



Illinois Department
of Transportation

▪ MEETING SUMMARY ▪

PROJECT: IL Route 4/15
Section 421BR-2
St. Clair County
Job No P-98-014-20
PTB 194-051

H&S PROJECT NO.: 2019400

MEETING DATE / TIME: November 09, 2022 / 6:00pm

MEETING LOCATION: St. Pancratius Church Hall, Fayetteville, IL

MEETING PURPOSE: Community Advisory Group (CAG)

ATTENDEES:



A copy of the presentation is included in this meeting summary. Please refer to the slide number identified throughout the summary.

Meeting Discussion:

- Cindy (IDOT) presented an introduction to the meeting and thanked the CAG for coming to tonight's meeting. Cindy explained how the CAG meeting provides value to the project and helps to establish project priorities. Several projects that have used this process recently were briefly described. Past IDOT projects included IL Route 3 at Waterloo, IL Route 159 Collinsville, and I-270 bridge replacement.
- Brad Riechmann (H&S) provided the purpose of the meeting and an overview of the project as a planned bridge replacement over the Kaskaskia River on IL Route 4/15 in Fayetteville. The purpose of the meeting is to introduce the project, discuss the Context Sensitive Solutions (CSS) process, and role of the Community Advisory Group (CAG).
- The meeting will be used to gain insight from the CAG on the project and to develop the project problem statement. The project problem statement will be used in evaluating alternatives that solve the project problem.
- The CAG will be brought together again to discuss and gain input on the alternatives developed that solve the project problem statement.
- A copy of the slide presentation was included in each CAG members folder packet.
- Introductions were made by IDOT staff, Consultant team staff, and each of the CAG members.
- Slide 4: The study area was presented. The study area is from just west of N. 5th Street to Bee Hollow Road.
- Slide 5: The study overview purpose and need were presented. The purpose of the project is to replace the existing Kaskaskia River bridge due to the age and condition of the structure and the continual and rising costs of maintenance. During discussion of bridge life span and condition, a question was raised on whether the bridge was safe. The



response was that the bridge is safe, but the planning process needs to be initiated as maintenance repairs and cost are rising.

- Slide 6: Project development and funding were presented. IDOT has a three-phase process. This study is currently in Phase I. All three phases are included in IDOT's FY 2023-2028 Proposed Highway Improvement Program. A question was raised on whether construction was five years out. The response was yes, construction was at least five years out, assuming funding is in place at the time.
- Slide 7: The Project Schedule was presented including milestones and approval process.
- Slide 8: IDOT's Phase 1 of a project consists of Preliminary Engineering and Environmental Studies. Please refer to Slide 8 for details.
- Slide 9: The existing bridge typical section was discussed. A question was raised whether the full width of the structure including the bike lanes could handle traffic loads such as EMS vehicles. The response was yes, the full width of the structure would be designed to handle vehicle loads.
- Slide 10: Existing and projected traffic volumes were discussed. The point of this discussion was to state that traffic is not the issue within the study area. A question was raised on whether the Kaskaskia River Port expansion was considered. The response was that the Port Expansion would be considered but that it was south of the structure and the study area.
- Slide 11 & 12: Crash studies and crash patterns were discussed. A majority of the crashes are rear-end type crashes and factors in many of the crashes include objects in the clear zone, narrow shoulders, and steep ditch slopes.
- Slide 13: Bicycle and Pedestrian accommodations were discussed. There is an existing bike trail that starts at the boat ramp just north of the bridge on the west side of the Kaskaskia River and heads south under the bridge. There is an extensive planned trail system within the area. Please refer to the map on slide 13.
- Slide 14: The end result of the Preliminary Engineering and Environmental Studies is a report called a Project Report. Please refer to Slide 14 for the components of the Project Report
- Slide 15 & 16: As part of the IDOT Phase 1 process, environmental studies in accordance with the National Environmental Policy Act (NEPA) are conducted. A list of the environmental topics studied are included in slide 15.
- Slide 17: Existing conditions inside and around the study area were discussed.
- Slide 18: Avoidance, minimizing, or mitigating environmental impacts were discussed. A question was raised whether the Illinois Department of Natural Resources (IDNR) was involved. IDNR owns an area north of the bridge and the site is active. The resident said he has seen helicopters flying over the property. The resident has owned 1000' of riverfront and when the water level is low, he has found arrowheads and other such objects. The response was that IDOT does coordinate with IDNR.
- Slide 19: IDOT receives public input through stakeholder meetings, CAG meetings, public meetings, and comments received through the study website.
- Slide 20: During the Context Sensitive Solutions (CSS) public involvement process, the question was asked to define a stakeholder. The response defined a stakeholder as anyone with a 'stake' in the project and/or its outcome. This can include someone who may drive the road, live in the area, have employees who drive the road, may be a business owner, all local residents and adjacent cities.



- Slide 21: The Project Study Group consists of IDOT, the Federal Highway Administration (FHWA), and the study consultant team. The PSG is the ultimate decision maker for the preferred alternative.
- Slide 22: The Community Advisory Group (CAG) function and selection was discussed.
- Slide 23 & 24: CAG ground rules were discussed.
- Slide 25 & 26: Public involvement to date including the past public informational meeting was discussed. A question was raised whether Scott Air Force Base Public Affairs has been contacted. The response was that IDOT had a contact from another project, and they could be added to the public involvement process.
- Slide 28 & 29: The project problem statement purpose and examples were discussed
- Slide 30: The Community Context Audit (CCA) form was discussed and copies to be filled out were distributed. Time was taken for each to work on completing the CCA form.
- Slide 31: A suggested project problem statement was presented for CAG review and input to develop the project problem statement and gain consensus. *"The existing bridge carrying IL Route 4/15 over the Kaskaskia River is aging and in need of continual repairs. There is a need to provide a cost-effective, long-term improvement to provide reliable access across the Kaskaskia River for farm equipment, Emergency Management Services, school buses. This improvement should reduce the need for continual repairs, while demonstrating respect for our environment."*
- The following comments for additions to or refinements of the project problem statement were captured on a flip chart used during the process. The problem statement is intended to identify the 'problem' or what is wrong with the roadway/bridge. This will help focus the development of the proposed alternatives to ones that are solutions to that problem.
 - Congestion and traffic are not problems on this project.
 - Current bridge does not meet farming needs as equipment such as combines are larger. The current bridge is not wide enough.
 - There will be larger trucks using the bridge if the Port Authority expansion occurs. There is a need to provide for growth for trucks with port expansion.
 - The bridge needs to provide reliable access across the river even during construction.
 - Police, fire, and ambulance services from both sides of the river use the bridge crossing to support each other during an emergency. Police are on both sides, St Libory relies on St. Clair County Police and fire is only on one side. Ambulance support comes from Freeburg, New Athens and Mascoutah.
 - Ninety patients a year cross the bridge in ambulance transport to St Louis area.
 - This is a regional corridor vital to the area.
 - The next nearest river crossing is the bridge in New Athens.
 - Vertical clearance is limited to 15' – 2".
 - Proposed 20' lanes (road plus shoulder) would accommodate 18 ft wide farm equipment.
 - The new structure needs to continue to provide clearance below on the river for boat traffic.
 - Motorcycles and RVs use the route to head south through the area.
 - Emergency personnel on call need a quick route across the river to respond.
 - Power plant workers use the route.
 - The current bridge is loud.
 - Analyze alt routes and impacts.



- No lengthy detours during construction. The project team stated that the intent is to evaluate construction methods and designs that will avoid the bridge closure during construction, or minimize it to very short durations.
 - Locals will use local routes and increased traffic will impact those residents that also walk along the roadways where there are no sidewalks
 - Busing for special needs students uses the bridge to cross. There are restricted mandatory school hours for special needs students and a longer detour would impact that time at school. A longer detour would also increase fuel cost used to bus these students.
 - The preferred option needs to provide continual access.
- Slide 32: The next steps include a future CAG meeting where alternatives will be discussed and reviewed. The Community Context Audit forms collected tonight will be reviewed and summarized. All agreed evenings worked best like tonight's meeting for the next CAG meeting.



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SUGGESTED REVISED PROBLEM STATEMENT

"The existing bridge carrying IL Route 4/15 over the Kaskaskia River is aging and in need of continual repairs. There is a need to provide a cost-effective, long-term improvement provides reliable access across the Kaskaskia River for farm equipment, Emergency Management Services, school buses, and everyday users of the bridge and reduces the need for continual repairs, while demonstrating respect for our environment."

Attachments:

- Power Point presentation slides used during the meeting
- Meeting Sign-in Sheet

Action Items:

- Design Team to distribute meeting minutes for attendee's record
- Design Team to summarize Community Context Audit forms.
- Design Team to refine the project problem statement using meeting information and Community Context Audit forms.

End of Meeting Minutes

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