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For Further Information

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

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Locations where the DEIS will be available for review:

- Bettendorf Public Library**
- Moline Public Library**
- Davenport Public Library**
- Bettendorf City Hall**
- Moline City Hall**
- Davenport City Hall**
- Bi-State Regional Commission**
- Iowa Department of Transportation**
8723 NW Boulevard
Davenport, IA
- Illinois Department of Transportation**
819 Depot Ave
Dixon, IL

or at the I-74 project website:
www.i74corridorstudy.org

May we have your comments?

- Complete and return the comment form on page 5 of this newsletter.
- Join us at the upcoming public hearings on December 1 & 2, 2003

Message from the Project Advisory Committee

The I-74 Iowa-Illinois Corridor Study has been progressing since the last newsletter and the Public Information Meetings in July of 2002, and the Advisory Committee has been involved in every step. Our goal has been and continues to be ensuring that community priorities and goals are reflected in the I-74 project, and that local concerns are considered.

As the project has progressed, the Advisory Committee has remained focused on the fact that an improved I-74 is critical for the present and future of the Quad Cities. The need for the project is undeniable; safety and design issues continue to be of concern in the corridor, and the bridge itself is outdated. I-74 has and will continue to serve as a vital regional transportation corridor, providing a crucial link between the Iowa and Illinois communities. Thus, we remain committed to guiding the development of an I-74 plan that will improve the river crossing, address design and safety issues, and provide our region with transportation services to sustain our economic stability.

In order to achieve the best possible solution, public participation is imperative. As a group, we are pleased at the level of involvement that has occurred during this project. More than 1000 people have requested to be a part of our mailing list and receive newsletters and announcements about the project. Attendance at the two rounds of public meetings held so far has been over 300 people. Also, several groups have requested and

participated in meetings directly with project staff to address specific areas of interest.

You have another opportunity for involvement in the project at public hearings scheduled for December 1 and 2. At the public hearings, the Draft Environmental Impact Statement (DEIS) will be available for comment. The DEIS includes a summary of the alternatives that were considered throughout the study, the alternatives still under consideration, and the potential adverse and beneficial effects of those alternatives. Copies of the document will be on hand for your review and members of the project team will be available to answer your questions. If you are unable to attend the hearings, you can review the document by visiting any of the locations listed in the box on the left, and then submit your comments using the comment form on page 5 of this newsletter.

We are excited that the preliminary study phase of the project has reached completion, and look forward to sharing the results of our study with you. Please try to attend either of the hearings: on December 1 from 4 p.m. to 7 p.m. at the Bettendorf Public Library in Bettendorf, or on December 2 from 4 p.m. to 7 p.m. at the Mark in Moline; the same material will be presented at both hearings.

December 1, 2003
4 p.m. to 7 p.m.



Bettendorf Public Library 2950 Learning Campus Drive Bettendorf, IA 52722-7710

December 2, 2003
4 p.m. to 7 p.m.



The Mark Conference Center 1201 River Dr., Moline, IL 61265-1301

What is a Draft Environmental Impact Statement (DEIS)?

The National Environmental Policy Act of 1969 (NEPA) requires that agencies using federal funding for a project prepare an environmental document. An Environmental Impact Statement (EIS) has two major parts, the DEIS and the Final EIS (FEIS). We have prepared and are currently circulating the DEIS for the I-74 improvement.

With the completion of the DEIS, the current phase of the I-74 Iowa-Illinois Corridor Study is complete. The next study phase will begin once a preferred alternative is identified. The preferred alternative will then be refined and evaluated in a Final Environmental Impact Statement (FEIS). Ultimately, a Record of Decision (ROD) will be issued by the Federal Highway Administration (FHWA) approving the selected alternative.

Alternatives Development and Refinement Process:

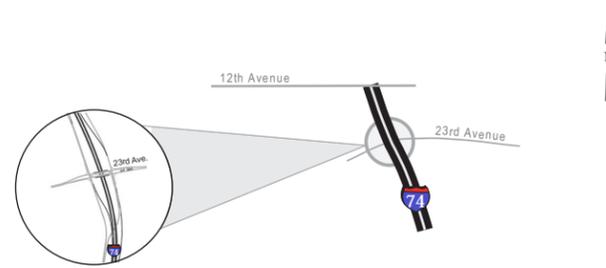
Alternatives were developed and evaluated on the basis of their ability to improve transportation and address identified corridor needs, to meet established planning and design standards, to avoid or minimize impacts to environmental resources, and to maintain the economic viability along the I-74 corridor. Throughout the alternatives development process, public input was encouraged. Information regarding alternatives considered in the early stages of this project was presented in two earlier newsletters (Spring 2001, Winter 2002), and at two Public Information Meetings (Summer 2001, Summer 2002).

Based on results of the alternatives evaluation process and public input, a set of reasonable Build Alternatives has been retained for detailed consideration. The Build Alternatives consist primarily of roadway improvements along mainline I-74 and connecting local roadways; however, they also incorporate non-roadway improvements aimed at encouraging use of alternative travel modes and optimizing the performance of the entire transportation system. Detailed information regarding the Build Alternatives is contained in Section 2 of the DEIS.

Build Alternatives are illustrated on the adjacent page, and their principal features are briefly described as follows:

South Section

Along the Illinois approach of I-74, extending from 23rd Avenue (Avenue of the Cities) to 12th Avenue in Moline, the Build Alternative includes widening and reconstructing I-74. The improvements would be accomplished within existing highway right-of-way.



23rd Avenue Interchange

The 23rd Avenue interchange would be improved with enhanced design features at entrance and exit ramps and at the ramp intersections along 23rd Avenue.

Central Section (Mississippi River Crossing)

Between approximately 12th Avenue in Moline and Lincoln Road in Bettendorf, the Build Alternative includes widening and reconstructing I-74, and constructing a new I-74 Mississippi River Bridge along a new alignment to the east of the existing Mississippi River bridges. Several design variations, which are generally interchangeable, remain under consideration. The variations include alignment alternatives for I-74 (E Alignment versus F Alignment), interchange design variations in downtown Moline and Bettendorf, local roadway design variations in downtown Bettendorf, and pedestrian/bike trail accommodation options for the Mississippi River crossing.

I-74 Alignment

Numerous easterly and westerly alignment shifts were studied. Two reasonable easterly alignment alternatives remain under consideration across the Mississippi River:

- Alignment E – near east river crossing alignment, which improves the curvature of mainline I-74 in Illinois,
- Alignment F - far east shift from the existing alignment, which eliminates the reverse curvature of mainline I-74 in Illinois.

Downtown Moline Interchanges

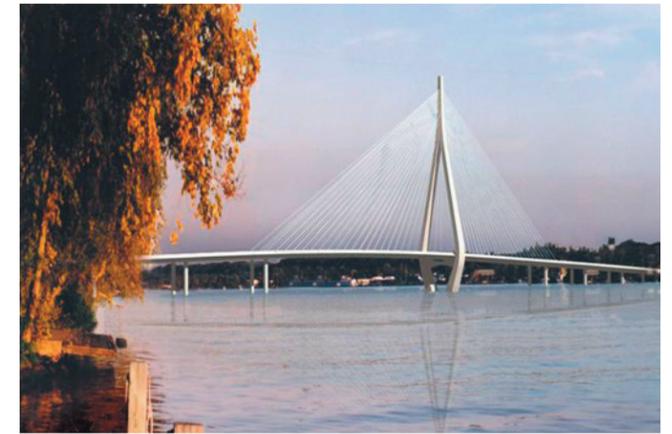
Several interchange locations and layouts were evaluated, and two interchange design variations now remain under consideration:

Downtown Moline Variation 1 (M1)

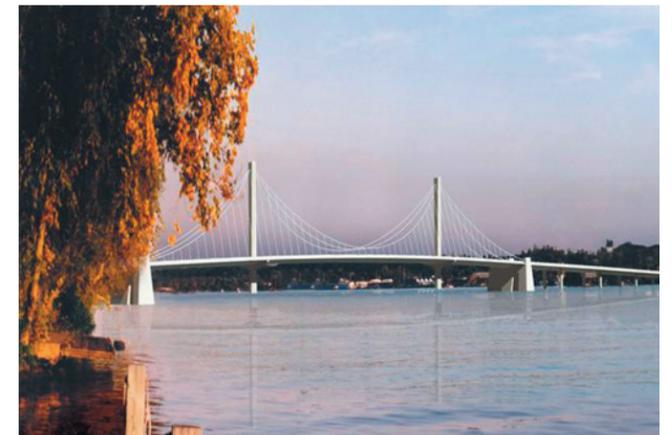
- Provides an improved full access interchange with ramp connections at 7th Avenue/19th Street and at 6th Avenue (IL 92 EB)
- Provides an improved half diamond partial interchange at River Drive



Arch Bridge



Cable-stayed Bridge



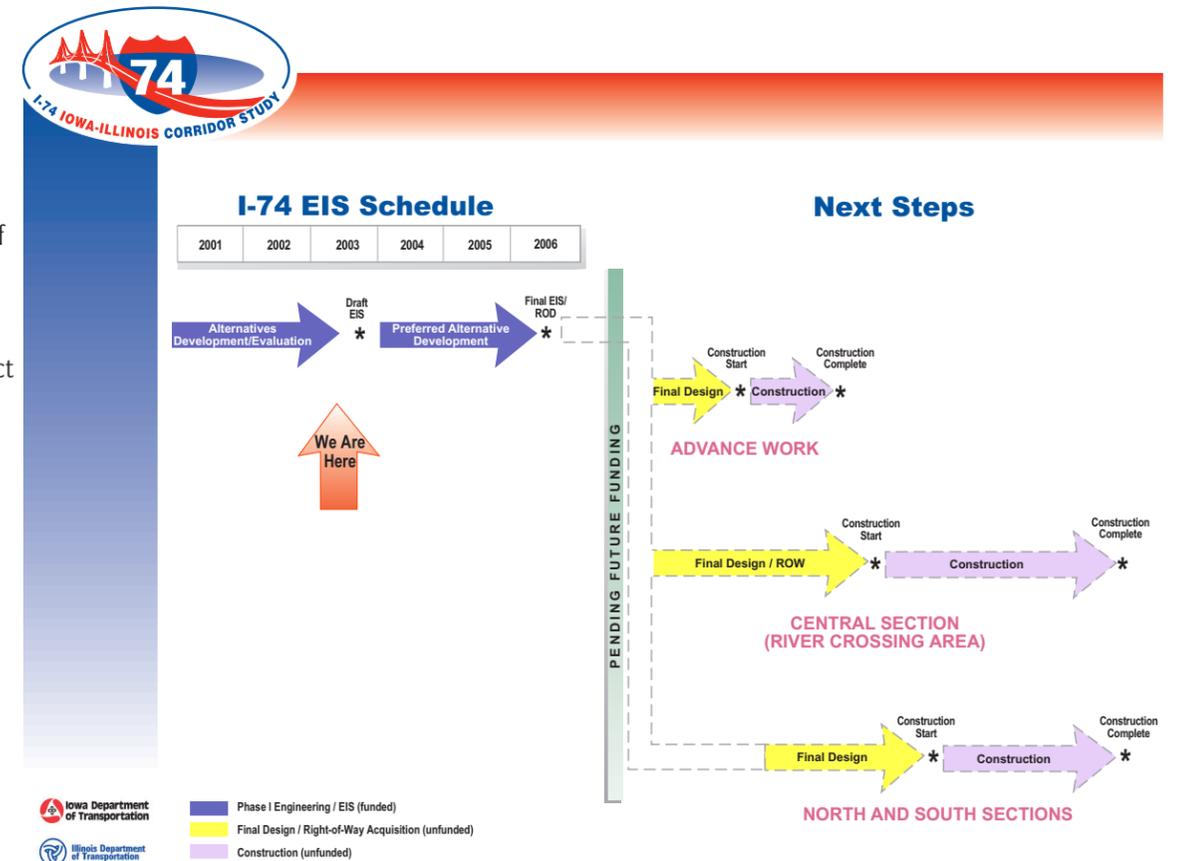
Suspension Bridge

Bridge type: Public comments to date suggest strong local support for a “signature” bridge for the improved I-74 Mississippi River crossing. While early analyses have considered potential bridge types based on the physical characteristics of the river crossing, further analyses and public discussions must be completed before a bridge type is selected. Currently, three types appear to be viable candidates based on the characteristics of the river crossing: cable-stayed, suspension, and arch designs. Early information regarding these candidate bridge types was presented at the second set of public information meetings held last summer.

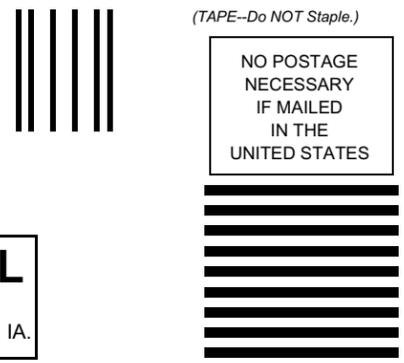
With the next phase of the project, further opportunities for input on bridge type will be provided.

Next Steps

Funding is presently available to complete the DEIS and upcoming phase (FEIS) of the project. Since funding is not available for the subsequent project phases such as design, right-of-way acquisition and construction, their schedule is unknown at this time. However, it is likely that improvements throughout the I-74 Corridor could be implemented in stages over a longer period of time.



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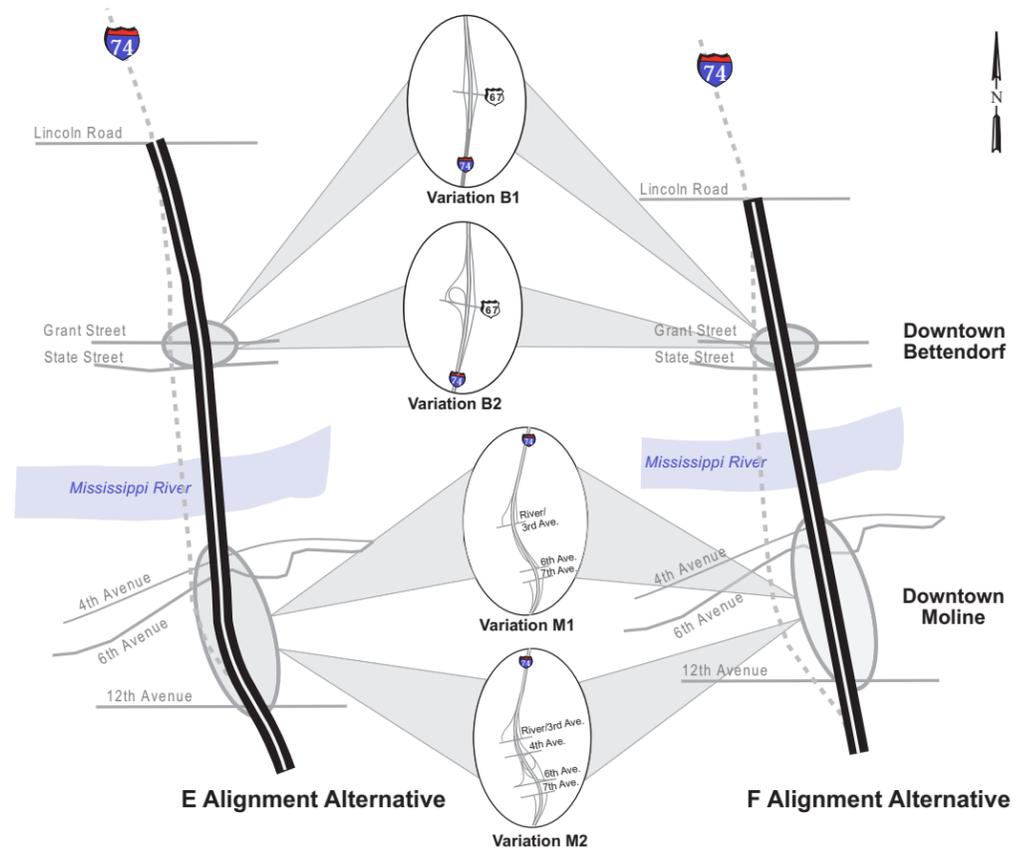


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**Central Section
 (Mississippi River Crossing)
 Alignment and Interchange Variations**

Downtown Moline Variation 2 (M2)

- Provides an improved full access interchange with ramp connections at 7th Avenue/19th Street, at 6th Avenue (IL 92 EB), and at 4th Avenue (IL 92 WB)
- Provides an improved half diamond partial interchange at River Drive

Downtown Bettendorf Interchanges

Several interchange locations and layouts were evaluated, and two interchange design variations now remain under consideration:

Downtown Bettendorf Variation 1 (B1)

- Provides an improved diamond full access interchange at Grant Street (U.S. 67 WB)
- Eliminates existing ramps at State Street and at Kimberly Road
- Converts Grant Street in the vicinity of I-74 to a two-way street with 3 lanes in each direction

Downtown Bettendorf Variation 2 (B2)

- Provides an improved diamond with single loop full access interchange at Grant Street (U.S. 67 WB)
- Eliminates existing ramps at State Street and at Kimberly Road
- Converts Grant Street in the vicinity of I-74 to a two-way street with either 2 or 3 lanes in each direction

**Bettendorf
 Local Roadway
 Improvements**

Several local roadways in downtown Bettendorf will be affected by the proposed interchange location changes. Design variations for the local roadway improvements were developed in response to public comments and remain under consideration.

- U.S. 67 Diagonal Connector – with new connector roadways to route State Street traffic towards the I-74 interchange ramps
- U.S. 67 90 Degree Connector – which would use existing local roadways to route State Street traffic towards the I-74 interchange ramps
- Kimberly Road Underpass – which would maintain the existing Kimberly Road underpass, but close the

Holmes Street/Mississippi Boulevard underpass for vehicular traffic.

- Holmes Street Underpass – which would maintain the existing Holmes Street/Mississippi Boulevard underpass, but close the Kimberly Road underpass.

**Mississippi River Bridge Pedestrian/
 Bike Accommodations**

Based on input to date, we recognize public interest in accommodating a new bike/pedestrian crossing of the Mississippi River along I-74.

Three options remain under consideration:

- No new bike/pedestrian trail across the Mississippi River.
- New bike/pedestrian trail along the existing lowa-bound I-74 bridge – which would require that a local public agency(ies) assume responsibility for the bridge after its' abandonment for I-74 traffic use.
- New bike/pedestrian trail along the new I-74 bridge – which would be physically separated from I-74 traffic.

Involved local public agencies have indicated that they are not interested in assuming future responsibility for the existing bridge.

