# **Centennial Bridge**





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# US 67 (Centennial Bridge) Corridor Project

|             | Superstruc<br>Rehabilitat<br>Structural | ture<br>tion<br>Steel Repa               | ir                        | Ownership<br>Transferred<br>to IDOT                        | 75 Yea<br>Servic<br>Life                | e Struct<br>2 Bear |
|-------------|---|--|---------------------------|--|---|--------------------|
|             |   | Deck<br>Replacem<br>Structural<br>Repair | ent                       |  |   | РНА                |
| <b>1980</b> | <b>O O O O O O O O O O</b>              | 20                                       | 00                        | 2010   |   | 2020               |
|             | Appro<br>Ramp<br>Impro                  | oach<br>ovements                         | Toll<br>Ran<br>App<br>Wid | Plaza and<br>pp Removal,<br>proach<br>ening,<br>el Popairs | Scour Coun<br>Structutral<br>& Hanger R |                    |



tural Steel & 100 Year Service Life ASE I BEGINS 2030 2040 2050 2060 termeasures Steel epairs

**IQWA** 

DOT

airs

# Study Location

|        | N Filmore St<br>Taylor St | - N Marquette St<br>Myrtle St | Vine St<br>Warren St | Brown St          |                | N Harrison St | Brady St |                   |  |
|--------|---------------------------|-------------------------------|----------------------|-------------------|----------------|---------------|----------|-------------------|--|
| St     | ti                        |                               | W 4th St             | Lafayette<br>Park |                | W 5th St      |          | ( <del>6</del> 7) |  |
| hngton | Imore                     |                               | W 3rd St             | tern Av           | St<br>ley St   |               |          | 0                 |  |
| Rd N   | Ϊ                         |                               | W 2nd St             | Wes               | Scott<br>N Rip | iin St        | 5        | Y Dui River Drive |  |



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# Project Schedule





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# Study Process PROJECT DEVELOPMENT & IMPLEMENTATION PROCESS

# : NEPA/PHASEI

Preliminary Engineering & Environmental Studies



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### PHASE II

**Contract Plan** Preparation & Land Aquisition



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## PHASE III

Construction



# **Environmental Review**

### ASSESS ENVIRONMENTAL FACTORS

...........

neighborhoods, park/recreation areas, historic resources, water quality, wetlands, noise, and air quality

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# US 67 (Centennial Bridge) Corridor Project

### DEVELOP AND REFINE ALTERNATIVES

through evaluations of environmental factors and impacts, agency coordination, and public input

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### GOAL

avoid, minimize and mitigate environmental impacts





# Purpose and Need Development/Criteria

downtown districts, local arterial networks, etc.

existing facility condition, crashes, consistency with current highway design standards, etc.

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congestion, service levels, travel times, travel speeds, reliability, etc.

access to job centers, activity centers, bike and pedestrian facilities, etc.



# Community and Public Involvement

### Technical Advisory Group (TAG)

A group of technical experts & agency representatives providing guidance and insight on the project's design and implementation

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### Community Advisory Group (CAG)

A representative group of community organizations and leaders who can provide input on behalf of their organizations

Open forums where the public can provide feedback, ask questions, and engage with the project team at key milestones



### Public Meetings/ Hearing



# Corridor Study Factors to Consider



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# Roadway on Bridge

- The bridge does not have desirable lane, median and shoulder widths according to current standards and does not provide sufficient vertical clearances with the crossing roads.
- Because of its arch design, the existing bridge cannot be easily widened to meet current and future standards.
- Pedestrian and bike accommodations do not meet the requirements of the Americans with Disabilities Act (ADA).
- Evaluation will determine whether the current condition can be accepted or if upgrades are needed to ensure safety and functionality for all modes of transportation.
- At this stage, the proposed design is not developed. It will be shaped by design requirements and input from the community.

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# **Existing Bridge Evaluation**

### **BRIDGE EVALUATION**

- A structural evaluation will be conducted which will include an investigation of the following:
  - Current Physical Condition
  - Load Capacity
  - Structural Redundancy
  - Geometric Functionality
  - Hydraulic Capacity and Scour Potential
  - Seismic Adequacy
  - Vulnerability to Vessel Impact
- Based on this evaluation, a recommendation will be developed that provides the most suitable treatment of the structure within the framework of the Phase I Study

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## **STRUCTURAL CONDITION**

 Recent repairs have improved the structural condition from "poor" to "fair"

| RATING (2024)  | 0 | 1   | 2  | 3   | 4 | 5   | 6   | 7   | 8          | 9   |
|----------------|---|-----|----|-----|---|-----|-----|-----|------------|-----|
| River Bed      |   |     |    |     |   |     |     |     |            |     |
| Piers          |   |     |    |     |   |     |     |     |            |     |
| Road Surface   |   |     |    |     |   |     |     |     |            |     |
| Superstructure |   |     |    |     |   |     |     |     |            |     |
|                |   | — F | 00 | R — |   | -FA | IR- | — G | <b>500</b> | D — |

- Full inspection is required every year (normal is every other year)
- Frequent and disruptive repair expenditures needed to keep the bridge in "fair" condition

### LOAD CAPACITY

 Existing bridge is weight restricted for some trucks that meet legal limits. These trucks must reduce their weight or detour to another bridge

 Capacity is limited due to certain existing components not meeting current design standards

**SINGLE-UNIT TRUCKS** – 30 ton limit







BRIDGE WEIL

SINGLE VEHICLE

OMBINATIONS

MULTI-UNIT TRUCKS – 38 ton limit







# **Centennial Bridge Safety** Performance Study

**Evaluation Process & Historical Crash Severity Distribution** 

**Collect Data & Identify Crash Patterns/Areas** of Concentration



**Evaluate Crash Types & Crash Conditions for** the Areas of Concentration



**Identify Possible Crash Mitigation Options** 



**Develop Recommendations to Mitigate Safety Concerns** 

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LEGEND • A-Injury **O** B-Injury • C-Injury • Fatality O PD Safety Performance Study Boundary Iowa Crash Data Obtained: 2020-2024 Illinois Crash Data Obtained: 2019-2023

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# **Centennial Bridge Safety** Performance Study

**Crashes by Severity** (lowa) 2020-2024



**Crash Type** (lowa) 2020-2024





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# **Centennial Bridge Safety** Performance Study

### **Crashes by Severity** (Illinois) 2019-2023



**Crash Type** (Illinois) 2019-2023



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# **Existing Mass Transit Network**

|    |         |                          | e St                     |         |           |         |             |                  |  |  |
|----|---------|--------------------------|--------------------------|---------|-----------|---------|-------------|------------------|--|--|
| DA | VENPORT | N Filmore S<br>Taylor St | N Marquette<br>1yrtle St | 'ine St | Varren St | rown St | larrison St | dy St<br>erry St |  |  |



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# Environmental Resources



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![](_page_14_Picture_4.jpeg)

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# Section 106 and Section 4(f)

## **Section 106 of the National Historic Preservation Act**

### **Section 4(f) Properties**

- site of national, state, or local significance.
- the Section 4(f) properties.
- properties.

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• Consider the effects of federally funded projects on historic properties. Identify historic properties, assess the effects and explore alternatives to avoid, minimize, or mitigate adverse effects.

• Publicly-owned public parks, recreational areas of national, state, or local significance, wildlife or waterfowl refuges; or lands from a historic

• Determine that there is no feasible and prudent alternative to avoid

Includes all possible planning to minimize harm to the Section 4(f)

![](_page_15_Picture_14.jpeg)

![](_page_15_Picture_15.jpeg)

![](_page_15_Picture_17.jpeg)

![](_page_15_Picture_18.jpeg)

# Next Steps

### Review public input

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![](_page_16_Picture_4.jpeg)

### Develop project purpose and need

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![](_page_16_Picture_6.jpeg)

![](_page_16_Picture_7.jpeg)

### Develop initial range of alternatives

![](_page_16_Picture_9.jpeg)

![](_page_16_Picture_10.jpeg)

# We Need Your Input! VISIT >> CENTENNIALBRIDGE.COM to learn more, submit comments, and stay updated.

### COMMENT FORM

**YOUR VOICE MATTERS!** Share your thoughts, experiences, and the kind of improvements you want to see.

Comments received by May 1 will become part of the official meeting record.

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## US 67 (Centennial Bridge) Corridor Project

FILL OUT A COMMENT FORM HERE TODAY, OR TAKE IT WITH YOU AND MAIL IT.

### **COMMENT HERE**

![](_page_17_Picture_8.jpeg)

![](_page_17_Picture_9.jpeg)

![](_page_17_Picture_10.jpeg)

# FOLLOW US! (F) 💥

![](_page_17_Picture_12.jpeg)

# We Want Your Input!

What issues or concerns do you have within the project study corridor?

Let us know what's important to you.

Use a sticky note to share your thoughts directly on the board or map.

![](_page_18_Picture_4.jpeg)

![](_page_18_Picture_6.jpeg)