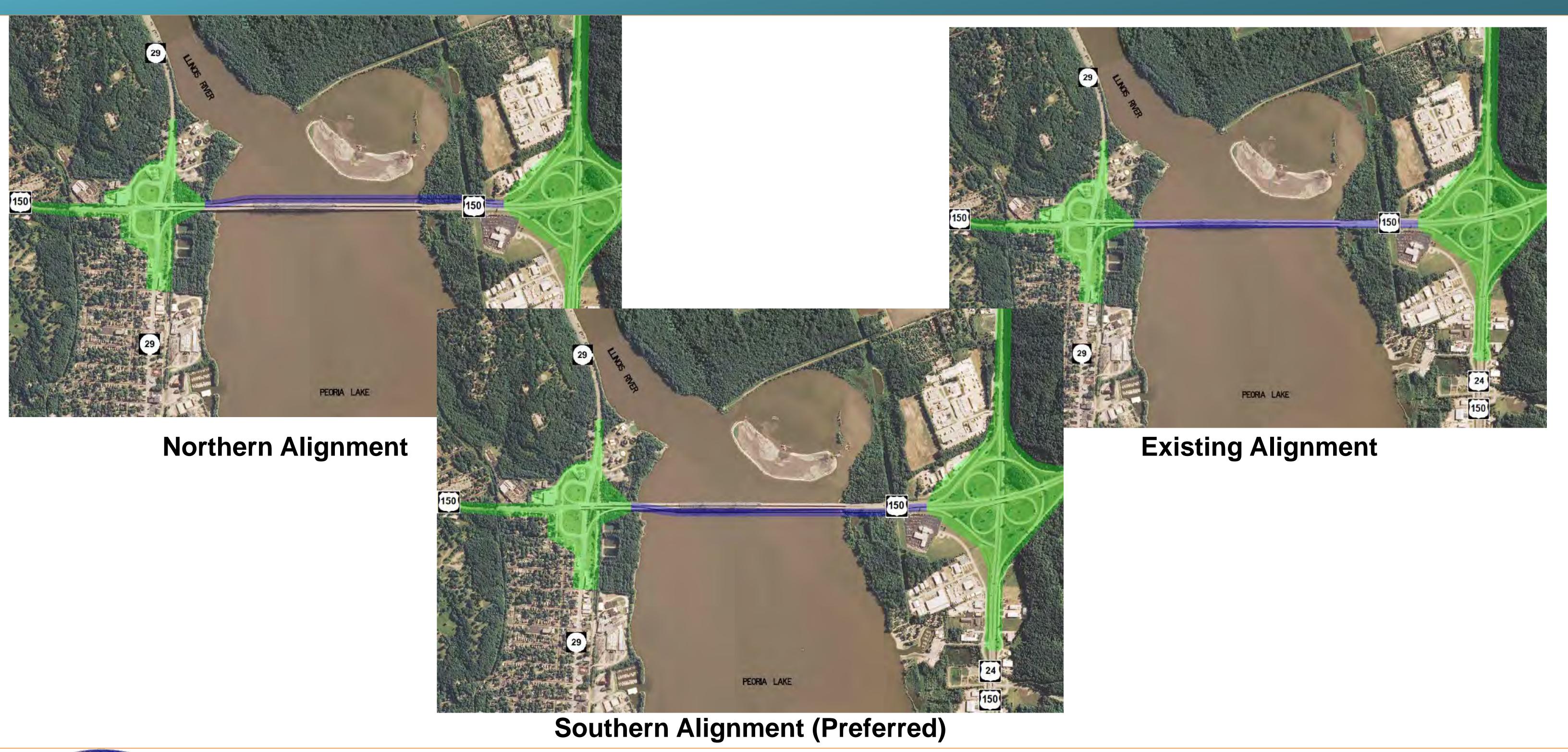
### **Other Considerations**

- Improve traffic flow at the west and east interchanges.
- Improve navigational clearance under the bridge.
- Provide bicycle and pedestrian access across the river.





## Alignment Alternatives Considered



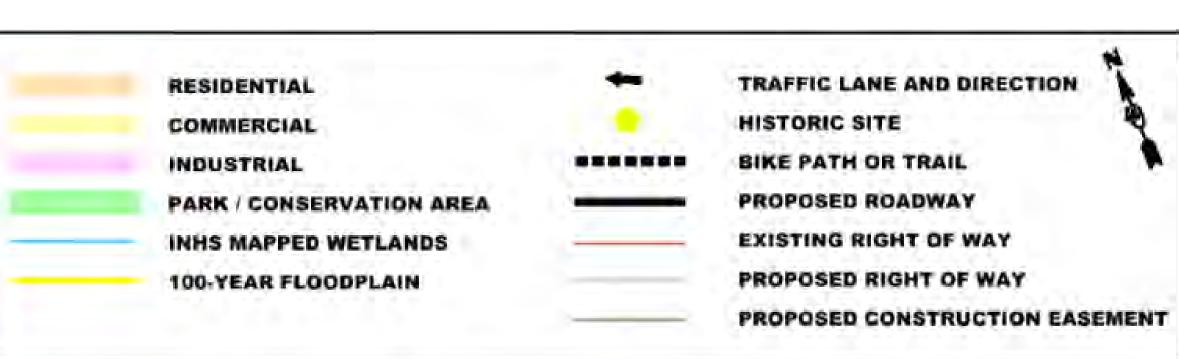


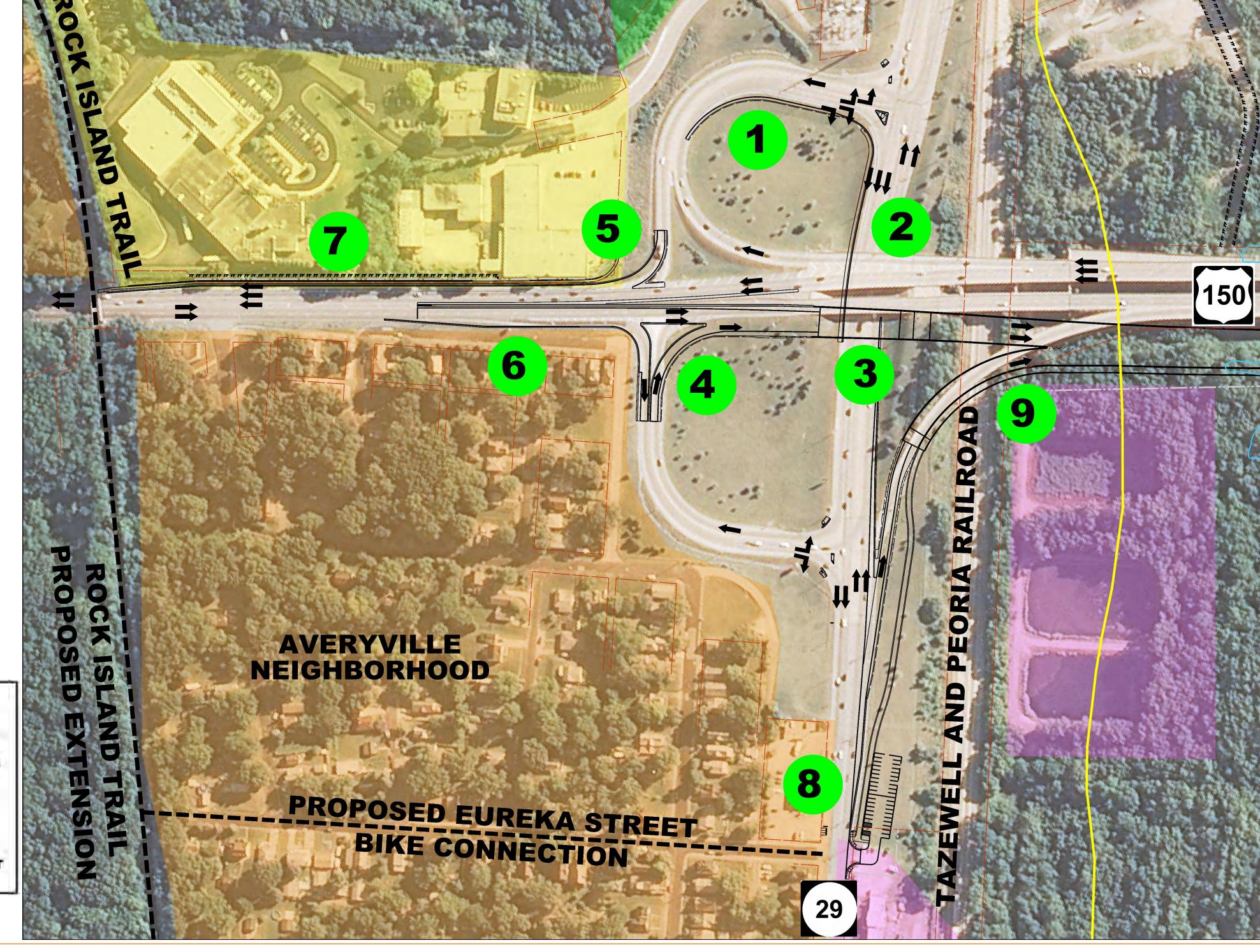


## Western Interchange Upgrades

## List of Improvements for the Preferred Alternative

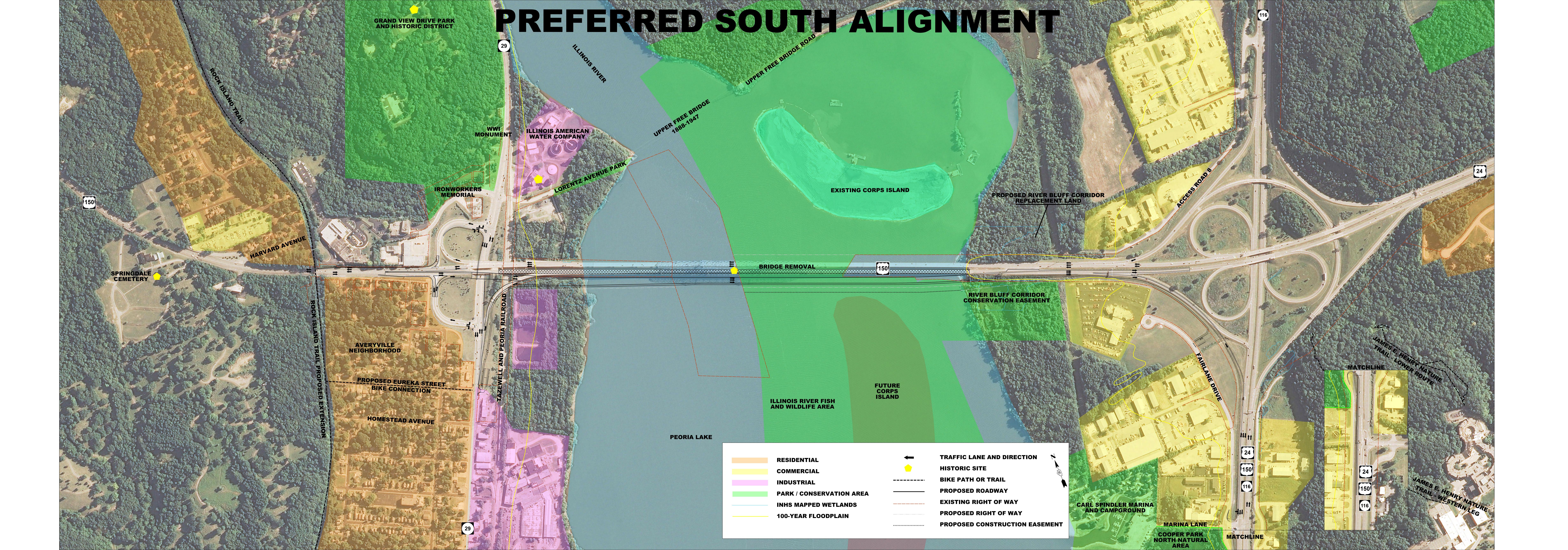
- 1. Dual turn lanes at WB exit ramp
- 2. Additional lane along SB IL 29
- 3. Merge lane onto EB US 150
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- 7. Acceleration lane onto WB US 150
- 8. Parking lot for Peoria trailhead
- 9. Third lane merge onto US 150







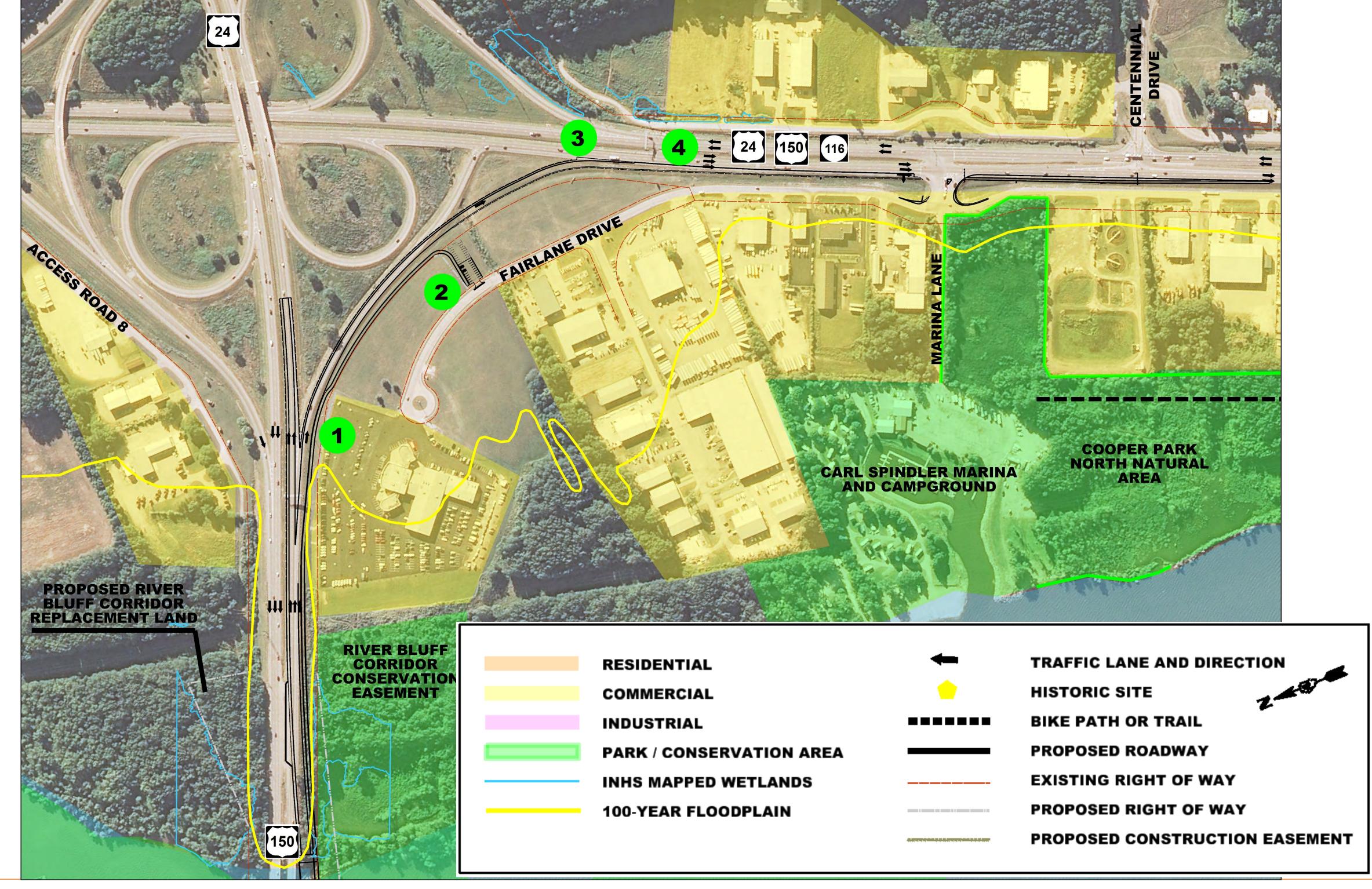




## Eastern Interchange Upgrades

## List of Improvements for the Preferred Alternative

- Third lane ends at EB US
   150 exit to SB IL 116
- 2. Parking lot for Tazewell trailhead
- 3. Merge ramp onto SB IL 116
- 4. Merge lane onto SB IL 116







## Bridge Type Alternatives Considered



Deck Tied Arch (Preferred)



**Cable-Stayed** 



**Through Truss** 



**True Arch** 



**Extrados** 





# Preferred Bridge Type Deck Tied Arch



Water View of Proposed Bridge

#### Reasons for Selection:

- Constructability options
- Smaller foundation type
- Provides large navigational clearance
- Visual consistency with adjacent bridge height
- Lower hydraulic footprint
- Cost efficient structure type



**Aerial View of Proposed Bridge** 



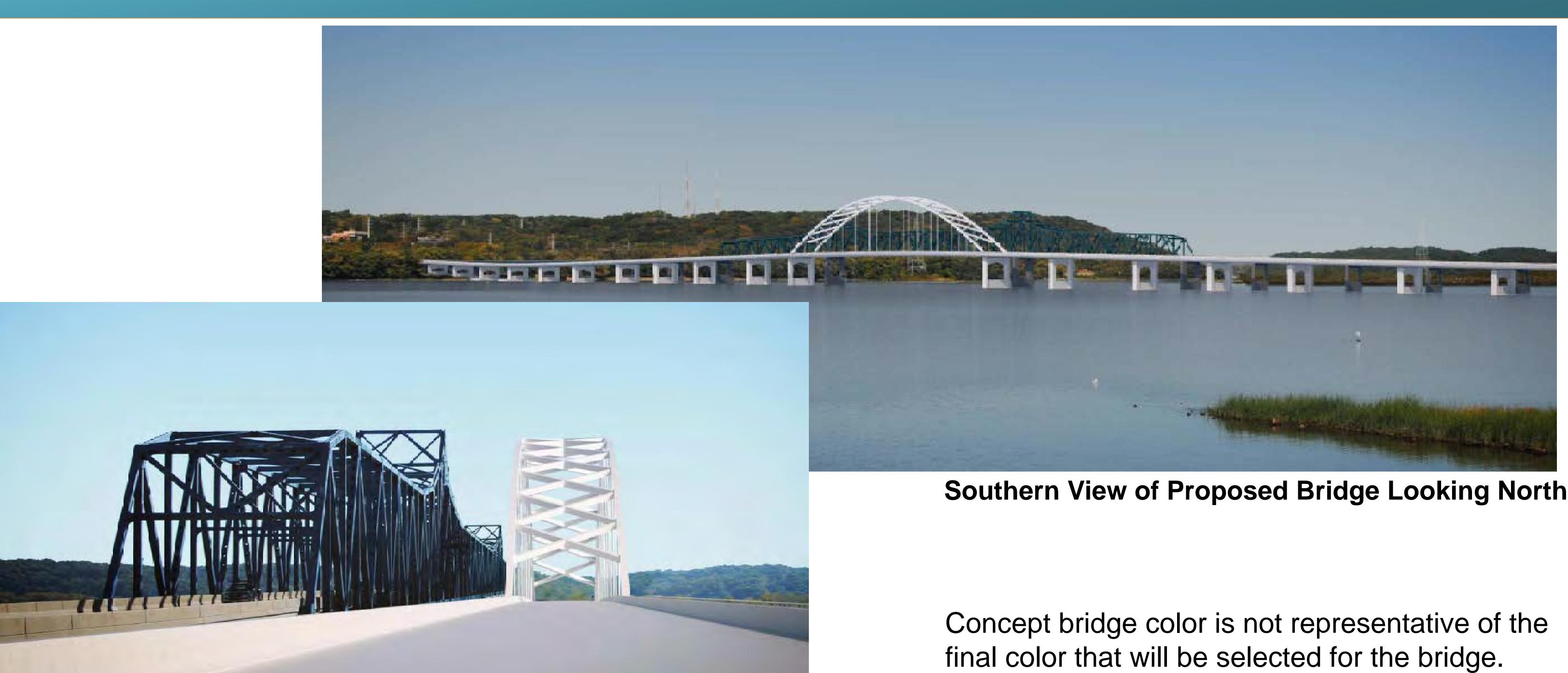
Pedestrian View of Proposed Bridge

Concept bridge color is not representative of the final color that will be selected for the bridge. White color used for clarity and illustration purposes only.

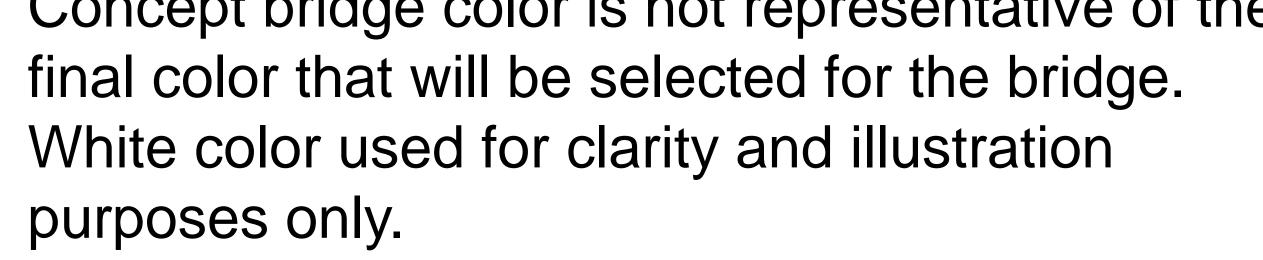




# Preferred Bridge Type Deck Tied Arch



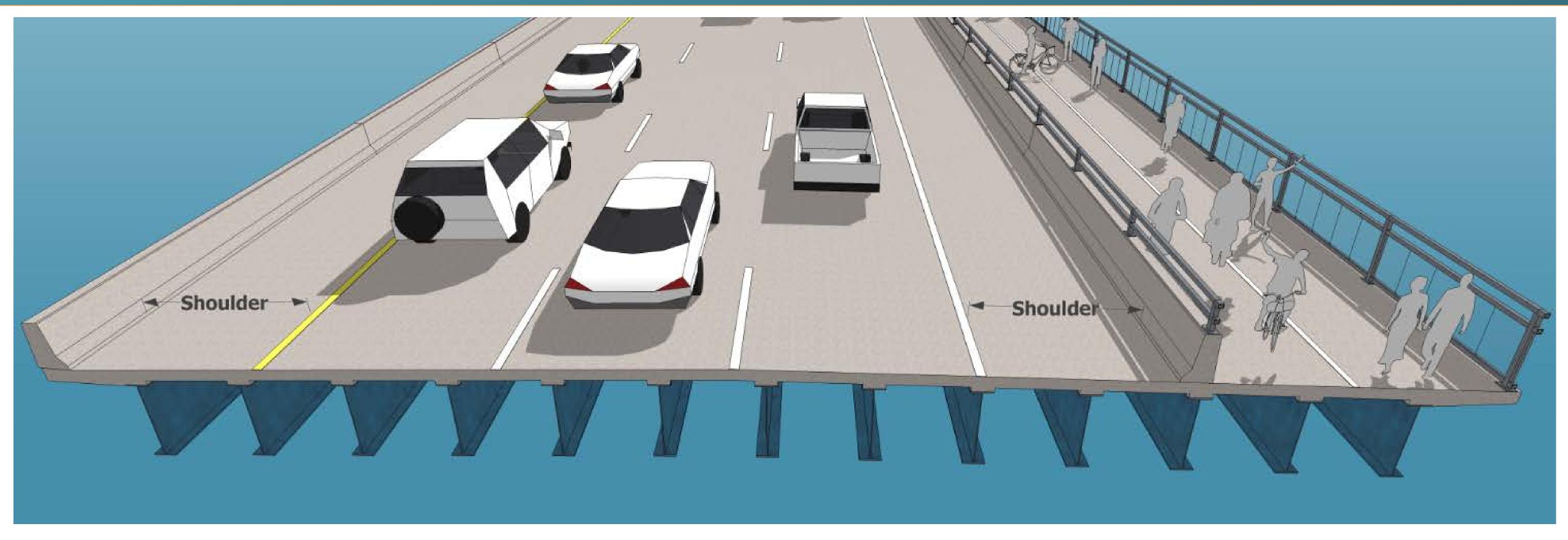
Traffic View of Proposed Bridge Looking East

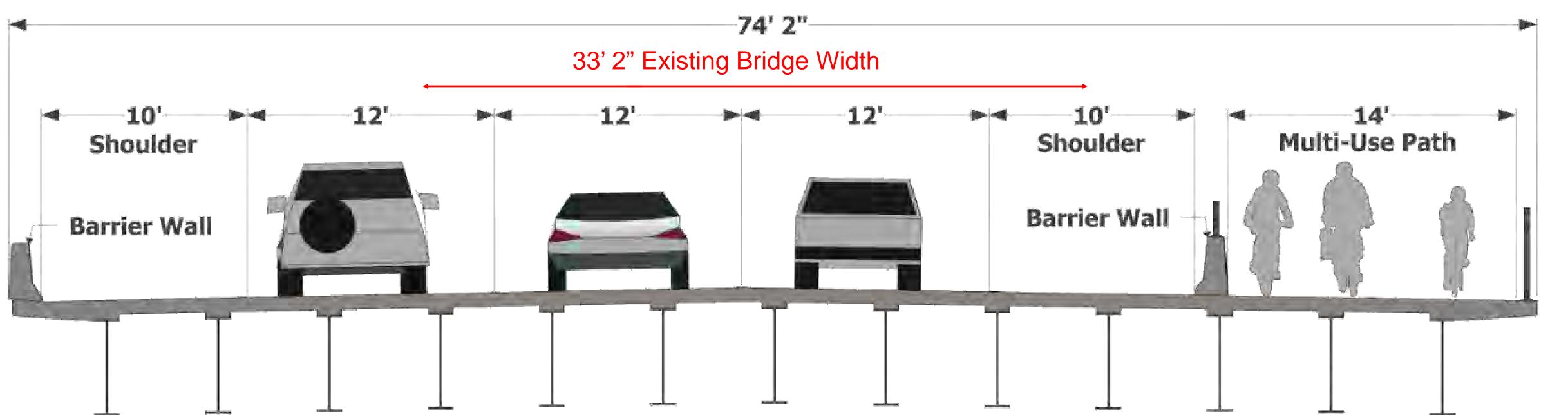






# Proposed Bridge Section for Preferred Bridge Type









## Project Environmental Resources

Acquisition of 22 +/- acres of right of way and easements required. No residential or commercial displacements.
Includes acquisition of 2.6 acres of non-wetland floodplain forest in Peoria and Tazewell Counties.
1.5 acres of the River Bluff Corridor will be impacted. 1.7 acres of floodplain forest will be purchased as mitigation.
Includes transfer of 10.2 acres from the Illinois River Fish and Wildlife Area to IDOT.
Address construction impacts to the Decurrent False Aster, a threatened plant species.
Removal of the eastbound McClugage Bridge, which is eligible for the National Register of Historic Places (NRHP).





## Section 4(f) Resources

#### What is Section 4(f) of the U.S. Department of Transportation Act of 1966?

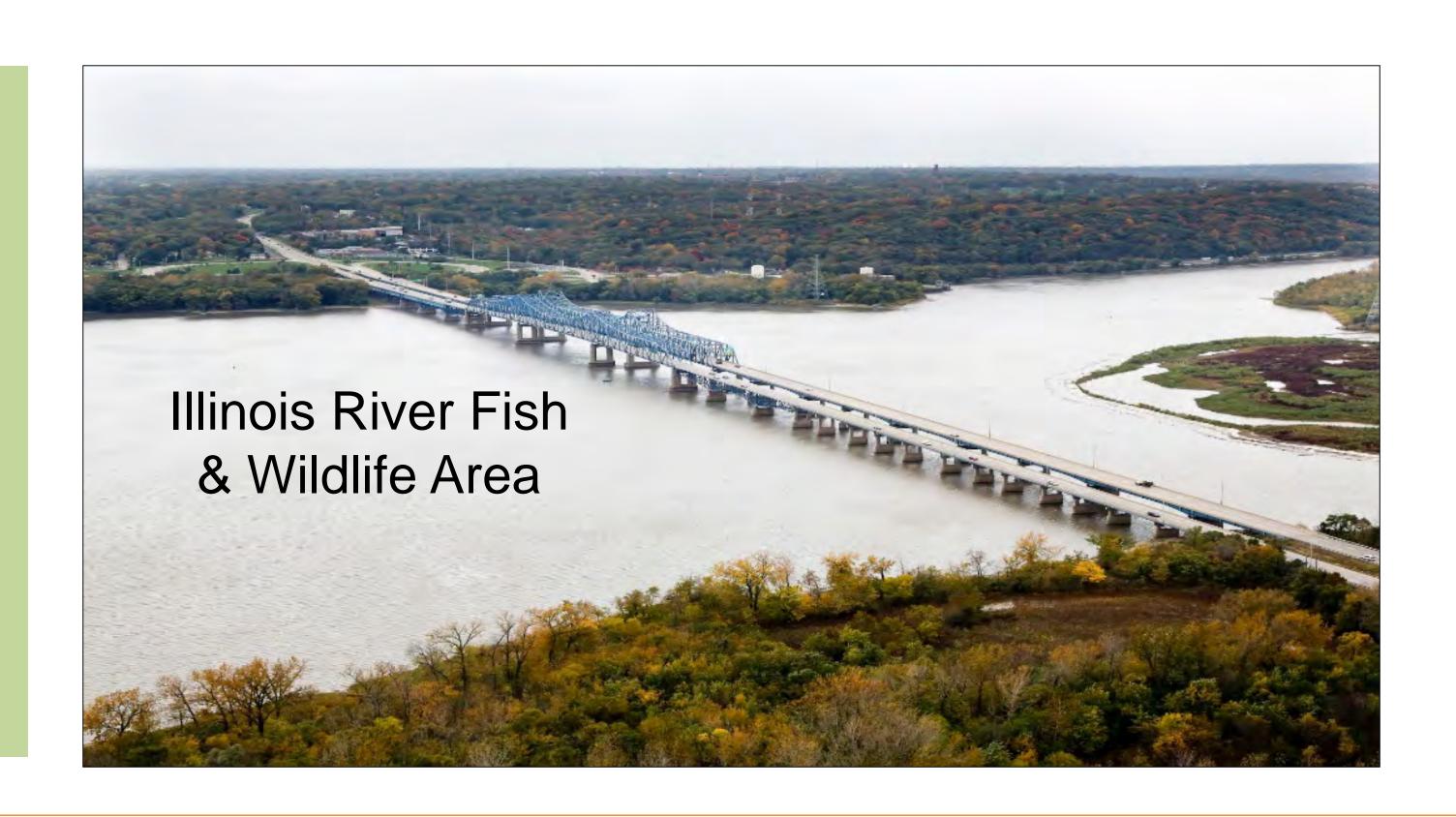
This act protects publicly owned parks, recreation areas, wildlife or waterfowl refuges, and historic sites. U.S. DOT agencies cannot approve the use of land from these resources unless there is no feasible and prudent alternative and all possible planning to minimize harm has been included, or if the use of the resource will have a *de minimis* (minor) impact.

### The proposed improvement would impact three Section 4(f) resources:

- 1 Illinois River Fish and Wildlife Area
- 2 River Bluff Corridor (also Open Lands Trust property)
- 3 Historic Eastbound McClugage Bridge

### 1 Illinois River Fish and Wildlife Area

- ☐ This 536-acre property is owned by IDNR and is part of the greater Woodford State Fish and Wildlife Area as a wildlife refuge and public recreation area.
- ☐ 10.2 acres of open water of this IDNR property would be required for bridge construction.
- ☐ 2.0 acres of temporary easement would be required to facilitate construction in the river.
- ☐ The property to be jurisdictionally transferred to IDOT would continue to function as riverine habitat and as public recreation area. It would include a 14-foot wide shared use path on the new bridge.







# Section 4(f) and Open Lands Trust Resource

#### What is the Open Lands Trust Grant Program?

This was an Illinois grant program that provided grant funding assistance to local units of government for the acquisition of land for public conservation and natural resource-related recreation purposes.

The proposed improvement will impact the following Section 4(f) and Open Lands Trust funded resource:



### 2 River Bluff Corridor

- ☐ This conservation easement land is a 19-acre parcel of bottomland forest, wetland and open water.
- ☐ It is owned by the Fon du Lac Park District and was acquired with Open Lands Trust grant program funding.
- ☐ 1.5 acres will be impacted to accommodate the wider cross section of the new eastbound bridge.
- □ 0.5 acre of temporary easement will be impacted to construct the new bridge in the river.
- ☐ In addition to providing a shared use path with trailheads on each side of the river, IDOT will replace the 1.5 acres with 1.7 acres of suitable replacement land in coordination with the Fon du Lac Park District and the Illinois Department of Natural Resources.

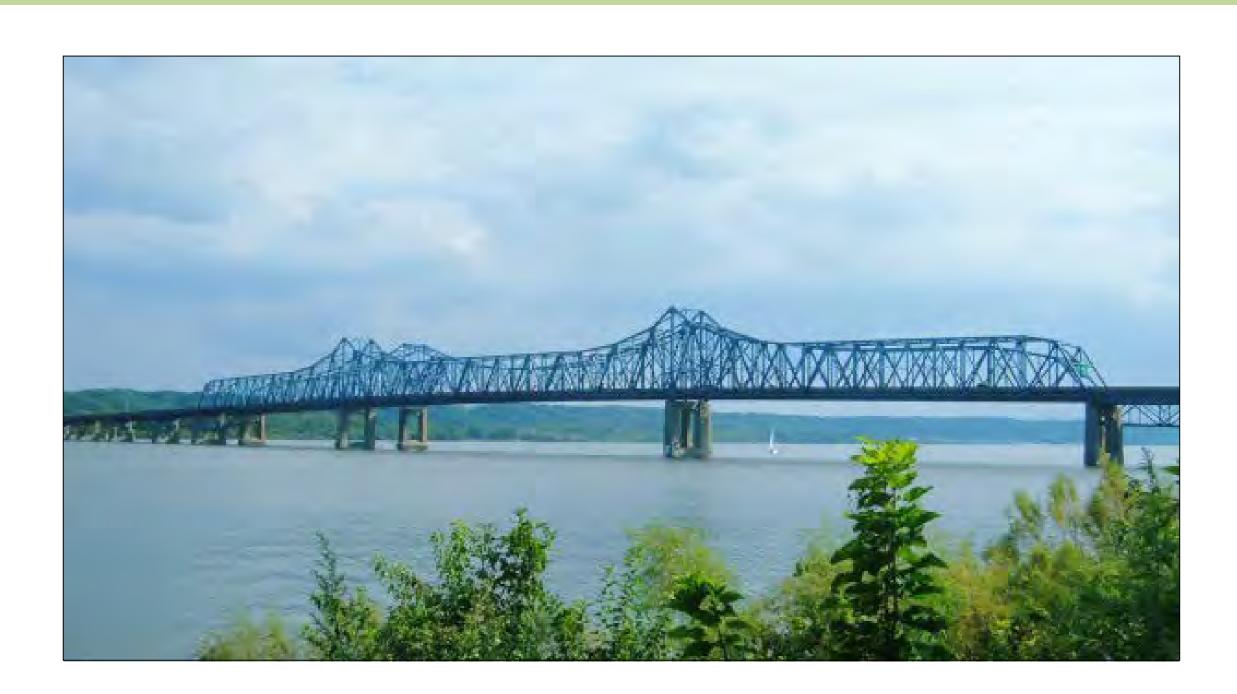




## Historic Bridge Determination

### 3 Historic Eastbound McClugage Bridge

- Historic Resource: Eastbound McClugage Bridge is eligible for listing on the National Register of Historic Places, and therefore, it is protected under Section 106 of the National Historic Preservation Act of 1966 and Section 4(f).
- Adverse Effect: The proposed improvement will require the removal of the existing eastbound bridge, thus resulting in an adverse effect to the bridge.
- Mitigation: IDOT, Federal Highway Administration and the Illinois State Historic Preservation Officer will develop a Memorandum of Agreement (MOA) to stipulate that interpretative displays will be installed at the new bridge to commemorate both old McClugage Bridge and the previous bridge structure known as the Upper Free Bridge.





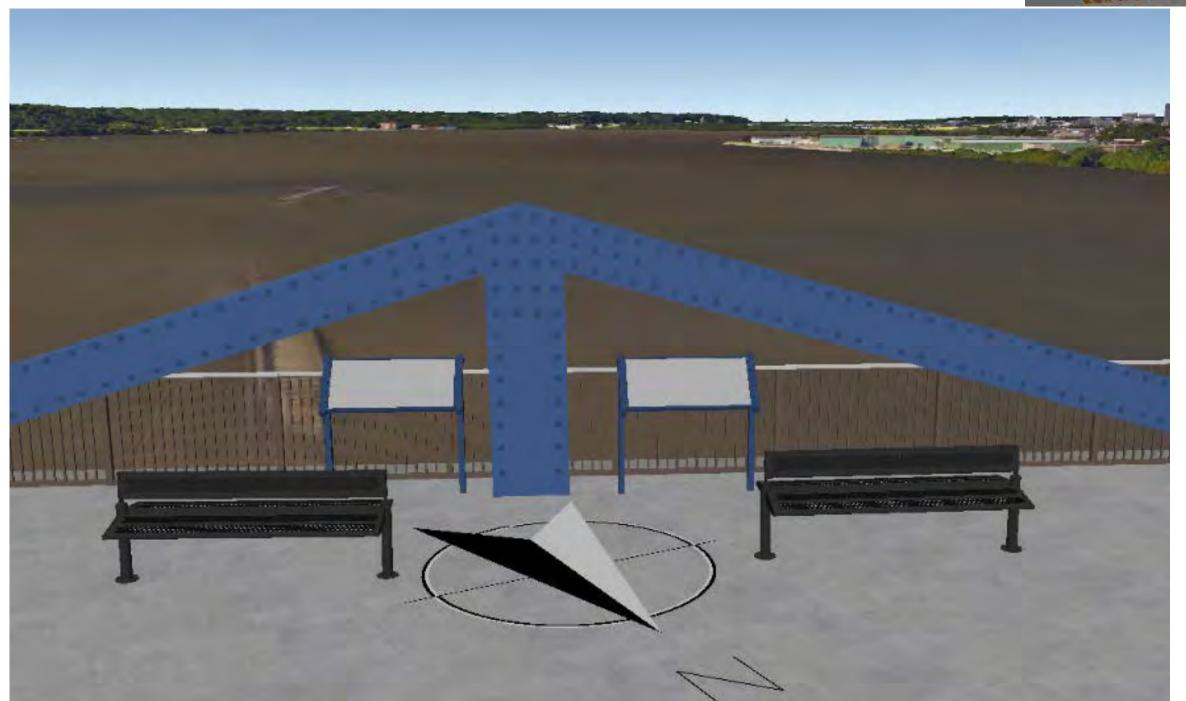




## Historic Bridge Mitigation

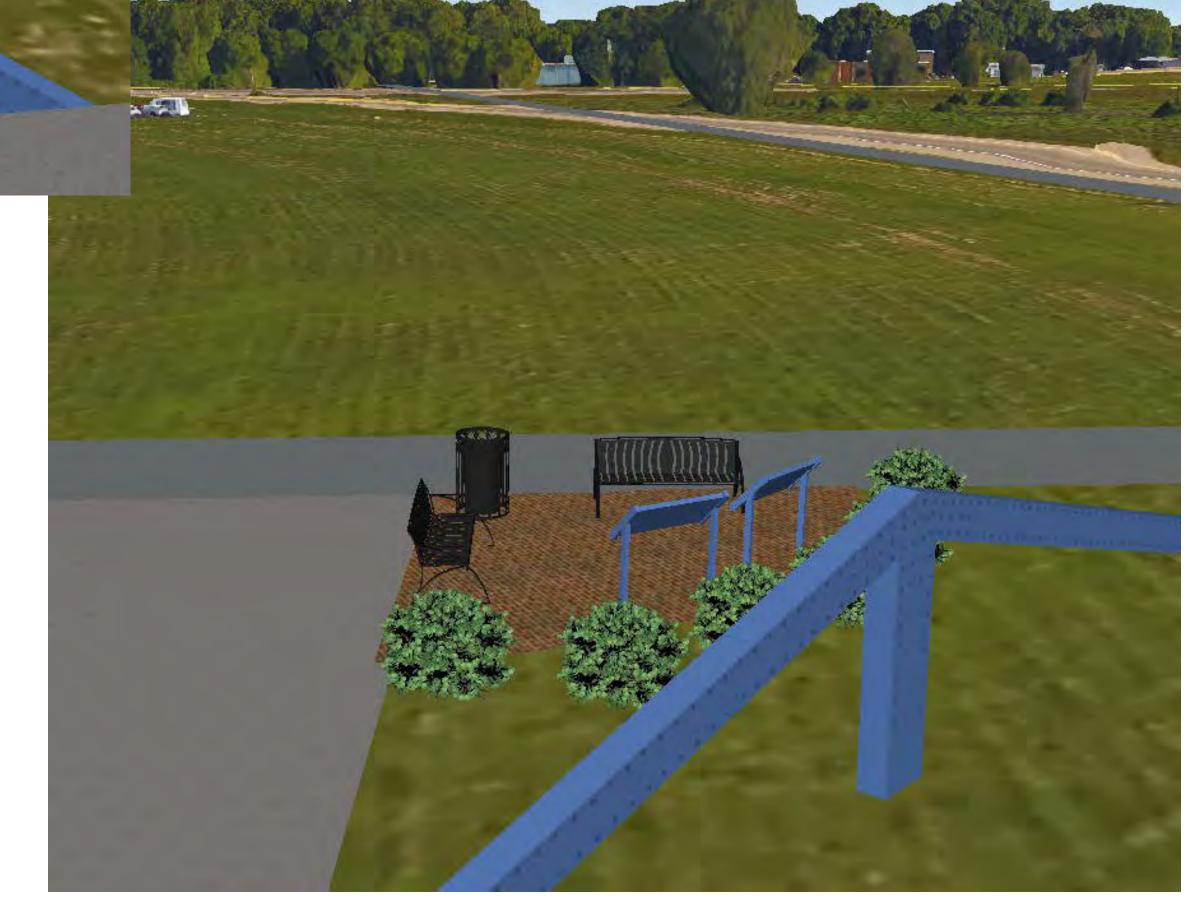
Three locations that display historical information will be incorporated into the design plans to commemorate the old bridge and the previous Upper Free Bridge.

Concept Layout at the pedestrian overlook (belvedere)





Concept Layout at the Tazewell Trailhead (east side)

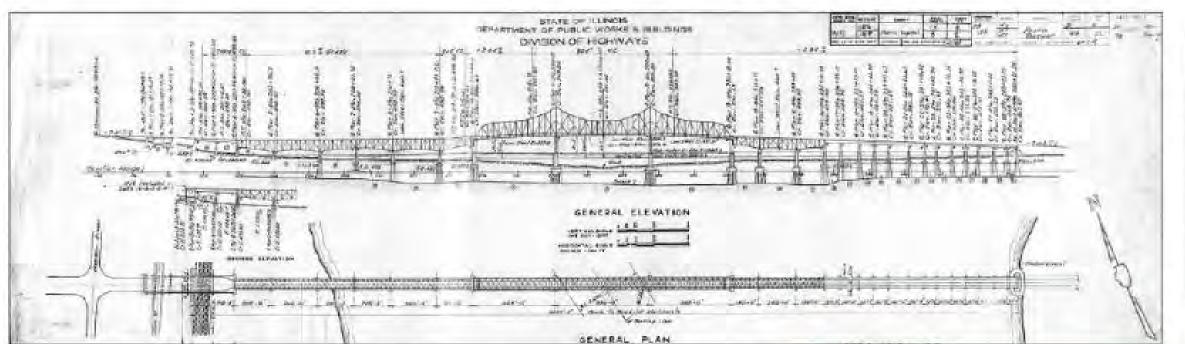






## Historic Bridge Plaque Concept

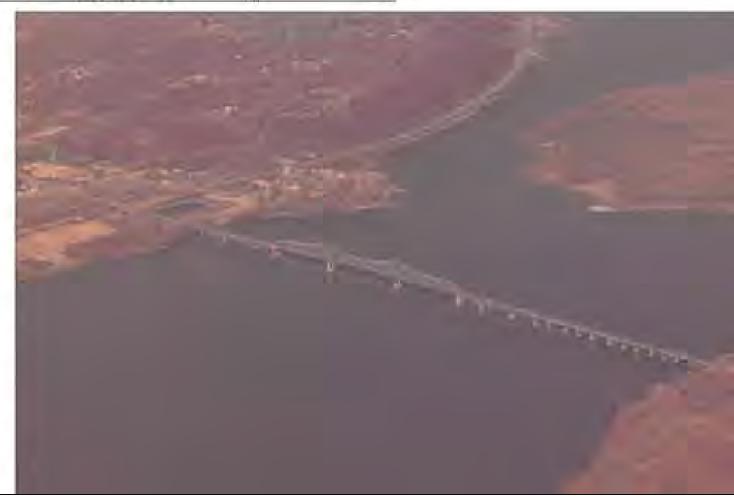
### MCCLUGAGE BRIDGE ~ 1948-20xx



Left: A general plan and elevation view of the McClugage Bridge from the 1939 design.

Below: Aerial view looking north at the McClugage Bridge prior to the construction of the second structure.

The original structure saw the design work completed in 1939. Construction began shortly thereafter, but because of the war effort, was sporadic and ongoing until its completion in 1948. The structure provided for two-lane two-way traffic over its 4,745-foot span length from 1948 until 1982 when, at that time, a larger structure was built next to it to accommodate westbound traffic. The structure was converted to eastbound only traffic and served that purpose until its removal in 20XX. A number of repair projects were performed beginning in 1964 and continuing in 1971, 1974, 1976, 1977, 1986, 1990 and 1999. These projects served to keep the structure in operation with the final major repair completed in 1999. With a traffic count of 20,000 vehicles per day combined with the advanced deterioration, the structure had reached the end of its service life which necessitated a project to replace it.



### UPPER FREE BRIDGE ~ 1888-1947

**Below:** 1888 picture of the Upper Free Bridge.

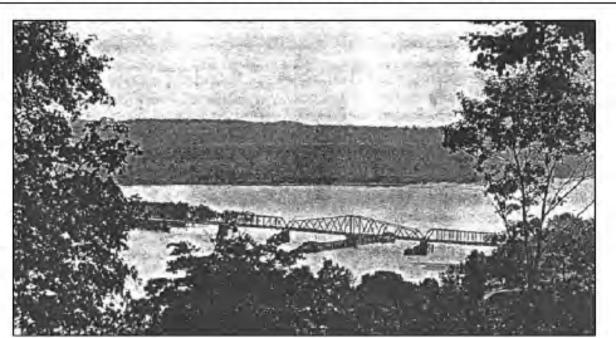
Right: 1930s era picture showing cars driving over the Upper Free Bridge.

**Below Right:** Postcard of the Upper Free Bridge.





The Upper Free Bridge was located at the south terminus of what is referred to as "The Narrows", which is located just north of the current McClugage Bridge structures. The Upper Free Bridge was constructed in 1888 as a 1,323-foot-long wooden floored structure that had a 450-footlong swing span near the center. The swing span was operated by a man powered turnstile that swung the span parallel to the channel to allow barge passage along the river. The height of the deck above the normal pool water elevation was a mere 16 feet. Before construction of the Upper Free Bridge, people would cross the river by ferry at that location. It is believed that Abraham Lincoln crossed the river on that ferry during one of his first trips to Peoria. On February 27, 1943, the Upper Free Bridge was struck by the towboat, "Sylvia T". It was repaired, but right before its reopening on May 17, 1944, the Sylvia T struck the bridge again and collapsed a section of it, thereby putting it out of operation for good. The bridge was demolished in 1947. The west side pier is all that remains of the bridge and can be seen in the water.



For display at the historical markers.





## Environmental Commitments

- Archaeological investigation of areas within the project that are restricted from access will be investigated once access to those parcels are secured.
- A Memorandum of Agreement (MOA) will be developed to mitigate the project's adverse effect on the historic bridge by erecting commemorative interpretive memorials at the shared use path trailheads.
- •IDOT proposes to replace removed trees by planting in existing highway corridors (I-74, I-474, IL 6, etc.) and/or by donating trees to the Peoria Park District and the Fon du Lac Park District.
- Peregrine Falcon Protection In order to prevent harm to the peregrine falcon and any nest on the bridge, netting or tarpaulins will be hung around potential nesting sites on the bridge to prevent them from nesting during construction.











## Environmental Commitments



- The conservation measures to minimize and mitigate impacts to the Decurrent False Aster, a threatened plant species, will be incorporated into the project.
- Mitigation for wetland impacts by purchasing credits from IDOT's LaGrange Wetland Bank in Brown County, Illinois for the project's impacts to about 1.5 acres of floodplain forest wetlands and a wetland pond.



- A Preliminary Site Investigation (PSI) will be conducted during the design phase to determine the nature and extent of contamination for any Recognized Environmental Condition (REC) site involving new right-of-way or easement, railroad right-of-way, or building demolition/modification.
- IDOT will replace the 1.5 acres acquired from the River Bluff Corridor conservation easement area with 1.7 acres of like replacement land in coordination with the Fon du Lac Park District and IDNR.



## Environmental Process

**Environmental Assessment (EA)** – A document prepared when the significance of a federal action's environmental impacts is uncertain.

Finding of No Significant Impact (FONSI) – A decision by a federal agency that, based on the EA, an action will not have a significant impact on the environment.

### **EA Study Process**

- 1 Initiate the EA, define scope of project
- 2 Initiate public involvement and agency coordination
- Establish purpose and need
- 4 Evaluate alternatives
- 5 Evaluate environmental impacts, determine preferred alternative
- 6 Approve EA, conduct public hearing
- 7 Consider public/agency input, issue FONSI (if appropriate)





# Proposed Project Schedule

Project Phase	Phase Description	See Below	Winter 2017	Spring 2017	2017-2018	2019-2022
	Purpose and Need for the Project	Completed Fall 2014				
	Roadway Alternatives to be Carried Forward	Completed Fall 2014				
	Preferred Roadway Alternative	Completed Spring 2015				
1	Bridge Type Preferred Alternative	Completed Spring 2015				
	Environmental Assessment Approval					
	Public Hearing					
	FONSI					
2	Prepare Construction Plans					
3	Construction					

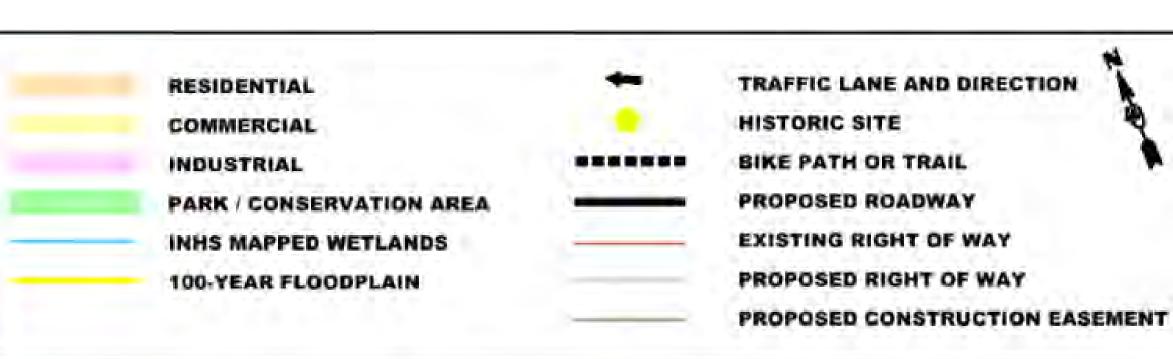


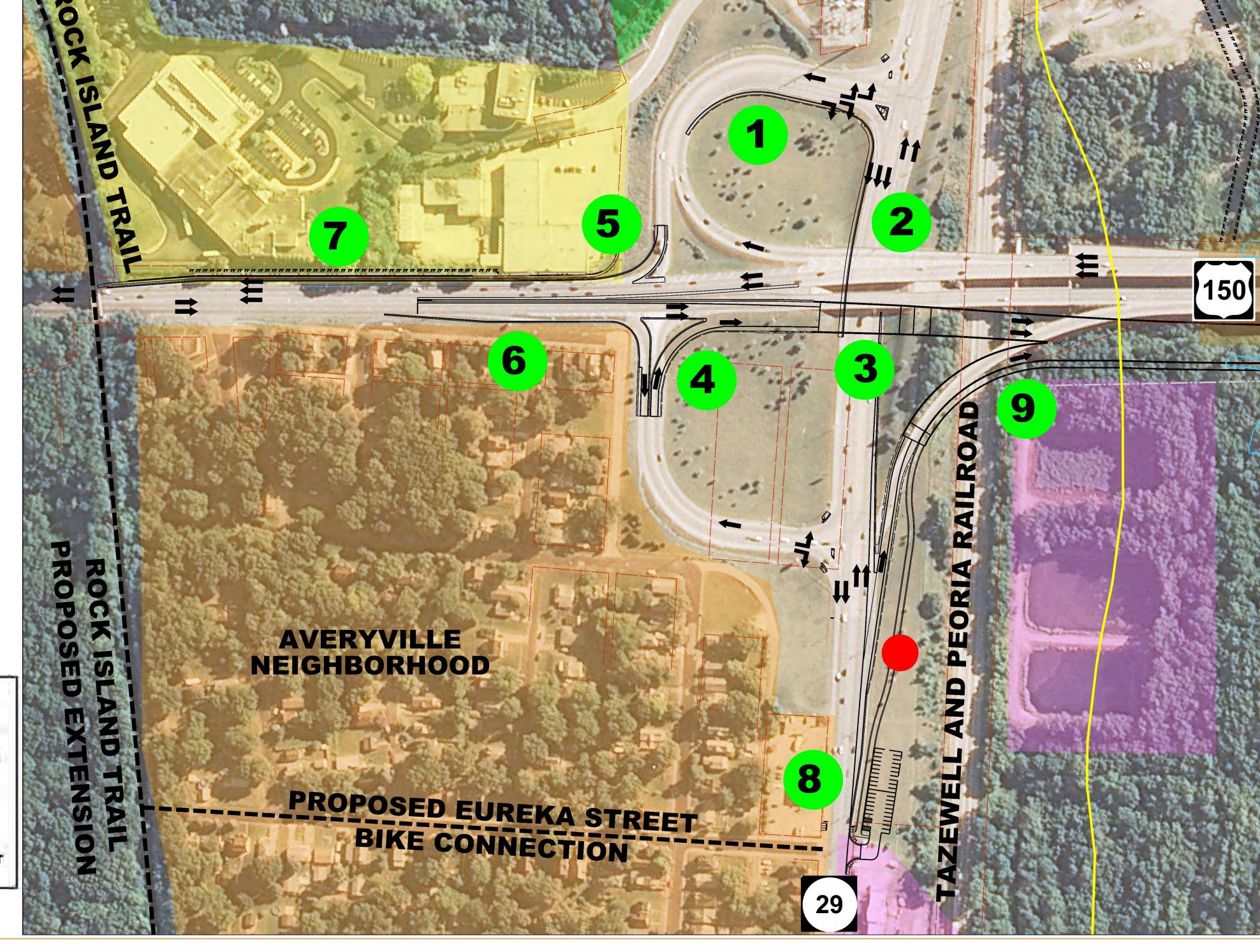


## Western Interchange Upgrades

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