



Illinois Department of Transportation

MEETING MINUTES

PROJECT: I-270 over the Mississippi River Bridge Replacement
MEETING DATE/TIME: Tuesday, October 18, 2016 @ 10:00a.m.
MEETING LOCATION: Southwestern Illinois College (SWIC) – Granite City, IL
MEETING PURPOSE: Community Advisory Group (CAG) Kickoff Meeting

ATTENDEES:

NAME	INITIAL	TITLE	ORGANIZATION
Aljets, Tanner	T.A.	Environmental Representative	Sierra Club
Antoine, Todd	JA	Director of Planning and Projects	Great Rivers Greenway
Brown, Rosemarie	R.B.	Executive Director	Chamber of Commerce - SW Madison County
Ebbinghaus, Pam	P.E.	Supervisor	MO Bureau of Tourism
Griffith, Julie	J.G.	President	Spanish Lake Community Association
Gvillo, Mark	M.A.G.	County Engineer	Madison County
Jones, Lorraine	L.J.	Resident	Resident
Merz, Max	M.A.	Resident	Resident & Commuter
Skillings, Richard	R.S.	Roadway User	Roadway User
Steyer, Mark	M.S.	Director of Engineering	Madison County Transit
Taylor-Crate, MaryAnn	M.A.	Public Involvement Representative	St. Louis Regional Freightway
Weilbacher, Ed	E.W.	Vice President	The Heartlands Conservancy
Welty, Larry	L.W.	Improvement Programs Manager	St. Louis County Transportation and Public Works
Zoll, Rebecca or Representative	R.Z.	President/CEO	North County Inc.
John W. Hamm, Mayor	J.W.H.	Mayor	City of Madison

NAME	INITIAL	TITLE	ORGANIZATION
IDOT			
Brown, Kirk		Program Development Engineer	IDOT District 8
Geldert, Karen	K.G.	Senior Project Studies Engineer	IDOT District 8
Macias, Brian	B.M.	Environmental Specialist	IDOT District 8
Opfer, Frank	F.O.	Studies & Plans Engineer	IDOT District 8
Cindy Stafford	C.S.	Location Studies Engineer	IDOT District 8
MoDOT			
Voegele, Michelle	M.V.	Area Engineer – St. Louis City	MoDOT
CONSULTANT TEAM			
Jacquot, Bridgett	B.J.	Environmental & Public Involvement Mngr	Horner & Shifrin
Pfeiffer, Travis	T.P.	Project Engineer	Parsons Transportation Group
Riechmann, Brad	B.R.	Project Manager	Horner & Shifrin –
PRESHA KET	P.K.	PROJECT STUDIES ENGINEER	IDOT - DB
STEVE OSBORNE	S.O.	JUNYAN ASSOCIATES INC., PC City of Madison, Ferguson	→

DISTRIBUTION:	All Attendees
PREPARED BY:	Travis Pfeiffer
DISTRIBUTION DATE:	December 12, 2016
MEETING HANDOUTS:	CAG Folders, Copy of Presentation, Schedule, CAG Contact Information

1. Introductions & Overview of Community Advisory Group (CAG)

- Cindy Stafford (IDOT) opened the meeting and thanked everyone for attending. She explained the project has just started. IDOT is applying Context Sensitive Solutions (CSS) to this project. CSS allows for flexibility in the design.
- The remaining members of the Project Study Team (IDOT and the consultant team) introduced themselves along with the CAG members.
- Bridgett Jacquot (H&S) explained that IDOT is the lead agency but MoDOT is participating as they currently are wrapping up an Environmental Assessment Study (EA) for the expansion of I-270 to six lanes from I-70 to the Mississippi River, overlapping the IDOT project limits. Coordination between IDOT and MoDOT has occurred and will continue. The Federal Highway Administration - Illinois (FHWA-IL) is overseeing the project since Federal money is being utilized for this project.
- The purpose of the meeting was stated:
 - Introduce Study to Community Advisory Group (CAG); Discuss purpose of CAG and its role in the Context Sensitive Solutions (CSS) process; Identify and discuss existing transportation, economic, and community issues & needs in study area; and document existing conditions in study area, including characteristics important to stakeholders.
 - A stakeholder is anyone who has a special interest, or “stake,” in the project.
- Bridgett explained that as a CAG member, it is important to understand the process this project must go through to reach a preferred alternative.

2. Formal Presentation

- Brad Riechmann (H&S) gave an overview of the I-270 Study and the study area:
 - The limits of the study are approximately I-270 from Riverview Drive (MO) to the I-270 Canal Bridge replacement limits. (IL).
 - The bridge was constructed in 1966 and is four lanes; two lanes in each direction with narrow shoulders.
 - The needs for a bridge replacement are: age and condition of the structure, high traffic volumes, safety and the need for continual repairs.
- IDOT has a three-phase project development process. The I-270 over the Mississippi River Study includes funds to conduct Phase I, which provides the support for determining a preferred option. During this phase, proposed geometry, environmental concerns, and proposed right-of-way are identified. IDOT is in

the very beginning of Phase I. Phase I is funded, Phase 2 (Contract Plan Preparation & Land Acquisition) is included in IDOT's FY 2017-2022 Multi-Year program, and Phase 3 (Construction) is not funded at this time.

- In Phase I, preliminary engineering and environmental studies are conducted. The process for Phase I includes the following steps and it was explained that the CAG will be a part of each of these steps:
 - Identify transportation needs along the corridor
 - Collect information about a variety of resources
 - Develop transportation solutions
 - Study and document potential effects
 - Recommend transportation improvements as they relate to the project's needs.
- Bridgett went on to explain the aspects of a Phase I environmental study:
 - IDOT is required to assess environmental impacts for federally funded projects, per the National Environmental Policy Act (NEPA)
 - The purpose of NEPA is to ensure that environmental factors are considered when compared to other factors to make an informed decision about any given project.
 - Not only is IDOT responsible for adhering to NEPA, but also to environmental specific regulations, such as the Clean Water Act, Endangered Species Act, among others.
- The following are the environmental topics that are studied: air quality, archaeological resources, cultural resources, ecology, floodplains, land use, natural resources, noise, parks & recreation, soils & geology, special waste, threatened/endangered species, vegetation, water quality, and wetlands.
- Bridgett explained IDOT has an environmental survey process. An area is outlined on a map identifying the area to be surveyed for environmental resources and issues. This map is provided to IDOT's central office. IDOT has contracts with all of the environmental resource agencies in the State to conduct these surveys. Illinois Department of Natural Resources identifies Threatened & Endangered Species; Illinois State Archaeological Survey identifies potential archaeological sites, etc. All of this data is collected and provided back to IDOT and their consultant. This allows for the Study Team to understand the resources and issues that need to be avoided and/or impacts minimized. Environmental resources/issues we are currently aware of are: the possibility of the endangered Pallid Sturgeon and various mussel groups; Chouteau Island on the IL side has two sites that are former landfills so there are some special waste concerns; archaeological sites are a high probability because of the location of the project along the Mississippi River.
- Bridgett explained mitigation is when you "compensate" for the impact. For example, if an acre of wetland is impacted, an agency can mitigate by purchasing the same amount (or a deemed ratio) of wetland to compensate for the loss of wetland. For archaeological, mitigation can mean "digging up" the resources and documenting the finding. Mitigation is different for each resource and the mitigation measures that are taken are coordinated with the environmental resource agencies.
- Bridgett outlined what is studied as part of the preliminary engineering report, called a project report. Approval of the project report by FHWA is required in order to move on to Phase II.
- Next, Context Sensitive Solutions (CSS) was explained:

- IDOT utilizes CSS as a way to continually engage stakeholders in the study.
- The CSS process strives to achieve the following:
 - Understand key issues and concerns of the study area stakeholders
 - Identify transportation problems and needs within the study area
 - Involve stakeholders in the decision-making process of the study early and often
 - Involve stakeholders during key milestone decisions of the study
 - Apply flexibility in design to address stakeholder concerns
- Bridgett provided an example of CSS on a project where a tree was located right next to the road that was planned to be widened. Through the use of CSS, the CAG informed IDOT that the tree was over a hundred years old and had been planted by a gentleman who was the “pillar” of the community; therefore, they wanted the tree to remain. The tree had no “legal” protection, but now since IDOT was aware of the importance of this tree to the community, the road was widened to the south instead of the north, saving the tree.
- Bridgett discussed the overall purpose of the CAG and their role in the I-270 project. It was stated that the CAG:
 - Represents a cross-section of the community.
 - Helps generate interest in and knowledge about the study.
 - Helps IDOT identify stakeholder interests
 - Aids in the development of improvement options
 - Assists in evaluating the potential effects of those options
- She asked that members review the CAG Ground rules included in the presentation. She highlighted:
 - All participants should strive to keep an open mind and participate openly, honestly, and respectfully.
 - A general understanding of agreement, or “consensus,” is “when a majority of the stakeholders agrees on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered, and that the process as a whole was fair.”
 - That IDOT and FHWA will make final project decisions as the lead agencies.
- Travis Pfeiffer (Parsons) presented the CAG with specific information regarding the existing structure including the lane and shoulder widths.
- Travis explained the recent repairs and inspections to the existing structure. He emphasized that the existing bridge remains structurally safe and that the study to replace the existing structure recognizes that future repairs will be necessary in the absence of a new bridge.
- Travis highlighted the current and projected traffic volumes for this segment of I-270 and explained that the documented crash rate in this area is two times the average crash rate statewide. This segment is identified as being in the worst 5% for crashes in the State of Illinois.
- Next, it was explained that two Public Meetings had been held earlier this year; one in Illinois and one in Missouri. The most common comments received included:
 - Bridge is too narrow
 - Bridge needs to be six-lanes; three-lanes in each direction

- Leave bridge open during construction
- During the last part of the presentation it was stated that there is a lot of data currently being gathered for the project (surveys, utility info, etc.). The next step will be to develop preliminary options, and during the next CAG meeting, IDOT will be seeking input from the CAG on bridge replacement options.
- Specific Questions / Statements posed during the presentation
 - Question. Todd A. (GRG) who oversees mitigation of impacts in Missouri or Illinois? The response was it depends on the resource impacted and if the resource is regulated by the Federal government or the State government. Resources impacted that are regulated by State statutes, will be coordinated with the corresponding State agency, whether that be Missouri or Illinois.
 - Question. Todd A. (GRG) has there been interaction with the Tribe? Yes, FHWA handles. They have contacted the Osage.
 - Question. Lorraine – consider there is a water intake along the river. Water quality. Consider flooding. Consider levees – Brad: The design team plans to span and avoid impacting the private levee as part of this project.

3. Problem Statement Discussion

- Bridgett (H&S) read the draft problem statement developed by the project team: “*The existing bridge carrying I-270 over the Mississippi River connecting Illinois and Missouri is aging and in need of continual repairs. There is a need to provide a sustainable long-term solution that considers safety and future regional transportation needs while maintaining existing traffic and minimizing effects on the environment.*”
- Discussion regarding the Problem Statement:
 - Maintaining the river and surrounding area for recreational purposes is important.
 - There is a need to address traffic congestion on and near the bridge; especially at Riverview Dr. in Missouri
 - Want to see the bridge widened to six lanes
 - The bridge is important regionally and nationally for the movement of goods and services (freight).
 - Water quality should be considered when constructing the bridge
 - Environmental sensitivity is important. Scenic value of this natural riparian corridor.
 - The bridge is vital to the area’s economy and tourism
 - Consideration of the levees and flooding during the project planning, design, and construction
- Specific Questions / Comments from CAG Members included:
 - Question: Mark Steyer (MCT) Is multi-modal being considered? IDOT: not at this time as MCT does not run buses on I-270.
 - Question: Todd Antoine (GRG) Is a Bike Path being considered? Although GRG leases the Old Chain of Rocks bridge for the bike trail, it may not be viable through the proposed bridge’s design life. A bicycle/pedestrian assessment is being conducted as part of the study. Bicycle and pedestrian accommodations on the I-270 bridge, if any, have not yet been determined.

- Statement. Julie – Beautiful bridge w/ pedestrian accommodations - Aurther Ravenel Jr. Bridge in Charleston, S.C. IDOT, post meeting: the structure in question is not on an interstate so therefore cannot be considered to be the same situation.
- Statement: Mayor Hamm wants access to Chouteau Island. Concerned about only access to Chouteau Island is over an aging canal structure with weight restrictions.
- Statement: Pam E. (MO Bureau of Tourism) Maintain access to MODOT visitor center. Good for economy. IDOT: agreed.
- Statement: Tanner Aljets (Sierra Club) stated that this portion of the Mississippi River is the only 11 miles of the entire river not utilized for commercial shipping/navigation.
- The CAG agreed to have the project team develop a revised draft problem statement based on these comments. The revised statement will be emailed to the members.

End of Meeting Minutes

Contact Bridgett Jacquot bjacquot@hornersshifrin.com for any additions or corrections to these minutes within seven calendar days of the distribution date or they will be considered final