



- How to Get Involved in the Study
 - Improvement Options Under Consideration
 - A Message from the Project Steering Committee
- In This Issue:**



For Further Information

Please contact the project office.

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The I-74 Iowa-Illinois Corridor Study is jointly sponsored by the Iowa and Illinois Departments of Transportation

In This Issue:

- Message from the Project Steering Committee
- Did You Know?
- Road Conditions Evaluated
- I-74 Study to Identify Viable Solutions
- Broad Range of Improvements to be Considered
- Comment Form
- Opportunities to Participate in the Study

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Project Steering Committee

- Iowa Department of Transportation
- Illinois Department of Transportation
- Scott County
- Rock Island County
- City of Bettendorf
- City of Moline
- Bi-State Regional Commission*
- Federal Highway Administration*
- City of Davenport*

*ex-officio members

Message from the Project Steering Committee

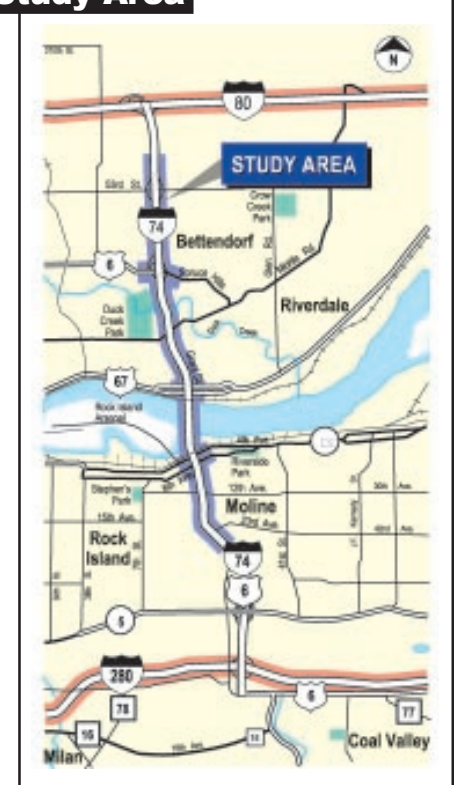
We are pleased to announce that a joint study is underway to examine transportation issues in the I-74 corridor through the heart of the Quad Cities. This study, led by the Iowa and Illinois Departments of Transportation, will identify improvement options for a 7-mile section of I-74, from 23rd Avenue in Illinois to 53rd Street in Iowa. Over the next 18 months, a range of solutions will be examined and a plan developed to improve travel in the I-74 corridor, including a concept for carrying more traffic dependably across the Mississippi River. The goal of this study is to develop a "gateway" corridor solution for I-74 that will improve traffic flow through the corridor, respect the environment, and enhance the economic development of the Quad Cities region.

This study is being conducted in a collaborative manner. As the Project Steering Committee, we will work closely with the project team to ensure that the recommendations of this study are compatible with community goals and other area transportation initiatives in the Quad Cities. In addition, there will be numerous opportunities for you to learn about the project and provide input to the study (see Opportunities to Participate in the Study).

The I-74 Iowa-Illinois Corridor Study is the outgrowth of an earlier joint Iowa and Illinois Departments of Transportation study that evaluated a range of strategies to improve travel across the Mississippi River. The earlier study identified a three-pronged solution for which lane expansion of the I-74 crossing, which carries the majority of commuters between Iowa and Illinois, was one important element. The other two elements included the removal of tolls on the Centennial Bridge and the construction of a new bridge between the cities of East Moline and Bettendorf. Although each of these solutions is being advanced separately, together they represent a coordinated Quad Cities strategy for addressing current and future travel needs across the Mississippi River.

We encourage you to share your ideas and comments with us as the study progresses. First, please take the time to add your name to the project mailing list by completing the enclosed comment form. This will keep you apprised of project activities, including notifications of upcoming public meetings. We look forward to identifying a solution that improves and enhances your travel experience across the Mississippi River and throughout the I-74 corridor.

Study Area





Did You Know?

- With the opening of the Arsenal Bridge in 1856, the Quad Cities became home to the first Mississippi River crossing in the United States.
- I-74 actually crosses the Mississippi River on two separate bridge structures. The northbound bridge, Illinois to Iowa, opened in 1935, while the southbound bridge, Iowa to Illinois, opened in 1959.
- In 1960, following the opening of the second I-74 bridge, approximately 230,000 people lived in the Quad Cities area. That number grew by 64,000 to approximately 294,000 residents in 1998. By the year 2025, the population is forecast to increase by another 56,000 residents to 350,000.
- The highest Average Daily Traffic (ADT) counts in the metropolitan area, and one of the highest in the State of Iowa, is 73,900 ADT (2000) on the I-74 bridge over the Mississippi River.

Road Conditions Evaluated

In order to develop possible solutions for the transportation problems in the I-74 corridor, it is first necessary to clearly understand what the problems are and why they are occurring. To accomplish this, the project team has initiated a thorough analysis of existing road conditions along I-74, including the design and layout of roadway entrance and exit

ramps; the capacity of the road; and the accident history in the corridor.

The technical analysis indicated:

- Traffic along I-74 during peak periods, particularly in the vicinity of the riverfront, exceeds available road capacity. This heavy traffic, when mixed with significant traffic entering and exiting I-74 at the numerous closely-spaced ramps, causes frequent backups and unpredictable travel in the corridor.
- A number of entrance and exit ramps in the riverfront area do not provide drivers with ample acceleration/deceleration distance as they enter and exit I-74. This disrupts traffic flow along I-74 and creates uncomfortable conditions for motorists.
- The existing Mississippi River bridges have inadequate traffic lane widths and insufficient shoulder widths, which result in uncomfortable driving conditions for motorists.
- The roadway, particularly on the Illinois side of the river, has several closely-spaced sharp curves that result in difficult driving conditions for motorists.
- The steep road incline, common to the approaches of both bridge structures, tends to cause a disruption in traffic flow as motorists adjust their speed to meet the inclined road conditions.
- Heavy traffic volumes during the morning and afternoon rush hour combined with inadequate intersection design leads to frequent traffic backups at the River Drive (Moline) and US 67 (State Street, Bettendorf) ramps, as well as throughout the corridor.
- Heavy traffic combined with inadequate road design along portions of I-74 create unsafe conditions for motorists.

Opportunities to Participate in the Study

Because the people who live and work in the study area are the most familiar with the transportation issues surrounding the I-74 corridor, public participation is an essential component of the I-74 Iowa-Illinois Corridor Study. There are several ways to get involved, stay informed, and provide input throughout the study process.



One way to get involved in this study is to visit our web site at <http://www.i74corridorstudy.org>. Our web site offers a wealth of information, including an overview of the project, announcements of upcoming events, links to related web sites, and copies of project documents such as newsletters and reports. As design concepts are developed, these too, will be posted on the site. This web site also provides an opportunity for you to email questions and comments to the project team, or to join the mailing list.

Public meetings and hearings are an important component of the public involvement program. These meetings offer the project team an opportunity to present design concepts and study findings, and they provide you with an opportunity to interact directly with the project team members. Visit the "Public Involvement" section of our web site to learn about upcoming meetings.



In addition to public meetings, organized groups interested in learning more about the study can request to have a project team representative speak at their own civic or neighborhood meeting through our Small Group Meetings forum. If you would like the project team to address your organization, please visit the project web site to send us your request online, or contact Cathy Cutler at 1-800-866-4368.

Finally, this newsletter is a valuable resource for updates and information on the progress of the project. Future issues will be distributed at key milestones during the project, and will be mailed directly to those who have already signed up to be on the mailing list.

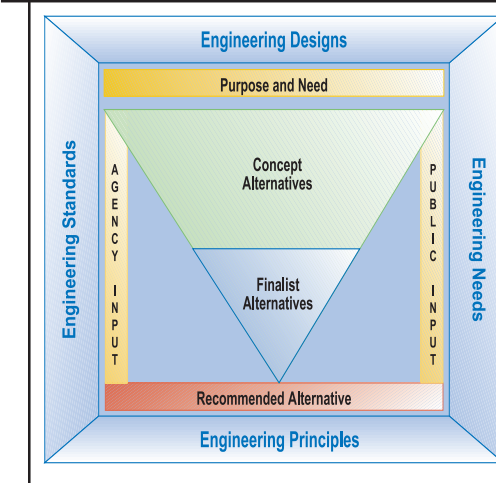


I-74 Study to Identify Viable Solutions

The I-74 study is an important first step towards improving travel along I-74. With this study, we will conduct a thorough investigation of transportation problems, develop and evaluate a broad range of possible solutions, and develop and recommend an I-74 improvement plan. The goal of this study is to identify the best solution for I-74: one that will improve traffic flow and safety, respect the environment, and complement community goals and plans.

Solutions for the I-74 corridor will balance engineering requirements with environmental and community issues. The National Environmental Policy

Alternatives Development Process Diagram



Act (NEPA) process will be applied to this study, thus ensuring that federal and state environmental legislation is considered in the early stages of project development. The NEPA process is intended to help public officials make decisions about infrastructure improvements with the knowledge of environmental consequences and with opportunities for public input. An Environmental Impact Statement (EIS) will be

prepared and will serve as the basis for selection of a recommended I-74 improvement plan.

The I-74 study will be completed in two parts. Part I, which includes the preparation of a Draft Environmental Impact Statement and selection of a preferred alternative for the I-74 corridor, will be completed by the end of 2002. Part II will refine the recommended solution and end with the

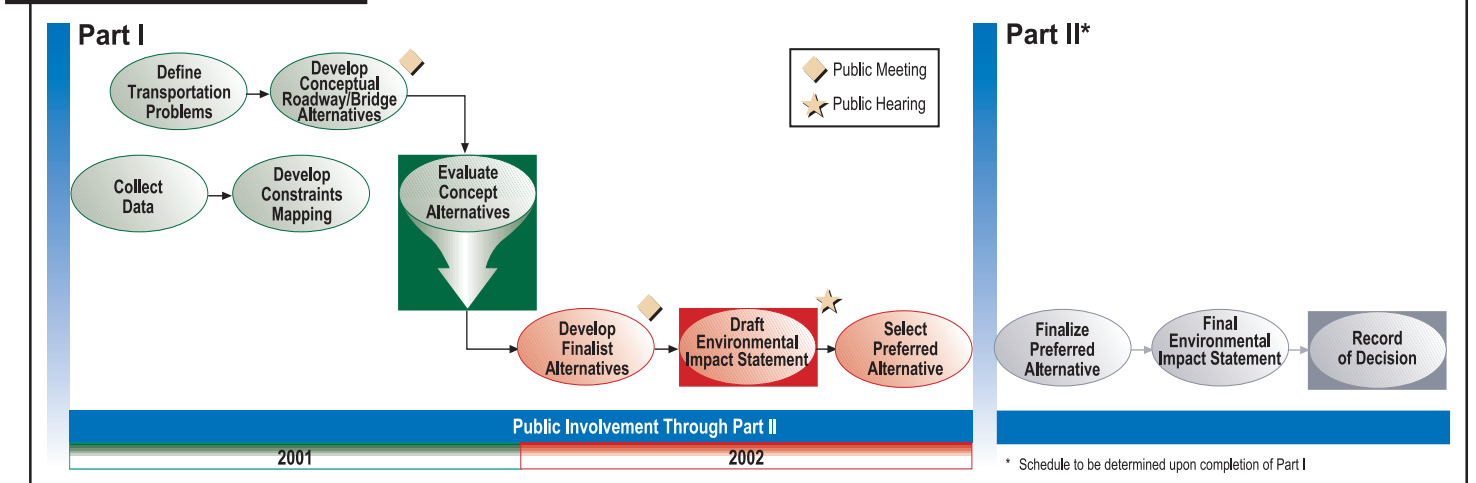
preparation of a Final EIS. The schedule for Part II will be determined upon completion of Part I.

In order to ensure that the right solution is identified, we will develop and evaluate a broad range of alternative solutions designed to address specific problems and transportation needs in the I-74 corridor. Engineering principles and standards will provide the framework for our alternatives development process, thus ensuring that proposed solutions provide a safe and efficient transportation facility. Alternative solutions will be developed and evaluated with input from federal and state resource agencies, local officials, and the public. In this manner, we will ensure that solutions are technically sound, minimize community and environmental impacts, and complement community goals and objectives. We encourage all affected and interested agencies, officials, and the public to become involved and to provide input to our study.

Fold here, tape, and mail. No envelope necessary.

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Part One Schedule



* Schedule to be determined upon completion of Part I

