mcclugage BRIDGE project
Eastbound US 150

Eastbound McClugage Bridge Project First Public Informational Meeting and Comment Form Summary

September 29, 2014

Prepared for the

Illinois Department of Transportation

Prepared by

VECTOR COMMUNICATIONS

1. Project and Public Informational Meeting Overview

Project Overview

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), is sponsoring a project for the rehabilitation or removal and replacement of the eastbound McClugage Bridge (US 150) over the Illinois River.

Although the eastbound McClugage Bridge (US 150) over the Illinois River has been rehabilitated several times, the basic structure is almost 70 years old and is approaching the end of its serviceable life. The existing structure is not up-to-date with current design standards or safety criteria, plus weather, vehicle use, age, and salt used in snow removal have caused deterioration. The average daily traffic use of over 20,000 eastbound vehicles predicts that the current two-lane bridge will need to be upgraded to three lanes to accommodate future traffic needs. Furthermore, the needs of cyclists and pedestrians must be considered since this bridge is a major crossing point over the Illinois River. The additional lane and pedestrian/bicycle accommodations could mean the current 30-foot wide bridge could significantly increase in width. The combination of all these factors indicates the need for another rehabilitation, or complete reconstruction, of the eastbound bridge structure.

The preliminary purpose of the Eastbound McClugage Bridge 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.

Public Informational Meeting

A public informational meeting for the Eastbound McClugage Bridge Project was held on Tuesday, August 26, 2014 from 5:00 p.m. to 7:00 p.m. at the Washington School Gymnasium in Peoria, Illinois. Sixty-nine (69) people attended. Upon entering the meeting, attendees were given an informational project brochure with an insert of potential bridge types. *A copy of the project brochure and insert can be found in Appendix A on page 9.*

The meeting addressed the need for the project, potential locations for the new bridge, possible bridge types if the current bridge is removed, and potential impacts to the community as well as cultural and environmental resources. Exhibits, drawings and aerial photos were available for review throughout the meeting, as well as on the project website. The public was invited to discuss the project with IDOT staff and the project engineering consultants.

Meeting attendees were encouraged to provide their feedback during the event by filling out a hard copy of the comment form, or by completing the online version of the comment form on the iPads provided. The public was also given until Tuesday, September 16, 2014 to mail their comment form to IDOT or complete the online version through the project website. *A copy of the comment form can be found in Appendix B on page 15.*

Outreach and Media

To publicize the August public informational meeting, the information was posted on the project website at http://mcclugagebridgeproject.com. The meeting was also promoted on several other local websites and/or in their newsletters including:

- City of East Peoria
- City of Peoria
- East Peoria Chamber of Commerce
- Illinois Valley Wheelm'n
- Peoria Chamber of Commerce
- Peoria County
- Peoria Heights
- Tazewell County
- Tri-county Regional Planning Commission

Two, quarter-page advertisements announcing the meeting ran in the following local newspapers in the three weeks prior to the public meeting:

- *East-Peoria Times Courier*
- *Morton, Woodford and Washington Couriers*
- *Peoria Journal Star*
- *Times Newspapers*
- *Washington Times Reporter*
- *Woodford County Journal and Star*

A copy of the newspaper advertisement can be found in Appendix C on page 17.

Additionally, a press release was sent to the Peoria media. The following media outlets reported on the meeting:

- CiNews (WEEK)
- *Peoria Journal Star*
- *Washington Times-Reporter*
- WMBD 31
- *Woodford Times*

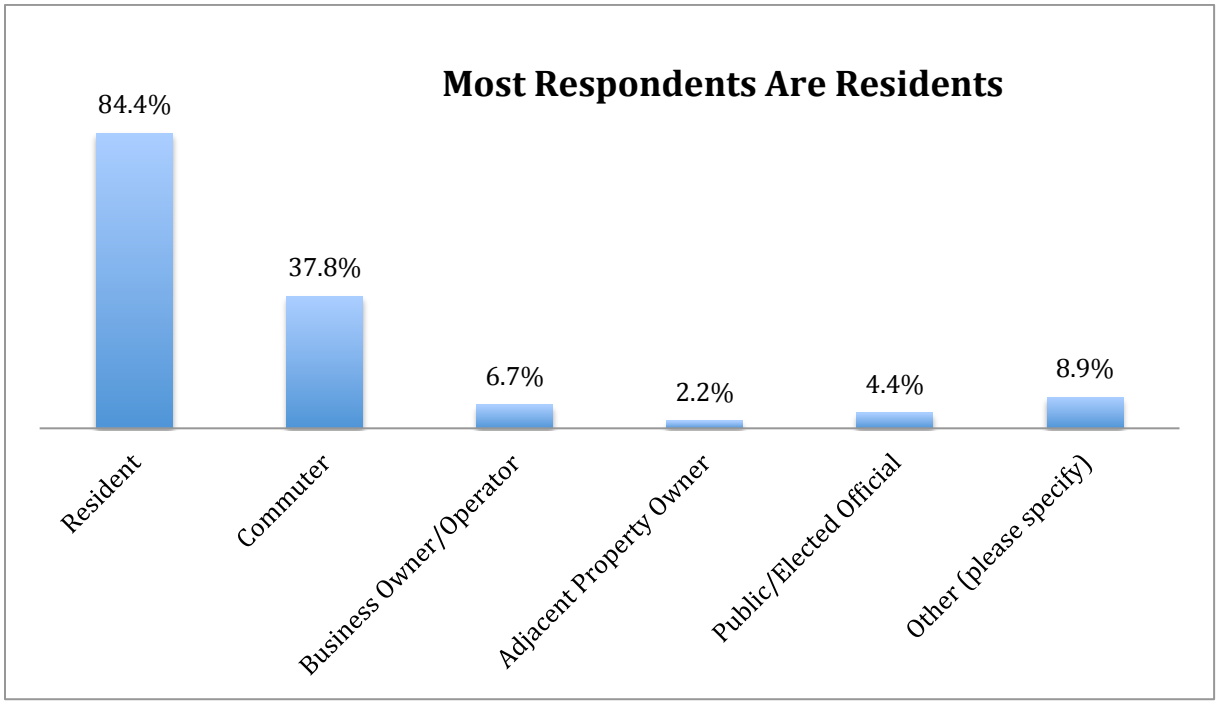
2. Comment Results

A comment form was distributed at the public informational meeting and covered five questions about the potential project alignment, bridge types, demographic information, and how each attendee found out about the meeting. Around sixty-seven percent (67%) of meeting attendees - forty-seven (47) individuals - completed a comment form. The remainder of this report summarizes the input obtained from the comment form responses.

Describe Yourself

Question: "Which of the following best describes you? Please check all that apply."

Although this question was third on the comment form, it is at the top of this summary section to provide information about the respondents. Knowing the respondents puts their comments into context. There were six options available and the chart below outlines the results.



The majority of respondents, slightly more than eight of ten (84.4%), indicated that they are area residents.

Responses listed in the "other" category for "which of the following best describes you" were:

- Bicyclist (1)
- City planner (1)
- Labor Union (1)
- Municipal employee (1)

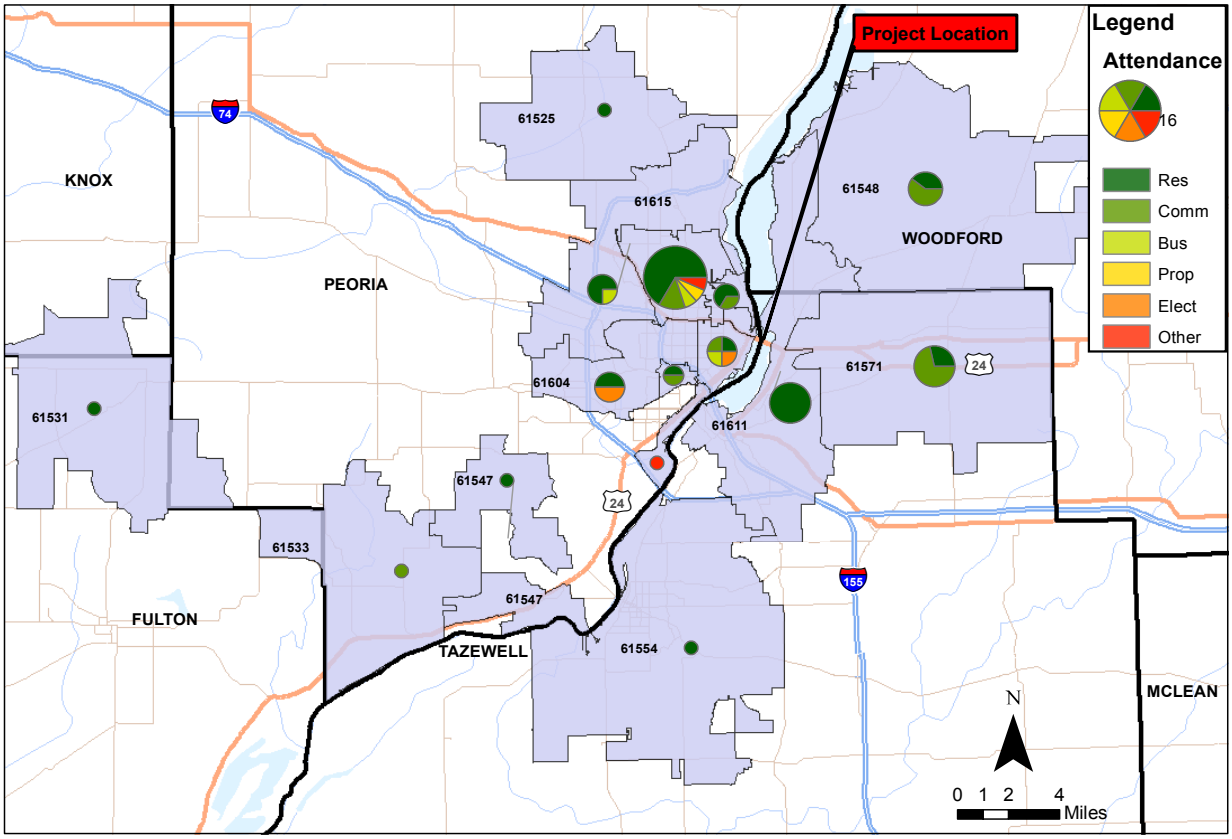
Respondents were also asked to list the zip code for their selections. The majority (53%) of people who responded either live in or commute to one of the following zip codes:

- 61614 (24% - Peoria)
- 61611 (18% - East Peoria)
- 61571 (11% - Washington)

A complete chart of respondent zip codes is provided in Appendix D on page 18.

The following map shows a break down of respondents from each zip code and how they identified themselves.

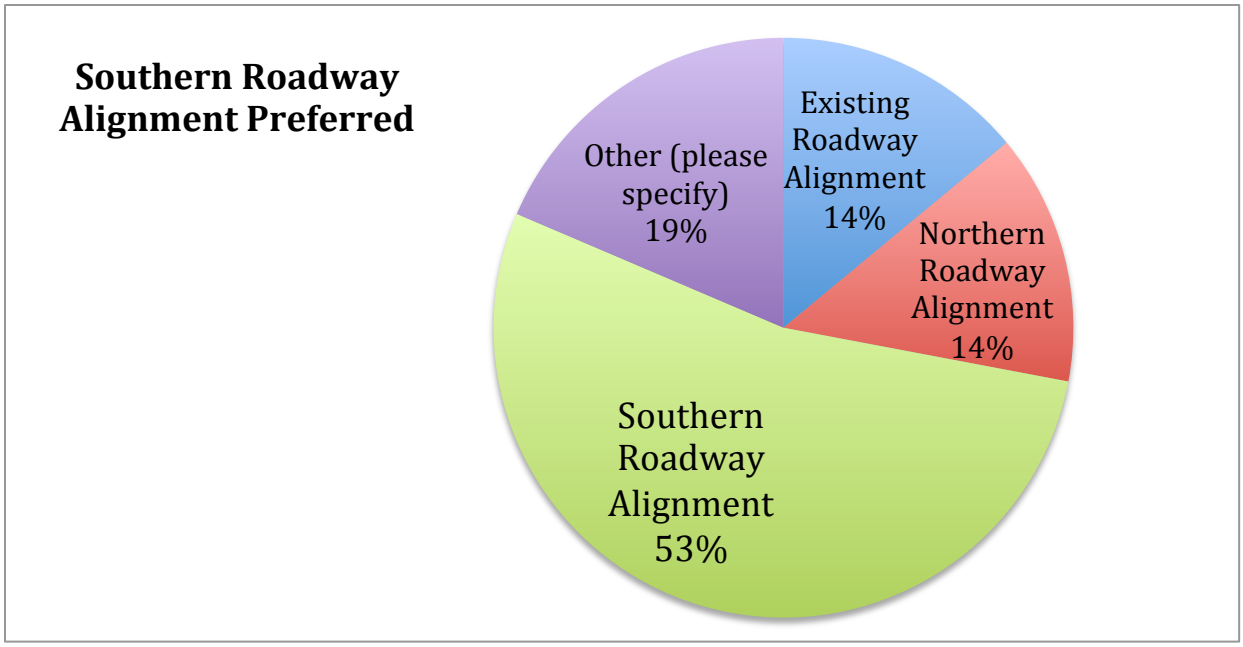
Comment Form Respondents by Zip Code



Preliminary Alignment Alternatives

Question: "Please select the preliminary alignment alternative you feel best meets the needs, and provides the benefits, required of the Eastbound McClugage Bridge Project. Please select one."

Three preliminary alignment alternatives for the Eastbound McClugage Bridge Project were presented at the public informational meeting. The question asked respondents to indicate which preliminary alignment alternative best meets the needs, and provides the benefits, required of the Eastbound McClugage Bridge Project. The question included an option for "other" and the chart below outlines the results.

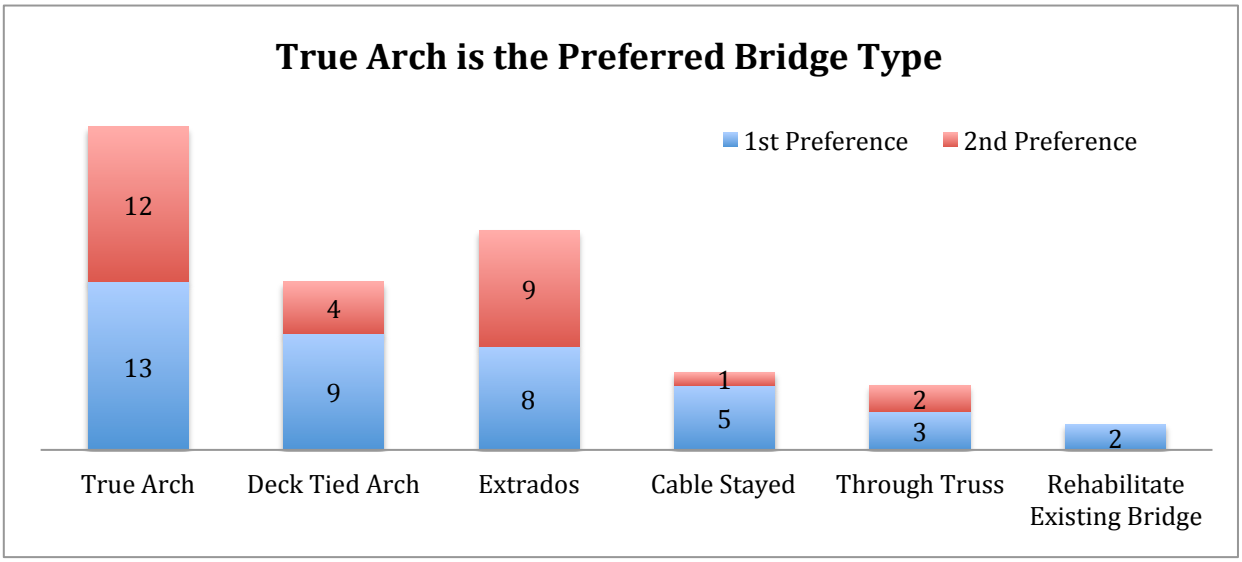


The majority of respondents (53%) indicated that they feel the Southern Roadway alignment best meets the project's needs. *The responses provided in the "other" category are listed in Appendix E on page 19.*

Preferred Bridge Type

Question: "Based on the needs and benefits presented for the Eastbound McClugage Bridge project, please rank the top two bridge types you feel meet the project goals from 1-2, with one being your top choice. Please select two."

Six potential bridge types for the Eastbound McClugage Bridge Project were presented at the meeting. This question asked respondents to indicate the top two bridge types that they feel best meet the project's goals. The chart below outlines the results.

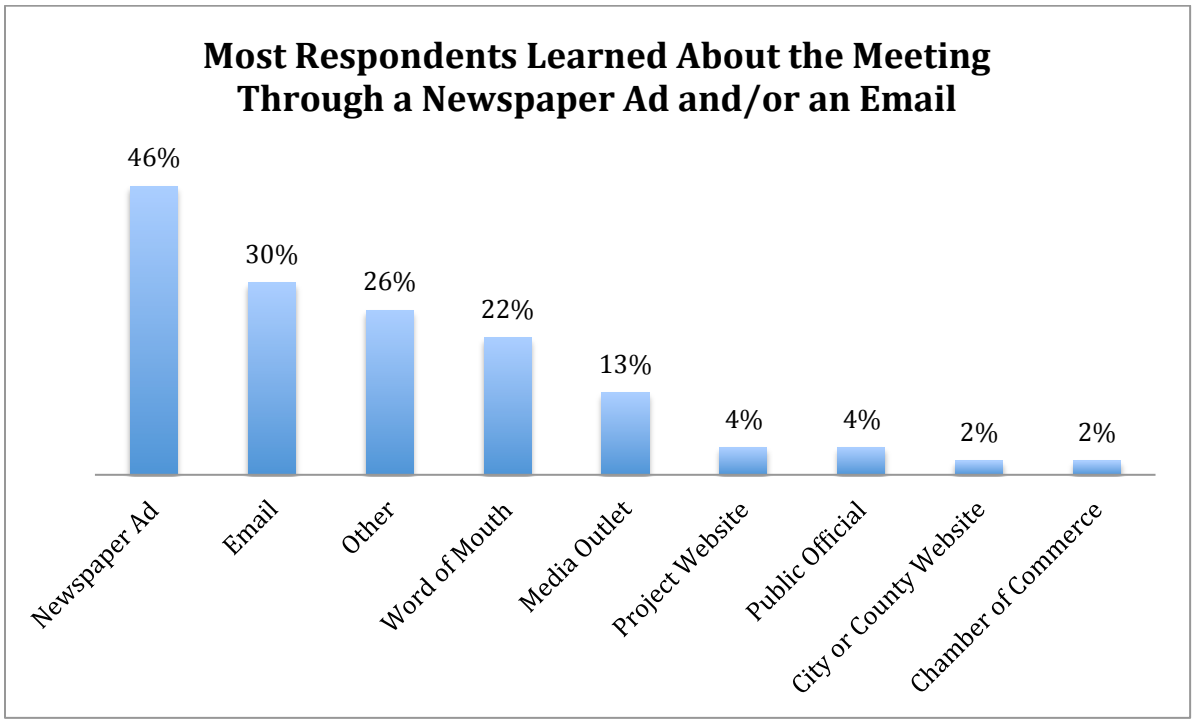


The bridge type most frequently selected by respondents (25) as their first or second preference was the True Arch. Thirteen (13) people indicated the True Arch bridge type as their first preference, and twelve (12) indicated it was their second preference of the six options presented.

Public Outreach

Question: "How did you find out about this public informational meeting? Please check all that apply.

Respondents were asked to indicate how they found out about the public informational meeting. They were given nine choices including an option for "other" and could select more than one. The answers are detailed in the following graph.



The newspaper ads announcing the public open house were the most effective method for promoting the meeting with forty-six percent (46%) of respondents choosing this option. The second most-selected choice was email, which was selected by thirty percent of respondents (30%).

Respondents were also asked to indicate the newspaper or media outlet where they learned about the meeting if they selected one, or both, of those options. Eleven (11) individuals listed the *Peoria Journal Star*, two (2) listed News 25 CI NEWS (WEEK), and one (1) listed the *Washington Times Reporter*.

Under the "other" category, respondents indicated they learned about the public meeting from:

- Bike Peoria (3)

- Facebook (2)
- Friends of the Rock Island Trail (2)
- Illinois Valley Wheelm'n Bike Club (2)
- Peoria Traffic Commission Meeting (1)

Additional Comments

Respondents were provided space to write any additional comments they wished to share about the Eastbound McClugage Bridge Project. Thirty-eight (38) individuals wrote additional comments. *The additional verbatim comments from the comment forms are listed by category in Appendix F on page 20.*

Five other additional comments related to the public informational meeting were submitted through the project website, mailed letters, and personal emails. *Those additional comments are listed in Appendix G on page 26.*

Of respondents who wrote additional comments, twenty-one (21) wrote in support of including a bicycle and pedestrian multi-use path in the project plans, and local connectivity for that path.

Other topics frequently mentioned include the following:
- Cost Concerns (6)
- Traffic Management during Construction (6)
- Appreciation for Public Involvement (5)
- Recommendations for Potential Bridge Types (4)
- Environmental Concerns / Endangered Birds (3)
- Alignment Alternatives (2)
-

Six (6) comments did not fall into a frequently mentioned category and were labeled as miscellaneous.

Conclusion

The public informational meeting for the Eastbound McClugage Bridge Project provided a forum for residents, commuters, business owners, and property owners to: learn more about the project; meet with study team members; and provide input. Approximately 70 citizens attended the open house and 47 people provided input via the comment form.

The majority of the meeting attendees reside in the project area. Most participants learned about the event through a newspaper ad.

The majority of comment form respondents prefer the Southern Roadway alignment alternative and the True Arch bridge type.

APPENDIX A – Project Brochure

Illinois Department of Transportation

Project Brochure

mcclugage BRIDGE project

Eastbound US 150

Public Informational Meeting

EASTBOUND McCLUGAGE BRIDGE (US 150) OVER THE ILLINOIS RIVER
PEORIA AND TAZEWELL COUNTIES, ILLINOIS

DATE: Tuesday, August 26, 2014

TIME: 5:00 PM to 7:00 PM

PLACE: Washington School Gymnasium
3706 N. Grand Boulevard
Peoria, Illinois 61614

Illinois Department of Transportation

Welcome

The Illinois Department of Transportation (IDOT) welcomes you to this Public Informational Meeting for the study of the rehabilitation or removal and replacement of the eastbound McClugage Bridge (US 150) over the Illinois River. *(See Project Location Map)*

The purpose of this meeting is to provide information about the proposed improvement and to obtain your comments. This meeting will address the need for the project, potential locations for the new bridge, possible bridge types if the current bridge is removed, and potential impacts to the community as well as cultural and environmental resources. Exhibits, drawings and aerial photos are available for your review throughout the meeting. You are invited to discuss the project with IDOT staff and the project engineering consultants.

Project Purpose

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

Stakeholder Advisory Group

A Stakeholder Advisory Group (SAG) has been established by IDOT for this project, which includes volunteers representing Peoria County, Tazewell County, the City of Peoria, the City of East Peoria, the Village of Peoria Heights, Peoria Park District, Tri-County Regional Planning Commission, CityLink, the League of Illinois Bicyclists, Illinois Sierra Club, Illinois Central College, and regional law enforcement. Participants serve as liaisons between the communities they represent and IDOT, providing deeper insight into community conditions and values so the project process is well-informed and responsive to community needs. Two SAG meetings have been held since the McClugage Bridge Project began earlier this year.

mcclugage BRIDGE project
Eastbound US 150

Project Description

Although the eastbound McClugage Bridge (US 150) over the Illinois River has been rehabilitated several times, the basic structure is over 70 years old and is approaching the end of its serviceable life. The existing structure is not up-to-date with current design standards or safety criteria, plus weather, vehicle use, age, and salt used in snow removal have caused deterioration. The average daily traffic use of over 20,000 eastbound vehicles predicts that the current two-lane bridge will need to be upgraded to three lanes to accommodate future traffic needs. Furthermore, the needs of cyclists and pedestrians must be considered since this bridge is a major crossing point over the Illinois River. The additional lane and pedestrian/bicycle accommodations could mean the current 30-foot wide bridge could significantly increase in width. The combination of all these factors indicates the need for another rehabilitation, or complete reconstruction, of the eastbound bridge structure.

IDOT, in cooperation with the Federal Highway Administration (FHWA), is sponsoring the project for the rehabilitation or removal and replacement of the eastbound McClugage Bridge. IDOT has contracted with the joint venture project team of T.Y. Lin International and Hanson Professional Services Inc. to complete the McClugage Bridge project preliminary engineering and design, which includes public engagement throughout the process.

The McClugage Bridge Project is estimated to cost approximately $210 million. The funding comes from the "Major Bridge Funds" for Illinois; thus, the project is already funded as part of IDOT's current Multi-Year Program (2015-2020).

Proposed Project Schedule

Project Phase	Phase Description	Spring 2014	Fall 2014	Spring 2015	Fall 2015	Spring 2016	See Below
1	Purpose and Need for the Project	✓	✓				
	Roadway Alternatives to be Carried Forward	✓	✓				
	Preferred Roadway Alternative		✓	✓			
	Bridge Type Preferred Alternative		✓	✓			
	Environmental Assessment Approval				✓		
	Public Hearing				✓		
	Report Approval					✓	
2	Prepare Construction Plans						2016-2017
3	Construction						2018-2021

Illinois Department of Transportation

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Eastbound US 150

Next Steps

Following this Public Informational Meeting, all comments received by September 16, 2014 will be reviewed and addressed as the project moves forward. An analysis of the alternatives will be conducted through the Spring of 2015 including all potential environmental impacts. A public hearing to present the preferred alternative is anticipated to be held in the fall of 2015.

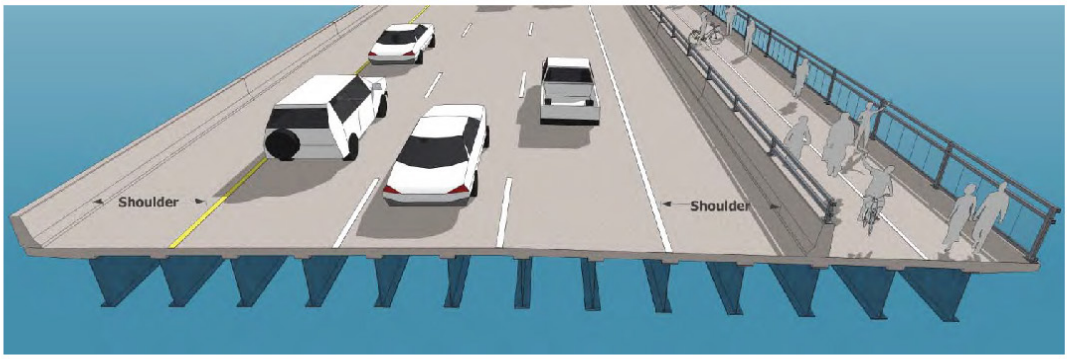
Project Questions and Comments

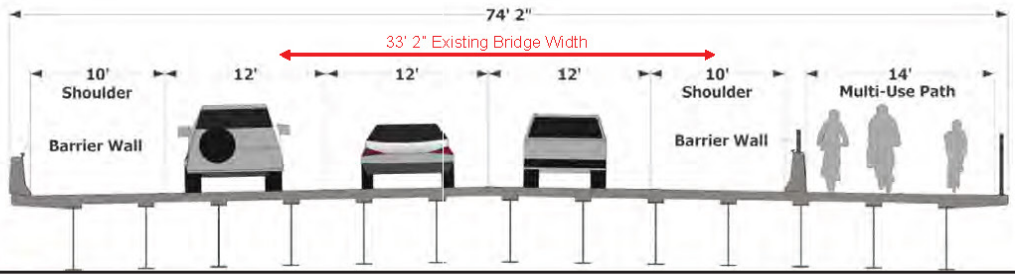
Your questions and comments are an important part of this meeting and can be submitted in writing on the comment form provided, or in electronic format through the digital survey. Written correspondence regarding this project can also be mailed to the address below.

Mr. Tom Lacy, Studies and Plans Engineer
Re: Eastbound McClugage Bridge Project
Illinois Department of Transportation
401 N. Main Street
Peoria, Illinois 61602

Please visit our website at:
www.McClugageBridgeProject.com

Proposed Bridge Section for New Bridge Option



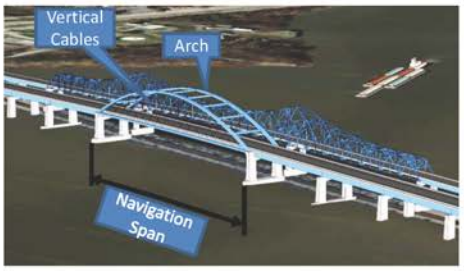


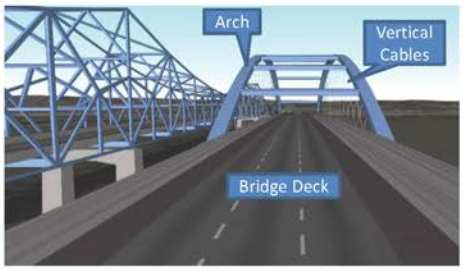
Illinois Department of Transportation

mcclugage BRIDGE project
Eastbound US 150

Bridge Type Alternatives Recommended to Study

DECK TIED ARCH



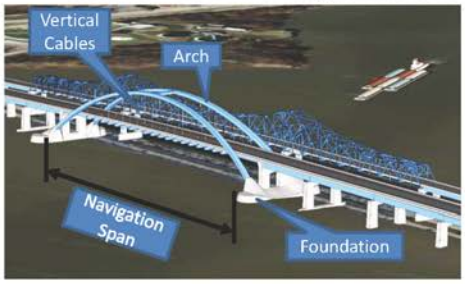


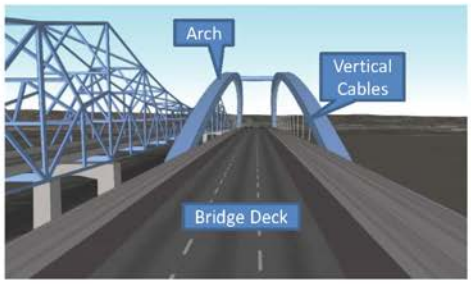
This bridge type spans the navigation opening using an arch that supports the roadway deck by using vertical cables. The entire arch is self-equilibrating, meaning the entire span may be lifted into place as a unit during construction. This bridge type is quite economical for the span length needed for this crossing.

Advantages
- Economical for this span length
- Minimal structure depth maintains roadway profile
- Can be built off-site and moved into place
- Construction with minimal navigation interference

Disadvantages
- Difficult to inspect underneath structure
- Deck replacement may be challenging if bridge deck is tied to structure

TRUE ARCH





Similar to the Deck Tied Arch except the foundation supports the arch that supports the roadway deck. This design adds considerably to the size of the foundations. A temporary tie can be constructed for this bridge allowing it to be lifted into place during construction. The cost is somewhat greater than the Deck Tied Arch.

Advantages
- Minimal structure depth maintains roadway profile
- Ease of deck replacement
- Can be built off-site and moved into place
- Construction with minimal navigation interference

Disadvantages
- Design of foundation support is more complex than other bridge types
- Arch construction and connection to the foundation is challenging

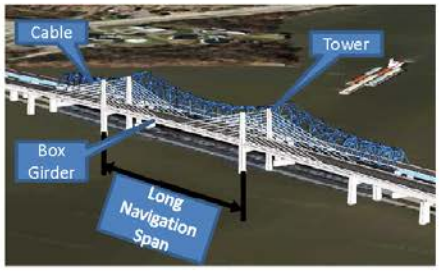
CABLE-STAYED

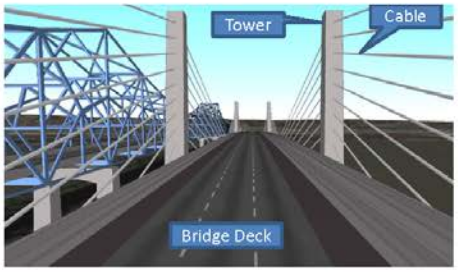
This bridge type is generally used for longer spans than can be achieved with either arches or girders. An example would be the Golden Gate Bridge in San Francisco, California. The roadway deck is supported by high strength cables that originate from towers. The cost is high compared to other bridge types.

Advantages
- Minimal structure depth maintains roadway profile
- Construction without navigation interference
- Ease of deck replacement

Disadvantages
- Highest cost
- Inspection more difficult than other bridge types
- Design of tower and cables is more difficult than other bridge types
- Most difficult bridge type to construct

EXTRADOS





This bridge type is a hybrid between a box girder bridge and a cable-stayed bridge. The towers are approximately half as tall as for a cable-stayed bridge. This form allows longer spans for more slender box girders, and can be more economical for spans in the range of the McClugage bridge than a pure box girder bridge. This option would potentially raise the roadway more than the arch options.

Advantages
- Construction without navigation interference
- Ease of deck replacement

Disadvantages
- Structure depth would raise roadway
- Design of tower and cables is more difficult than other bridge types
- Construction more difficult than other bridge types

THROUGH TRUSS

This is the type of bridge currently in service for both McClugage Bridge structures. This bridge form was quite common before the 1960s due to the efficient use of steel. Both single-span and three-span trusses are an option for this bridge type. Construction and maintenance of this bridge type involves more cost than for competing bridge forms, so the through truss is rarely seen in new projects.

Advantages
- Matches existing bridge
- Minimal structure depth maintains roadway profile
- Construction with minimal navigation interference

Disadvantages
- High cost
- Most complex bridge type to design
- Most difficult bridge type to inspect
- Deck replacement difficult

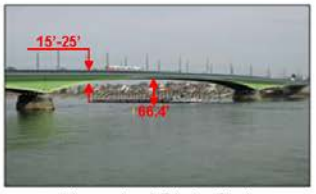
Preliminary Bridge Type Alternatives Not Carried Forward

Dual Deck

Concrete Segmental Box Girder

Steel Box Girder

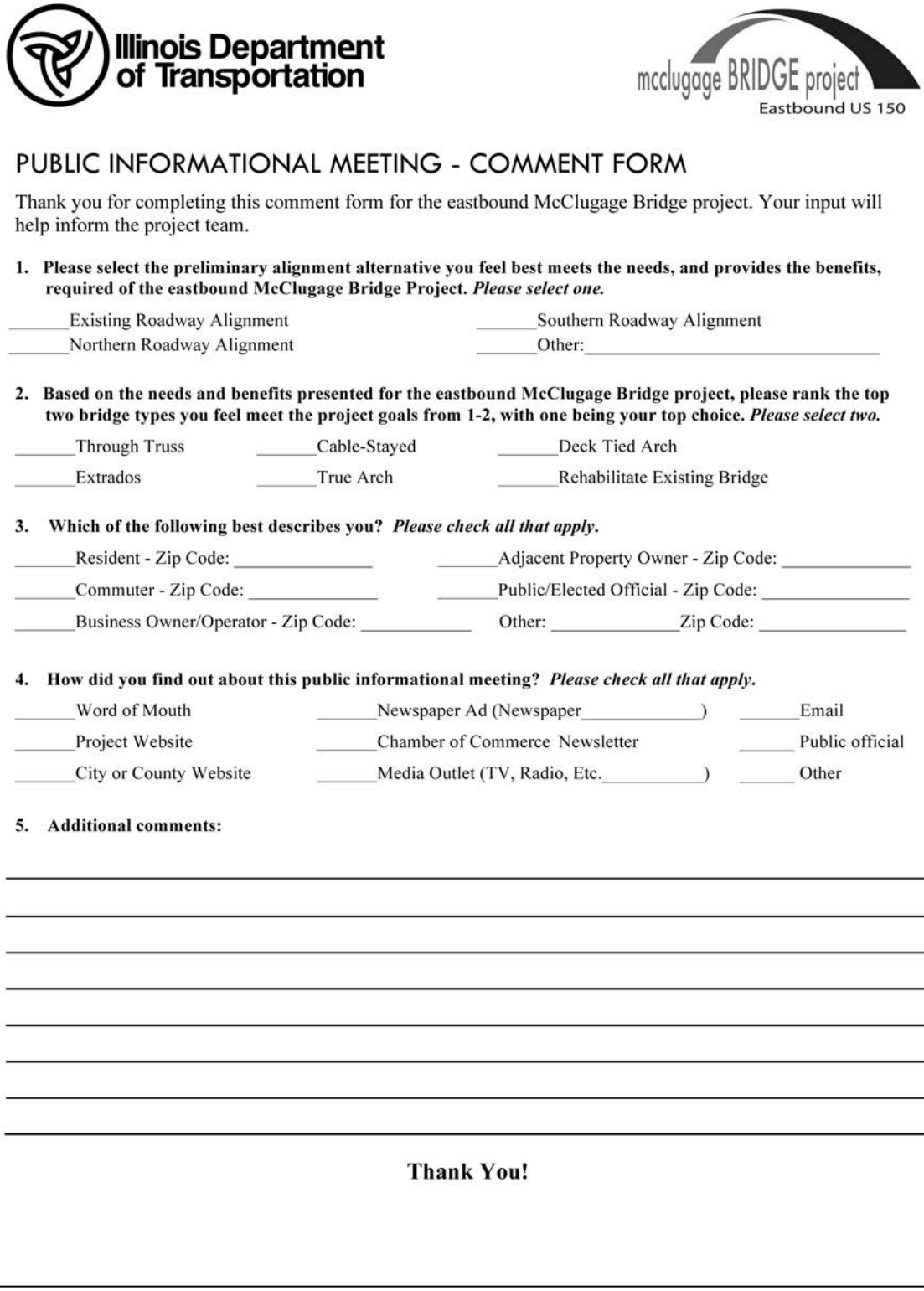
Deck Truss



Haunched Plate Girder

These bridge types were eliminated due to structure depth, impacts to the interchanges and cost. The depth to support the bridge deck requires the roadway elevation to increase to maintain the river channel navigation clear height of 66.4'.

APPENDIX B – Comment Form



Illinois Department of Transportation

mcclugage BRIDGE project
Eastbound US 150

PUBLIC INFORMATIONAL MEETING - COMMENT FORM

Thank you for completing this comment form for the eastbound McClugage Bridge project. Your input will help inform the project team.

1. **Please select the preliminary alignment alternative you feel best meets the needs, and provides the benefits, required of the eastbound McClugage Bridge Project.** ***Please select one.***

_____Existing Roadway Alignment _____Southern Roadway Alignment
_____Northern Roadway Alignment _____Other:_____

2. **Based on the needs and benefits presented for the eastbound McClugage Bridge project, please rank the top two bridge types you feel meet the project goals from 1-2, with one being your top choice.** ***Please select two.***

_____Through Truss _____Cable-Stayed _____Deck Tied Arch
_____Extrados _____True Arch _____Rehabilitate Existing Bridge

3. **Which of the following best describes you?** ***Please check all that apply.***

_____Resident - Zip Code: _____ _____Adjacent Property Owner - Zip Code: _____
_____Commuter - Zip Code: _____ _____Public/Elected Official - Zip Code: _____
_____Business Owner/Operator - Zip Code: _____ Other: _____Zip Code: _____

4. **How did you find out about this public informational meeting?** ***Please check all that apply.***

_____Word of Mouth _____Newspaper Ad (Newspaper_____) _____Email
_____Project Website _____Chamber of Commerce Newsletter _____ Public official
_____City or County Website _____Media Outlet (TV, Radio, Etc._____) _____ Other

5. **Additional comments:**

Thank You!

(Fold)

Place Postage Here

Illinois Department of Transportation
Mr. Tom Lacy, Studies and Plans Engineer
Re: Eastbound McClugage Bridge Project
Illinois Department of Transportation
401 N. Main Street
Peoria, Illinois 61602

(Fold)

APPENDIX C – Newspaper Advertisement

Illinois Department of Transportation

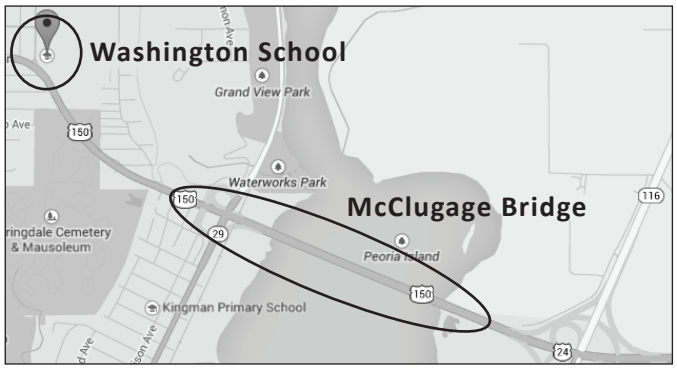
mcclugage BRIDGE project
Eastbound US 150

PUBLIC INFORMATIONAL MEETING

EASTBOUND McCLUGAGE BRIDGE (US 150) OVER THE ILLINOIS RIVER PEORIA AND TAZEWELL COUNTIES, ILLINOIS

DATE: Tuesday, August 26, 2014 / TIME: 5:00 PM to 7:00 PM
LOCATION: Washington School Gymnasium
3706 N. Grand Boulevard / Peoria, Illinois 61614

The Illinois Department of Transportation (IDOT) has scheduled an Open House Public Informational Meeting to present the study for the rehabilitation or removal and replacement of the eastbound McClugage Bridge (US 150) over the Illinois River.



The Public Informational Meeting is being held in an open house format, which means that interested citizens can attend any time that is convenient from 5:00 p.m. to 7:00 p.m. No formal presentation will be given.

- The purpose of the meeting is to provide information about the proposed improvement to the public and receive comments. This meeting will address the need for the project, potential locations for the new bridge and possible bridge types if the current bridge is removed, and potential impacts to the communities as well as cultural and environmental resources. Exhibits, drawings and aerial photos will be available for review.

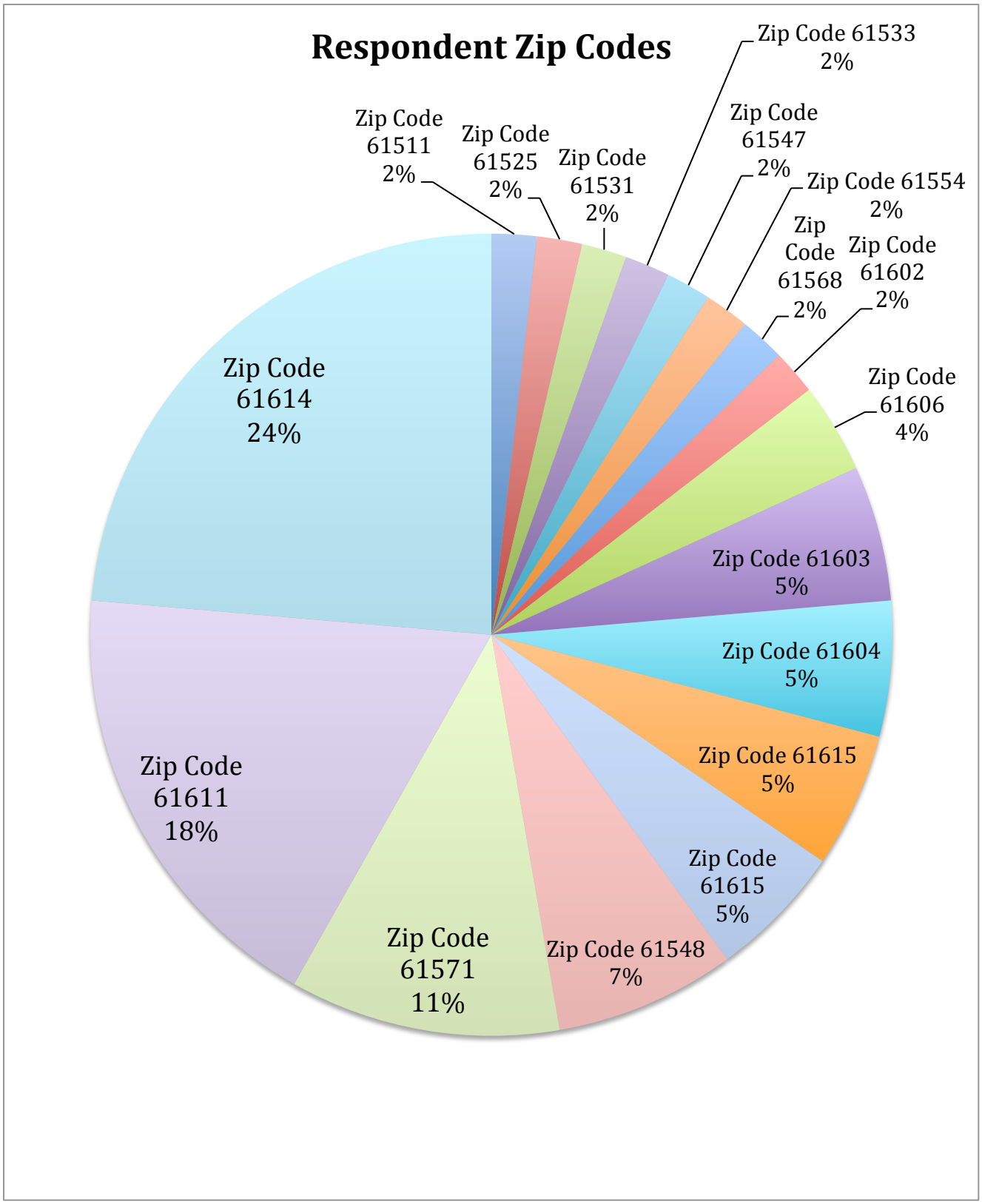
Department staff will be available to answer questions. Comments can be submitted at the Public Informational Meeting in writing or by digital format. Written correspondence regarding this project can also be mailed to IDOT at the address indicated below.

The meeting is accessible to special needs individuals. Anyone needing special assistance should contact Mr. Tom Lacy, IDOT Studies and Plans Engineer at 309/671-3333. Persons planning to attend this meeting who will need a sign language interpreter or other similar accommodations should notify the IDOT TDD number at 309/671-3450 at least five days prior to the meeting.

Mr. Tom Lacy, Studies and Plans Engineer / Re: Eastbound McClugage Bridge Project
Illinois Department of Transportation / 401 N. Main Street / Peoria, Illinois 61602

Please visit our website at: www.McClugageBridgeProject.com

APPENDIX D – Respondent Zip Codes



APPENDIX E - Preliminary Alignment Alternatives "Other" Responses

- I have no preference on alignment and I recognize the importance of environmental impact, but bridge configuration that would take into consideration the possibility of a raised bicycle rout through part of the scenic wetlands area on the East Side of the bridge might actually open up Environmental Education possibilities as well as providing scenic bike commuting and recreation experiences.
- It looks like this alignment would require the least amount of disturbance and the best opportunity for positive traffic control.
- Most Economical
- No preference
- No preference between north or south alignment
- North Route 6 bridge
- Upper free bridge for new route. I know you eliminated it but you should not have.
- Whichever is best for all issues

APPENDIX F – Additional Comments by Category: Verbatim from Comment Forms

Comment Text	Comment Category #1	Comment Category #2	Comment Category #3
Northern alignment has less wetland impact. I am VERY happy that the Bike/Pedestrian Trail has been designated and designed into the project. Accessibility to bike paths on both sides of the river from the McClugage to the Bob Michael should be a priority. Also, people from Peoria need access to ICC. Need to have connectivity form the end of the bike lane designated across the bridge to designated bike lane destinations.	Alignment Alternatives	Supports Bicycle and Pedestrian Multi-use Path & Connectivity	
McClugage will become a bottleneck. A northern bridge, ultimately connecting the eastern bypass would be perhaps a better solution. Even start with a two lane northern bridge that would become half of a bypass bridge.	Alignment Alternatives		
Thank you for holding this meeting. Select bridge type based on initial cost and long term replacement and maintenance of road surface? Bridge does not need to match existing.	Appreciates Public Involvement	Potential Bridge Types	
Appreciate the opportunity for community input.	Appreciates Public Involvement		
This is well done. The visuals are excellent. It was easy to view and walk through the display.	Appreciates Public Involvement		
On behalf of Heart of IL Group Sierra Club and as a member of the stakeholder Advisory Group, we request the following issues be answered. 1) Cost versus benefit of existing bridge rehab vs. new construction; 2) what research is available on the bridge designs vs. impacts for migrating birds; nesting issues; 3) what mitigation will be done or any special considerations for the existing peregrine falcon nest on the current span? Can this next be relocated by wildlife experts? 4) What are the impacts of the north and south alignment on the heron nesting areas in this river section? The bicycle lanes are great to see. This is much needed to make bicycle access to IL Central College and east more possible. Thank you for this excellent addition to design. The shoulder lane and wall buffer for the bike lane are great to see. Also the higher railing on the outside/river side of the bike lane are great to see.	Cost Concerns	Environmental Concerns / Endangered Birds	Supports Bicycle and Pedestrian Multi-use Path & Connectivity
Show me the money! Politicians have robbed the MFT funds for too long. What will cost $200 million in 2014 will be $300 million in 2018. How can we be assured the money will be there? To sell this idea better you need to show me the crumbling piers, the rusted metal, and other deterioration going on. If the eastbound lanes are so bad as you say, how can you be sure they'll last until 2018? Bicycle lanes, really? Too long of a span for bicycle lanes.	Cost Concerns		
Make decision that is cost effective and convenient for the public.	Cost Concerns		

Comment Text	Comment Category #1	Comment Category #2	Comment Category #3
A mention was made of having a walking and bike path. Tax money will be used for upkeep - people and bikes can use the bridge roads, but cars can't use paths. I think a "tax" should be put on bikes so bikers can help pay for the upkeep on bike paths being built. That's only fair!	Cost Concerns		
Will provide separate input, Re: nesting peregrine falcons, federally endangered species	Environmental Concerns / Endangered Birds		
Harvard Street Resident willing to move if War Memorial is needed to widen to the South.	Misc.		
Keep existing eastbound bridge and use for pedestrian and bike traffic. Not use new bridge for ped and bike lanes.	Misc.		
We do NOT NEED bike and walking on any bridge.	Misc.		
It happens so very often, car crashes, stalled vehicles, etc. We have needed three lanes eastbound for YEARS! I am thankful at least we have a study. I possibly will not live long enough to cross this one. I did it in 1948. Lived in 3300 Madison Street so I could watch construction easily.	Misc.		
Route 116 expanded to 3 lanes in area mark in red on concept map.	Misc.		
The east end of the bridge on both bridges supports free flowing traffic for all but 1 option (either direction of traffic flow). The west end of the bridges have hard stops for many entering and exiting the bridges, especially from route 29 - eastbound 150. Please consider options for free flow traffic for heavier use directions.	Misc.		
I'm relieved that the move is not toward a dual deck. I was in SF during the 89 quake and having the Oakland Bay Bridge collapse on people and cars was traumatic; I do realize, of course, that we're more susceptible to tornados here. I've been to Seattle and other places with many bridges and think that even though the cable bridges are beautiful, the deck tied arch and true arch would be preferred here. I work at ICC and am one of many colleagues who live in Peoria and work in E. Peoria. Thanks for the info session.	Potential Bridge Types		
It's pretty obvious that aesthetics is NOT a consideration. Having mismatching spans is ugly and looks like poor planning, which it is. (For example, the 1982 north span should have been something other than a "thru-truss," as at that time, other more desirable designed were common.) Now the Peoria landscape gets again, to be blotted with an ugly mismatched bridge.	Potential Bridge Types		

Comment Text	Comment Category #1	Comment Category #2	Comment Category #3
As a bicycle commuter and club member I ride all over Peoria, E. Peoria and Washington. My priorities are not bridge design but sufficient access and accommodations for bicycles. I like the idea of a separated bicycle and pedestrian bridge section that is wide enough for both two way bicycle traffic and pedestrians taking pictures or walking to have enough room. Also I am concerned that the bridge connectors are easily and SAFELY linked up to the bicycle path or back roads and do not just dump you off onto a busy road. When that happens, it has a huge negative impact on rider confidence and ultimately, usage. Peoria has put in a lot of work into its Rock Island and East Peoria River trails that should be better connected. The key to that is safe bridge access. Concerning the McClugage bridge, it currently dead ends into Harvard and you have to cut through a commercial parking lot to enter the Springdale Cemetery so you can go under the War Memorial Bridge where you can pick up a bike path at the bottom of Glen Oak park. This eventually links up to the down town stretch of of the Illinois River Trail and after taking that to the Bob Michael Bridge, which has incredibly poor and unsafe bike access (the bike accommodation is a disgrace) you get to the Morton Trail. I have faith that the engineers are capable of constructing good bridges. Hansen did a good job on the Knoxville Bridge. What I would like to see is that the beautiful new stretch of the Rock Island trail that hooks up to Harvard just above the Banner Herald Building continues either straight across at the old Railroad bridge location or in some other safe logical way from that trail section to both cross War Memorial and have the option to cross at the McClugage. Additionally, I would like to emphasize that I would have preferred IDOT to prioritize doing a better job fixing the Bob Michael bridge Access as it is a Major connector between two fairly large and scenic trail sections. If this were done, I believe we could have a major destination ride in central Illinois as well as better commuting and club riding by residents; that would benefit the local economy, health and desirability of living in the Peoria area. Thank you for taking the time to hold this public meeting today.	Supports Bicycle and Pedestrian Multi-use Path & Connectivity	Appreciates Public Involvement	

Comment Text	Comment Category #1	Comment Category #2	Comment Category #3
I came tonight mainly to support the idea of a pedestrian/bicycle access across the bridge. I also would like to put in a word for protecting or enhancing the view shed of the bridge coming into Peoria on 24, to the extent it is within your project. Peoria has some of the most beautiful entrances to any city in Illinois, on 24, 116 and I-74. (The landfill and racetrack going into St. Louis on 55, the roofs and mechanical systems of box shaped buildings in Champaign and just the edge of the city in both Bloomington and Chicago come to mind as not so desirable entrances.) Being able to come up to the edge of the bluff on the road and have the whole city open up before you is not only beautiful, but creates a sense of place, an identity for the city and region. The beautiful view at this juncture is an asset I think is not normally recognized or valued. I don't know that I have a strong opinion on the bridge type. However, I would offer these comments. I can imagine that it is difficult to build a new bridge next to an old one and have that new bridge be visually sympathetic to the old one. I liked the way the True Arch bridge, a bridge with fairly clean lines, didn't compete with the complicated lines of the truss bridge. I also liked the way the arch reflected the arched line in the top of the truss bridge at that point. On the extrados bridge I liked the way the towers were lined up with the high points of the truss bridge. However, overall I wonder if the extrados bridge looks too fussy adjacent to the truss bridge. Regarding the advantages and disadvantages of each bridge type, I preferred the concepts that would lower the lifecycle costs of the bridge including ease of inspection, ability to replace the bridge deck and maintaining roadway profile. Ease of construction, minimal navigation and traffic interference are nice to the extent that they are not short sighted. Thank you for the opportunity to comment.	Supports Bicycle and Pedestrian Multi-use Path & Connectivity	Potential Bridge Types	Appreciates Public Involvement
Important items to consider:Connectivity for motorist, bikes and pedestrians. The multi-use path is a must. Looking into how this path will tie down into the path/sidewalk system on each side of the bridge is crucial. This would also be a good time to look into a possible tunnel for the Rock Island Trail on the west end of the bridge.Traffic management during construction. Important to minimize disruption of roadway network system around the bridge.Look into narrowing 12' through lanes to narrow bridge/lower project cost.If possible add pedestrian facilities to the end of the bridge, such as benches.	Supports Bicycle and Pedestrian Multi-use Path & Connectivity	Traffic Management During Construction	Cost Concerns

Comment Text	Comment Category #1	Comment Category #2	Comment Category #3
As part of Peoria's future, one of the few in attendance under the age of fifty, the inclusion of pedestrian safe travel lanes included in the bisection on display is excellent. As the main connection to the neighboring community college and the west location of the North/South pedestrian Rock Island Greenway make this location vital to future walkability and alternative transportation use. The project should take strong consideration of including access to the newly constructed Trail.	Supports Bicycle and Pedestrian Multi-use Path & Connectivity		
I believe the incorporation of three lanes of traffic as well as a bike/ped lane is of utmost importance is the project is to serve us well for the next 30 years. Although it is not within the scope of IDOT's planning I hope that both Peoria and East Peoria are encouraged to envision bike/ped connectivity to the bridge during its planning and construction rather than waiting until after the project is complete.	Supports Bicycle and Pedestrian Multi-use Path & Connectivity		
Bicycle/pedestrian lane looks good. Please keep in plan.	Supports Bicycle and Pedestrian Multi-use Path & Connectivity		
Assuming there are connections to the existing Peoria bike path and ICC campus, I will use the multi-use path regularly.	Supports Bicycle and Pedestrian Multi-use Path & Connectivity		
I definitely want the multi-use path. This will enhance quality of life in the area and make Peoria an attractive place to live.	Supports Bicycle and Pedestrian Multi-use Path & Connectivity		
Thank you for including bicycle/pedestrian accommodations in plans for the new bridge. I'm looking forward to using that. I found out about this meeting through the mail list of local bicycle clubs, Illinois Valley Wheelman. Thanks Much.	Supports Bicycle and Pedestrian Multi-use Path & Connectivity		
Highly interested in multi-use path for pedestrian and bicycle access!	Supports Bicycle and Pedestrian Multi-use Path & Connectivity		
Please place consideration of a mixed use path on the top of the list. With an ever increasing population of people seeking to walk or ride a bike this is not only functional but economical. Thank you for including this into your future plans.	Supports Bicycle and Pedestrian Multi-use Path & Connectivity		

Comment Text	Comment Category #1	Comment Category #2	Comment Category #3
Protected multi-use lane is awesome. Would be ideal if it connected to rock island greenway on west side of river.	Supports Bicycle and Pedestrian Multi-use Path & Connectivity		
Smiley face bike lane.	Supports Bicycle and Pedestrian Multi-use Path & Connectivity		
1) Encourage that pedestrian and cycle path is included - please retain 2) Coordinate pedestrian and bike connectivity with local communities 3) Encouraged by proposed schedule - it seems aggressive - try to maintain	Supports Bicycle and Pedestrian Multi-use Path & Connectivity		
Peoria Park District is very interested in the bicycle/multi-use trail connections to this bridge and east side of river. Curious about existing RR bridge over route 150 at west edge of project limits where trail could interface with this project.	Supports Bicycle and Pedestrian Multi-use Path & Connectivity		
I think it is great you have included a bike lane in the option for the bridge roadway design. The current Bob Michael option really limits bicycle access to the east side of the river - or west side of river if you live in East Peoria/Morton. I also think it will be great to have this lane as part of a future Peoria Lake Loop trail.	Supports Bicycle and Pedestrian Multi-use Path & Connectivity		
The first consideration should be the constructability while keeping the traffic disruption to a minimum. Secondly the economics should be considered. The cost should be more of a factor than the aesthetics.	Traffic Management During Construction	Cost Concerns	
Thank you for considering seriously the affect it will have that commute daily over the bridge. It will be a big hardship if there are delays traveling east over the bridge during construction. More information provided to the public through the news would be great. There is a lot of information that I have heard around on the street that does not match what I learned tonight. I think it would be to everyone's advantage to know the facts even if they do not care to come to such a public meeting.	Traffic Management During Construction		
Existing roadway alignment would be fine as well if traffic could be managed. The "zipper" used when east 150 was rebuilt worked great. I commute everyday.	Traffic Management During Construction		
Could you please forward a copy of the three projected plans for roadway alignment to UFCW Local 536, 2200 E. War Memorial Drive, Peoria, IL 61614? We also have concerns about traffic during construction. It is difficult as it is right now to turn left onto War Memorial to conduct business.	Traffic Management During Construction		

APPENDIX G – Additional Comments from Letters, Emails and Project Website

Comment Type	Comment Text	Comment Category
Email	Jeff, Tom, I met you both and talked at the Public Informational Meeting on August 26 at the Washington School in Peoria. I am a board member of Peoria Audubon and a birder here in the Peoria area. I cross the McClugage Bridge twice most days and have observed Peregrine Falcons nesting on the eastbound section for the past several years. This species is threatened in Illinois. During this most recent nesting season, it appeared to me that the nest was on the eastbound bridge, on the highest peak closest to Tazewell County and on the southernmost edge. During the bridge planning and construction, I request that IDOT consider the impact of the bridge work on this species. I have discussed this situation with Steve Bailey of INHS and Mary Hennen of the Field Museum. Both could be resources for IDOT in the nesting habits and strategies for this species and I have copied them both on this email message. I was also told that IDOT has a biologist in Springfield, Sue Hargrove, who could also be a resource. I understand this species selects a nest in the February-March timeframe. If the strategy involves alternative nesting sites, it may make sense to develop these alternatives in advance of the nesting season and perhaps a year or two in advance of any construction. Would you please confirm receipt and could a response be provided so I can share with members of Peoria Audubon? Thank you in advance for your consideration. Warm Regards, Pete Fenner, 1283 N Crabtree Court, East Peoria, IL 61611	Environmental Concerns / Endangered Birds
Email	Dear. Mr. Maushard, Although I cannot attend the public information meeting on August 26th, I did want to send on one concern I had about the replacement of the McClugage Bridge. I was told that the old bridge would be removed before construction would start on a new bridge. If this is true, this seems a bit unwise as traffic would have to be diverted. As someone who lives in Peoria, but is stationed in East Peoria for my job, I just wanted to be one voice recommending that the new bridge be installed before the old one is demolished.	Traffic Management During Construction
Mailed Letter	Dear Mr. Lacey: Thank you for including a pedestrian/ recreational pathway in the replacement of the eastbound lanes to the McCluggage Bridge. It is a wonderful idea to link the McCluggage Bridge to the Bob Michel Bridge that already has two raised sidewalks and two bike lanes. The Friends of the Rock Island Trail, Inc. are asking for you to give special consideration to the former railroad bridge that crosses over Rt. 150. We believe that leaving it in place would accomplish several benefits. First, it would allow the new multi-use path to connect directly with the former railroad bridge and allow users to continue their travel to Abington Street or to Prospect Road. Secondly, it would allow farther travel on the Peoria Park District Rock Island Greenway to Park Street, which is the end of right of way that has the rails removed. Hopefully one day we will be able to remove the tracks all the way to Abington Street. Even if that can never be done once the rider reaches Park Street a short detour will allow the rider to find Abington and continue their travel to downtown Peoria. Thirdly, it provides an alternative route to go through Springdale Cemetery or follow the former railroad right-of-way down to the riverfront. Lastly, by creating this additional route it is a much easier grade instead of pedaling up either steep hill in Springfield Cemetery. Small children, handicapped and seniors are especially challenged by the steep grade in Springdale Cemetery. Friends of the Rock Island Trail. Inc., George M. Burrier, Jr., President 701 East Polk Street	Supports Bicycle and Pedestrian Multi-use Path

Comment Type	Comment Text	Comment Category
Submitted via Project Website	Mr. Maushard, We spoke at the bridge meeting 8/27, I introduced you to Mike Frieberg (Peoria Park District planner). As an avid cyclist a big YES to pedestrian lane!!! I ask you to look into the old railroad bridge over Rt. 150. I know that George Burrier, president of the Friends of the RI Trail, has sent a letter to Tom Lacy asking for special consideration in allowing the use of said bridge for the Rock Island Greenway. I would like to add to that letter. To allow the use of the bridge as it is, and it is there, fits with Illinois bicycle program as it would allow a more direct route to downtown. I know one of your considerations for the new bridge is future traffic, so maybe in 2018 the project should include removing the old RR bridge and supports to widen the roadway. This might allow the Peoria Park District a more affordable bridge project that would be up to code, and again would fit in with Illinois new Bike Program. Great idea huh? Keep up the good work, Gary Brown Friends of the RI Trail	Supports Bicycle and Pedestrian Multi-use Path
Submitted via Project Website	Hi Chris, Great meeting last night. As a representative of the walking and biking community, we love to see the multi-use features of the proposal. Please keep us posted on any developments or upcoming forums. Thanks, Erik Reader President Bike Peoria www.bikepeoria.org	Supports Bicycle and Pedestrian Multi-use Path