

Quincy Memorial Bridge – US Route 24 Phase I Study
Adams County, Illinois – Marion County, Missouri



COMMUNITY ADVISORY GROUP MEETING #1

Quincy Council Chambers @ City Hall
730 Maine Street
Quincy, Illinois 62301
Tuesday, April 14, 2015
5:00 p.m. to 7:00 p.m.

MEETING SUMMARY

Attendance: There were twenty (20) people in attendance from the Community Advisory Group (CAG) representing nineteen (19) different entities or member positions and twelve (12) Project Study Group (PSG) members were in attendance including the Illinois Department of Transportation (IDOT), the Missouri Department of Transportation (MoDOT) along with project consultants. See attached sign-in sheet.

The purpose of this initial CAG meeting was to introduce CAG members to the PSG, present the CSS process and CAG ground rules, and explain the CAG organization, membership and communications. CAG members were also given the opportunity to complete a Community Context Audit form and to work in small groups to brainstorm some preliminary concepts for consideration and further development into alternatives to be studied as well as provide their input on issues and concerns within the project corridor. See attached meeting agenda.

Invited participants were stakeholders who had attended the Public Information Meeting conducted on December 9th and/or indicated their interest in serving on the CAG. Also invited were representatives of local groups and agencies whose involvement was suggested by the PSG. Invitation letters were sent to 27 individuals and the meeting date, time and location was posted on the home page of the project website. A second reminder email was also sent out.

The meeting included a PowerPoint presentation and a discussion of the preliminary concepts developed at the meeting by the CAG for the project. Following is a summary of the primary agenda items covered at the initial CAG meeting.

Welcome and Introductions:

Roger Driskell, Deputy Director of Highways and Region Four Engineer, welcomed the group and gave a brief overview of the CSS process and the expectations anticipated with the planning phase of the project along with the funding currently available.

IDOT, MoDOT and Consultant PSG members provided self-introductions and then asked each of the individual CAG members in attendance to introduce themselves and to identify whether they were representing any business, agency, or local group.

Context Sensitive Solutions (CSS) Process:

Shelley Dintelman reviewed the definition of CSS and how the CSS process would work, including how the Stakeholder Involvement Plan (SIP) would be utilized throughout the study. Shelley identified the primary Ground Rules for the CAG and explained the CAG's role in the CSS study process.

CAG Organization, Leadership and Communications:

The CAG organization, leadership and communications were presented; Shelley asked for a volunteer(s) to lead the CAG and noted that a leader would be confirmed at the next CAG meeting. "Quincy Memorial Bridge Advisory Group" was offered as a name for the CAG, members were given opportunity to comment or suggest a different name.

Mission Statements:

Shelley then reviewed IDOT's Mission Statement and presented a draft CAG Mission Statement for comment. No comments were received for the mission statement during the meeting.

Project Purpose & Need:

Kristin Timmons presented the draft purpose and need statement for the project and discussed some of the key reasons for improving the existing bridge. Kristin indicated that the PSG planned to submit the purpose and need to FHWA next week for consideration and ultimately concurrence at the NEPA-404 Merger Meeting scheduled for June. No comments were received for the project purpose and need statement during the meeting.

Crash Analysis:

Kristin presented the crash data gathered by IDOT for this project for the years 2008 to 2012 in both exhibit and table formats. It was noted that a higher frequency of crashes within that time period occurred at or near intersections and were predominately rear-end and turning type, which suggests there are possible problems with congestion and capacity of the existing one-way couple configuration and the necessary turning movements required from the Quincy Memorial Bridge departure to navigate back to Broadway Street.

Public Meeting Comments:

Kristin also summarized the key issues/concerns noted in the December 9th Public Meeting comments including: address approach grade and travel lane width issues, consider bike and pedestrian accommodations, minimize impacts to businesses and residents, commercial and riverfront access, access to side streets and at-grade connection to 3rd Street versus 2nd Street. These comments as well as all comments received during the CAG meetings will be taken into consideration when developing proposed alternatives.

Community Context Audit:

Kristin briefly reviewed the Context Audit form and noted how the audit would help to define the purpose and need for the project in addition to identifying features of the project corridor which are important to the stakeholders. The group was offered blank context audit forms and asked to turn in the completed form at the end of the meeting. Results of the audit will be presented at the next CAG meeting. Nineteen (19) audit forms were submitted by the CAG members in attendance and these findings will be summarized for the group.

Preliminary Project Concepts:

Stan Hansen presented some preliminary worksheets of the existing conditions and the CAG members were asked to work in groups to brainstorm possible concepts for a new bridge location. An aerial image of the entire project study limits was provided for each subgroup to refer to. The CAG members were directed to identify possible horizontal locations for the new bridge and to consider the touchdown street which will influence the departure grade from the bridge. CAG members were informed that the bridge type would be studied later and that a focus group would be assembled in order to obtain input for the preferred bridge type. The following is a summary of the CAG's comments or suggestions as reported out by each subgroup at the meeting:

1. Option 1 – Align With Existing Bayview Bridge

- Majority of the discussion was to align the new bridge along the south side of the existing Bayview Bridge and direct traffic eastbound along Broadway Street (IL 104).
- A slip ramp could be considered to allow traffic to exit directly onto 3rd Street or southbound IL 57 at the departure end of the bridge.
- Maintaining access down to Front Street from the extension of Broadway did not seem to be a major concern to the CAG since several other streets provide this access. The new bridge could eliminate this existing access.
- Provide bridge touchdown at 3rd Street and span over the top of 2nd Street.
- The possibility was briefly discussed that would consider constructing the new bridge on the north side of the existing Bayview Bridge and switching traffic to eastbound on the existing Bayview bridge and build a new westbound bridge.

2. Option 2 – Align With Vermont Street

- Alignment could parallel the Bayview Bridge for the majority of the river crossing and then curve towards Vermont Street near the Quincy shoreline.
- Similar to option 1, a slip ramp could be considered to allow traffic to exit directly onto 3rd Street at the departure end of the bridge.
- The primary access movement would be to provide a connection to 4th Street or US Route 24 or a direct connection to Broadway Street with a diagonal movement between 3rd Street and 4th Street.
- Again the preferred bridge touchdown would be at 3rd Street and span over the top of 2nd Street.

3. Option 3 – Align With Existing Memorial Bridge on Maine Street

- Alignment could be on the existing Memorial Bridge location or shifted slightly either to the north or south to allow maintenance of traffic on the existing bridge during construction of the new bridge.
- Touchdown options should look at both the existing connection at 2nd Street and also raising the touchdown to 3rd Street to eliminate the steep upgrade the currently exists at the bridge departure.
- This alignment has been in place for over 80 years and should therefore be considered as one of the proposed options.

4. Option 4 – Align With York Street

- Alignment would allow for more direct perpendicular crossing of the river and help reduce horizontal curve at the departure end.
- Touchdown options again should be studied for both 2nd Street and 3rd Street to eliminate the steep upgrade at the bridge departure.
- Consider a slip ramp down to Front Street near the Quincy shoreline. Maine Street could also be extended down to Front Street if the bridge location is moved.

5. Additional General Project Comments

- Lighting accommodations for the new bridge.
- Pedestrian and bicycle accommodations on the new bridge.
- Provide a railing that will allow for a view over or through it to the river.
- Include Downtown Business District representative on CAG.
- Provide key landmarks and label businesses on future alternative drawings and exhibits.
- Provide property and utility impacts on ideas identified at the meeting.

CSS/Public Involvement Schedule:

Stan Hansen reviewed the current schedule and noted there will be additional CAG meetings with the next meeting to be held later this summer. CAG members will be notified by email (or by mail/phone if no email) in advance of the meetings. Stan briefly reviewed what topics would be covered at the next meeting and mentioned that additional comments can always be submitted on the project website.

The meeting concluded at approximately 6:52 p.m.