

MEETING SUMMARY

US 67 (Centennial Bridge) Corridor Project

Purpose: Technical Advisory Group Meeting #2
Date: Thursday – October 30, 2025
Time: 1:00 – 2:30 pm
Location: Holiday Inn – Rock Island, IL

SUMMARY

The Illinois and Iowa Department of Transportation (DOT) and the Technical Advisory Group (TAG) for the US 67 (Centennial Bridge) Corridor Project met to discuss the project and exchange information about the study. Representing the DOTs Project Study Team were the following Individuals:

- Michael Kuehn, Illinois DOT Program Development Engineer
- Deana Hermes, Illinois DOT Studies and Plans Team Leader
- Heath Jordan, Illinois DOT Environmental Supervisor
- Phil Mescher, Iowa DOT Transportation Planner/Project Manager
- Hector Torres-Cacho, Iowa DOT District 6 Planner
- Chris Schwake, Iowa DOT Transportation Planner/ NEPA
- Ahmad Abu Afifeh, Iowa DOT District 6 Construction / Bridge

Representing the consultant team were the following individuals:

- Tony Pakeltis, Parsons
- Todd Ude, Parsons
- Amy Eckland, Parsons
- Danielle Fishman, Parsons
- Salmon Danmole, OSEH
- Jason Moller, Lochner
- Erin O'Brien, Lochner
- Charles Nash, Lochner

Meeting Overview

Mike Kuehn provided opening remarks and welcomed the TAG members to the meeting.

Amy Eckland began the PowerPoint presentation (see attached) and reviewed the agenda for the meeting. After the agenda, the project study team introduced themselves. Then Amy introduced the TAG members and shared their names and titles. Sign-in sheets are attached.

Amy briefly went over the information presented at the 1st TAG meeting which included project overview, purpose and need, issues of community importance, alternative development process, and study corridor.

The Most Important Objectives/ Goal for the Project along with Concerns about the Existing Bridge that were compiled during TAG Meeting #1 are listed below.

MOST IMPORTANT OBJECTIVE/GOAL FOR THE PROJECT	Votes	Percent
Economic Vitality	25	40%
Connectivity/Traffic Flow	16	25%
Ped/Bike Traffic	12	19%
Suicide Prevention	6	10%
Bus Traffic	4	6%
Name of Bridge (Dedication)	0	0%

CONCERNS ABOUT THE EXISTING BRIDGE	Votes	Percent
Traffic/Safety	31	52%
Speeding on bridge and into local streets	12	
Bridge closure during construction	9	
Gaines Intersections Safety/Crashes	8	
3 rd Street and 4 th Street becoming 2-way roads	2	
Structural Integrity	12	20%
Economic Development	11	18%
Centennial Bridge is iconic and part of the Quad Cities Identity	3	5%
Baseball Park Aesthetics/View	2	3%
Parades and Marathon	1	2%

Study Area

Tony Pakeltis summarized the rationale behind the project. The bridge is 85 years old (built in 1940), and frequent and costly repairs are needed to maintain serviceability and the frequency/magnitude of repairs are expected to increase as it gets older. This study was implemented to develop a long-term plan for the US 67 corridor that includes the bridge and corridor roadways, sidewalks, and bikeways.

The boundaries of this study are Filmore Street in Iowa and 7th Street in Illinois on the west, 5th Street in Iowa on the North, Perry Street in Iowa and 24th Street in Illinois on the East, and 7th Avenue in Illinois on the south.

Study Process

There are three phases to IDOT's project development and implementation process. This project is currently in Phase I, Preliminary Engineering and Environmental Studies. National Environmental Policy Act (NEPA) studies also occur during this phase. Phase II consists of contract plan preparation and land acquisition, and Phase III includes the construction process.

Project Schedule

The current project schedule extends into 2027. Earlier in 2025, the project's Purpose and Need was developed. This was followed by the initial identification and development of alternatives aimed at addressing the Purpose and Need. Ultimately, the alternatives will be narrowed to a list of Alternatives to be Carried Forward for detailed evaluation in the

NEPA document. From there, the alternatives will be further developed and evaluated to identify the Preferred Alternative. It is anticipated that the Project Study Team will have a recommendation for the Preferred Alternative by mid to late 2026.

Project Status Update

The Project Study Team presented the Purpose and Need at the September 4, 2025 NEPA-404 Merger Meeting and obtained concurrence from FHWA and the environmental resource agencies.

Stakeholder meetings have been held with public transit agencies (CitiBus and MetroLINK), Rock Island Public Works, Davenport Public Works, Davenport Parks and Recreation, and Quad Cities Chamber of Commerce.

Recent project activity has been focused on the development and evaluation of alternatives.

Alternatives Considered

The project team then presented the alternatives that have been considered.

A. No build

- This alternative would maintain the existing bridge through annual inspections and as-needed repairs to stay within “Fair” condition. This alternative will not meet the purpose and need of the project.
- A No Build alternative is required to be carried forward throughout the entire screening process and is used as a baseline when comparing other alternatives.

B. Bridge rehabilitation

- This is a more proactive than reactive intervention to improve the existing structure and extend its life.
- Improvements would be made to add redundancy and address condition-based load posting.
- Minor improvements to the existing sidewalks would partially meet the project’s purpose and need. No improvements made to roadway geometry (lane widths and grades).
- Retains the historic bridge, making it structurally more sound.
- No property impacts and no traffic pattern impacts.
- No local road connection changes in Davenport.

C. Build new twin structure/rehabilitate existing bridge

- This alternative is a required option when dealing with historic structures.
- This alternative would convert the current bridge to a one-way roadway and build a new bridge adjacent to carry the opposite bound traffic.
- Multiuse path accommodations would be placed on the existing bridge with the additional space gained from converting to one-way.
- Low property impacts and low traffic impacts during construction.

D. Bridge reconstruction

- This alternative would remove and replace everything above bearing level.
- The new superstructure would be wider than existing, to meet current criteria for both roadway and non-motorized usage. The wider superstructure would re-use the existing piers, with major repair, strengthening and widening as required.
- This alternative would meet the purpose and need of the project while also saving various existing elements which could lower the overall cost.
- Minor property impacts, but greater traffic impacts during construction than alternative B (extended closures).

E. Bridge replacement alternatives

- Nine bridge replacement alternatives have been identified and analyzed.

- These alternatives consist of the complete removal of the existing bridge. A new four lane bridge would be built to replace the existing Centennial Bridge across the Mississippi River connecting Rock Island, IL and Davenport, IA.
- These alternatives would improve design deficiencies and improve pedestrian/ bike accommodations.

Alternative E1

- This alternative would replace the bridge on the existing alignment but would not reuse any of the existing bridge elements.
- This would create longer term traffic impacts, likely detours
- This alternative would be disruptive to current traffic patterns during construction (extended closures).
- This alternative has the fewest property impacts compared to the other bridge replacement alternatives.

Alternative E2 – downstream shift

- This alternative would replace the bridge with a new structure built just west of the existing bridge.
- Most of this structure can be constructed while traffic remains on the existing bridge. Extended durations of single-lane traffic operation, each way, would be required but no extended closures would occur.
- This alternative would have few property impacts.

Alternative E3 – further downstream

- This alternative would shift U.S. 67 and the river crossing to connect between Warren Street and 13th Street.
- This alternative would have more property impacts when compared to E1 or E2.
- Centennial Bridge would remain open to traffic while the new bridge is built.
- Once built, there would be permanent changes to traffic patterns in both cities due to shifting U.S. 67 two blocks west.

Alternative E4

- Alternative E4 would shift U.S. 67 and the river crossing to connect between Gaines Street and 11th Street with a skewed crossing across the Mississippi River.
- This alternative would have greater property impacts specifically on the Rock Island side of the river.
- Extended durations of single-lane traffic operation, each way, would be required but no extended closures would occur.
- Traffic patterns would change towards 11th Street and across the river.
- This alternative is not advanced for further screening due to hydraulic challenges, cost, and the overall complexity of a significantly skewed bridge relative to the river.

Alternative E5

- Alternative E5 would shift U.S. 67 and the river crossing to connect between 11th Street and Gaines Street with a curved alignment over the railroad tracks in Rock Island that would drop down to grade on Centennial Expressway.
- Centennial expressway ends at 4th/ 5th Street and connects to the Rock Island street grid system with this alternative.
- Extended durations of single-lane traffic operation, each way, would be required but no extended closures would occur.
- This alternative is not being advanced due to complex design over the railroad and challenges maintaining traffic during construction.

Alternative E6

- Alternative E6 would shift U.S. 67 and the river crossing to connect between 11th Street to Warren Street, creating a long, skewed bridge.
- This alternative would create permanent traffic pattern changes.
- This alternative is not advanced for further screening due to hydraulic challenges, cost, and the overall complexity of a significantly skewed bridge relative to the river.

Alternative E7 – significantly downstream

- Alternative E7 would shift U.S. 67 and the river crossing to connect between 11th Street and Marquette Street over Centennial Expressway.
- This alternative would impact various parks (Centennial Park and others) and residential/ commercial properties.
- This alternative would create permanent traffic pattern changes.
- It was noted that this alternative is being advanced due to public input during Public Meeting #1 and CAG/TAG Meeting #1.

Alternative E8 – upstream

- Alternative E8 would place a new structure upstream. This alternative would shift U.S. 67 and the river crossing to connect between 18th Street in Rock Island and Brady Street in Davenport.
- This alternative is expected to have greater property impacts when compared to E1 or E2. This alternative would also cross over Schwiebert Park and Main Street Landing and is expected to impact historic districts.
- This alternative is not being advanced due to challenges in locating an alignment upstream of the current bridge that avoids property impacts. Additionally, the proximity to the lock would require a massive increase in span length, bringing dramatic increase in scale and cost of the bridge.

Alternative E9

- Alternative E9 would connect to Gaines Street with a small skew across the river and a curved connection over the railroad to the Centennial Expressway.
- An interchange would be required to connect to 11th Street.
- This alternative is not being advanced due to challenging roadway geometry and because the configuration did not meet the intent of the “local to local” connection between the cities, instead favoring regional and through traffic operation.

Alternative advanced for further screening:

After initial analysis, seven alternatives (in addition to the No-build alternative) have been selected to be advanced for further screening.

- A. No build
- B. Bridge rehabilitation
- C. Build new twin structure/rehabilitate existing bridge
- D. Bridge reconstruction
- E. Bridge replacement

E1 – on existing alignment

E2 – Shifted slightly west

E3 – 13th to Warren

E7 – 11th to Marquette

Evaluation of Alternatives

When evaluating the alternatives, these items are considered:

Does this alternative meet the purpose and need?

- Sustain for the long term a bridge across the Mississippi River that meets motorized and non-motorized needs in the study area.
- Eliminate or reduce under-designed or non-redundant details that contribute to load posting or increased inspection and maintenance burden.
- Eliminate or reduce roadway geometric deficiencies where they are a contributing cause of safety issues.
- Improve active transportation connectivity across the Mississippi River.

Does it address the issues of community importance?

- Bike/Pedestrian accommodations
- Economic impact/ Impacts to downtown
- Aesthetics
- Local identity
- Local impacts

What are the impacts?

- Residential/ Commercial/ Institutional Displacements
- Historic Impacts
- Recreational Impacts

Advanced Alternatives – Evaluation of Alternatives

	B	C1	D	E1	E2	E3	E7
	Rehab	Twin Structure	Reconstruct	Replace on Existing	Replace 15th - Gaines	Replace 13th - Warren	Replace 11th - Marquette
Displacements							
Commercial	0	1	0	0	1	4	1
Institutional	0	0	0	0	0	1	0
Residential							
Single Family Residence	0	0	0	0	0	5	2
Multi-Family Residence	0	0	0	0	0	12	10
Section 4(f) - Parks/Rec							
De Minimis (Minor Impact)	4	4	4	4	4	4	2
Use (Major Impact)	0	0	0	0	0	0	1
Cultural Impacts							
Centennial Bridge Impacted?	No	No	Yes	Yes	Yes	Yes	Yes
Other structures/districts/ landmarks	0	1	0	1	2	1*	1

Feedback on Alternatives

A group activity was conducted to elicit information from the TAG regarding pros and cons of each advanced alternative in order to assist with the selection of alternatives to be carried forward.

Feedback from this activity is summarized below.

Alternative	Pros	Cons
Alternative B	<ul style="list-style-type: none"> Existing traffic patterns remain Maintains historic significance/ status of the existing bridge Minimal property impacts No full closure 	<ul style="list-style-type: none"> Wouldn't allow for longevity (bridge lifespan) of the bridge Sidewalk width won't change. Putting public through hassle of reconstruction without much visible gain High ongoing costs due to need for continued maintenance
Alternative C	<ul style="list-style-type: none"> Backup transportation linkage during construction Existing traffic patterns remain No full closures Minimal property impacts (this alternative has the least number of impacts to Davenport) Maintains historic significance/ status of the existing bridge 	<ul style="list-style-type: none"> "Threading the needle" putting a second bridge into a very tight space Two bridges would be visually distracting – old historic bridge next to the new bridge Still have to maintain the old/ existing bridge Two bridges would mean double the maintenance
Alternative D	<ul style="list-style-type: none"> Existing traffic patterns remain Some construction cost savings with the reuse of some existing piers Provides transportation connections with the wider deck Same location as existing bridge would provide connections to the downtown areas Better for ped/bike No property impacts New structure 	<ul style="list-style-type: none"> Loss of historic structure Traffic challenges during construction/ bridge closure
Alternative E1	<ul style="list-style-type: none"> Existing traffic patterns remain Improves geometry/ modern geometry New structure with no property impacts Commitment to replacement with more flexibility for bridge type selection 	<ul style="list-style-type: none"> Removing IL 92 direct connection which would move more traffic into the downtown but also create other issues Higher cost than rehab option Maintenance of traffic during construction would be a challenge Multiple seasons of closures Loss of historic bridge structure
Alternative E2 – Favored. It was noted that similar bridge replacement concepts have been done before in the Quad Cities and they have proven to be successful and favorable.	<ul style="list-style-type: none"> New durable bridge Maintenance of traffic during construction Minimal property impacts 	<ul style="list-style-type: none"> Removing IL 92 direct connection which would move more traffic into the downtown but also create other issues Impacts to historic monuments Higher costs Loss of historic bridge structure (Iconic bridge is replaced) Negatively impact downtown Rock Island that has just gone through a local road rehab during construction
Alternative E3 – Not favored	<ul style="list-style-type: none"> Maintenance of traffic during construction Minimizes economic impact to Rock Island during construction New structure 	<ul style="list-style-type: none"> Removing IL 92 direct connection which would move more traffic into the downtown but also create other issues Higher property impacts New traffic pattern may be a challenge once the bridge is constructed Connections to local roads on both sides are not designed for heavy traffic flow Connects further from the downtown areas which would negatively impact ped/bike due to longer distances

Alternative	Pros	Cons
Alternative E7	<ul style="list-style-type: none"> Connects to 11th Street which is going through a revitalization New structure Maintenance of traffic during construction 	<ul style="list-style-type: none"> Removing IL 92 direct connection which would move more traffic into the downtown but also create other issues Closest access to IL 92 is 7th Avenue which then may have to be updated to be better equipped to handle the traffic increase Connects further from the downtown areas which would negatively impact ped/bike No development to connect to on 11th or Marquette Traffic diversion from current pattern Negatively impacts businesses along existing alignment (draws business away from them) 11th Street revitalization may not be likely. Rock Island has a project that will reduce the number of lanes on 11th Street which may not be compatible. Excessive speed concerns on the straight bridge path Park impacts

Next Steps and Meeting Conclusion

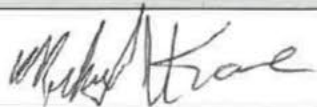

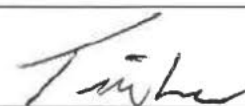
Amy concluded the meeting by providing an overview of the next steps. Upcoming activities will include future stakeholder meetings, Public Meeting #2, CAG and TAG #3 meetings, and selection of a Preferred Alternative.

Mike Kuehn provided a closing statement:

At the previous CAG meeting, the CAG brought up the request for IL/IA to paint the bridge. The IL-IA Border Bridge meeting was held recently, and it was agreed there that painting the bridge would only be an aesthetic improvement at this time, and it would not have an effect on the current condition of the Centennial Bridge. Due to the high cost (approximately \$6 million), it has been decided that the bridge will not be painted until this study is concluded, and a final decision has been made on the future of the Centennial Bridge.

The meeting attendees were thanked for their time, and the meeting concluded.

US 67 (Centennial Bridge) Corridor Project
Technical Advisory Group Meeting #~~1~~^{OCT 3rd} - June 12, 2025
SIGN IN SHEET 2

Name, Title & Organization	Mailing Address	Phone Number	Email Address	Signature
Denise Bulat				
Chief Mike Carlsten				
Captain Justin Chisholm				
Chad Dyson				
Chief Bob Graff				
James Grafton				
John Gripp				
Mayor Ashley Harris				
Mike Kane				
Sheriff Tim Lane				

US 67 (Centennial Bridge) Corridor Project
Technical Advisory Group Meeting #1 – ~~June 12~~, 2025
SIGN IN SHEET 2 OCT 30

Name, Title & Organization	Mailing Address	Phone Number	Email Address	Signature
Mayor Mike Matson				
Doug Maxeiner				
Chief Timothy McCloud				T. McCloud
Gena McCullough				Gena McCullough
Matthew Miller				Matthew Miller
Dr. Jackie Opfer				Dr. Jackie Opfer
Elliott Pennock				Elliott Pennock
Greg Schaapveld				Greg Schaapveld
Brian Schadt				Brian Schadt
Tyler Schmidt				Tyler Schmidt

US 67 (Centennial Bridge) Corridor Project

Technical Advisory Group Meeting #1 - June 12, 2025

SIGN IN SHEET

2 OCT 30

Name, Title & Organization	Mailing Address	Phone Number	Email Address	Signature
TJ Schneckloth				
Maresh Sharma				
Lt. Jason Smith				
Todd Thompson				
Dr. Sharon Williams				