



## Message from the Project Advisory Committee

Since the last newsletter (Summer 2006), several project decisions have been made. At the time of the last newsletter and subsequent public meeting, four finalist bridge types remained under consideration. Following the meeting, the finalist bridge types were evaluated on several areas: engineering performance, financial performance (both initial construction and life-cycle costs), security and overall aesthetics. Based on this evaluation, the Iowa and Illinois Departments of Transportation (DOTs) selected the Basket Handle True Arch Twin Bridge as the preferred bridge type.

The design of the true arch bridge is moving forward and will accommodate a new bicycle/pedestrian trail. The trail crossing is an important enhancement to the regional and national trail network in the Quad Cities and was incorporated into the project design based on the widespread community support for it. The path is proposed to be placed on the west side of the bridge structure. The

path would be physically separated from the I-74 roadway, and construction of this structure would be funded jointly by the Iowa DOT, Illinois DOT, the City of Moline, and the City of Bettendorf.

In addition to selecting the bridge type, the project team has continued to refine the overall design of the improved I-74 roadway. These refinements have resulted in some changes in the impacts that were explained in the Draft Environmental Impact Statement (DEIS) published in 2003. These changes are explained in detail in the Final Environmental Impact Statement (FEIS) for the project, which was signed on January 8th, 2009.

The project team would like to welcome Doug Rick as Iowa DOT's new I-74 Project Manager. Doug will oversee the final design and construction phases of the I-74 project.



If you have questions or comments about the project, visit the project website:

[www.i74corridorstudy.org](http://www.i74corridorstudy.org)  
or  
contact

**Iowa Department of Transportation**  
Attn: Catherine Cutler  
P.O. Box 3150  
Cedar Rapids, IA 52406  
800-866-4368 (toll free)

## Please Plan to Attend the Upcoming Public Meeting

For more information on the selected bridge type, the FEIS, or other project developments, plan to attend the upcoming public meeting at the i wireless Center (formerly the Mark of the Quad Cities) on February 10, 2009 from 4:00 to 7:00 p.m. The meeting will be conducted in an open house format with members of the Iowa and Illinois DOTs available to talk to those interested on a one-on-one basis.

**Date:** February 10, 2009  
**Time:** 4:00–7:00 p.m.  
**Place:** i wireless Center  
1201 River Drive  
Moline, IL



# Update on the Environmental and Design Process

The National Environmental Policy Act of 1969 (NEPA) requires that an Environmental Impact Statement be prepared to assess the impacts of the proposed project. The process includes preparation of a Draft Environmental Impact Statement (DEIS), a Final Environmental Impact Statement (FEIS), and a Record of Decision (ROD). The I-74 DEIS was published on October 30, 2003.

Since the DEIS was published and circulated, design of the preferred alternative has continued to be refined, strategies for mitigating environmental impacts have been developed, and public involvement and agency coordination has continued.

The Preferred Alternative for the corridor improvements was selected in January 2005. Since then, design refinements have been made resulting in changes to the impacts summarized in the DEIS. Most notably, a minimal amount of new right-of-way is now required in the South and North Sections, resulting in additional residential displacements in the North Section. In the Central Section, further design has resulted in changes in the right-of-way

needs, residential and commercial displacements, and historic properties affected.

Copies of the FEIS will be available for review at the February 10, 2009 Public Information Meeting. The FEIS is also available for review at the following locations: 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), and at the Illinois Department of Transportation (819 Depot Ave, Dixon, IL). Comments for the FEIS will be accepted through March 16, 2009.

After the FEIS public comment period, a Record of Decision (ROD) will be issued by the Federal Highway Administration (FHWA). The ROD will document the federal government's decision on the proposed action, describe mitigation strategies incorporated into the proposed improvements, and summarize public/agency comments on the FEIS.



## Corridor Aesthetics

I-74 is a prominent feature in the Quad Cities area. Recognizing this, the DOTs have assembled an I-74 corridor aesthetics advisory team (CAAT) of community leaders and local government representatives. The CAAT has been providing local input into the development of an attractive and cohesive aesthetic theme for the I-74 corridor.

The CAAT has met periodically over the past three years to evaluate potential corridor-wide aesthetic approaches, themes, and applications. The chosen conceptual theme of "Reflections" (as shown below) has been endorsed by the CAAT. As part of the "Reflections" concept, enhancements to the I-74 project have centered on the "mystique of the river" and "thresholds into our states communities, and neighborhoods". The theme could be implemented within various elements of the project corridor. More aesthetic information will be presented at the public meeting.



Water... Connections... Motion... Flow... Twin... Waves

The CAAT will soon be making final recommendations for corridor enhancement guidelines. Preferred aesthetic design concepts that have been developed to date will be available for review and comment at the February 10th public meeting. After the public meeting, the project team will work with the CAAT to finalize the I-74 Aesthetic Design Guidelines. This document will provide a basis for the future integration of enhancements throughout the I-74 corridor.

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## What's Next

The preliminary design phase of the I-74 project is almost finished. The corridor-wide improvements will be divided into several stand-alone projects allowing Iowa DOT and Illinois DOT to implement the Preferred Alternative based on statewide priorities and funding availability. The corridor has been divided into three sections (north, central, and south) which currently include seven separate projects.

**North Section** – The north section includes the area from Lincoln Road to approximately one mile north of 53rd Street in Iowa. The final design for this section will be completed by the Iowa DOT. The schedule for the final design and construction will be based on statewide priorities and funding availability.

**Central Section** – The central section includes the area from 12th Avenue in Illinois to Lincoln Road in Iowa. The final design for this section will begin after the completion of the Record of Decision and is expected to take approximately three years. The DOTs are in the process of negotiating the final design contract with a final design consultant. The construction schedule for the central section has not been determined at this time. The schedule will be based on statewide priorities and funding availability.

**South Section** – The south section includes the area from south of Avenue of the Cities to 12th Avenue in Illinois. The final design for this section will be led by the Illinois DOT. The schedule for the final design and construction will be based on statewide priorities and funding availability.

Two areas of the project corridor are moving forward more quickly: the Lincoln Road bridge replacement and the 53rd Street Interchange improvements. The Lincoln Road bridge replacement is currently shown in the Iowa DOT Fiscal Year 2009-2013 Transportation Improvement Program in fiscal year 2009. The 53rd Street interchange improvements are included in the Iowa DOT Fiscal Year 2009-2013 Transportation Improvement Program in fiscal year 2011, and are aimed at addressing traffic flow issues at this interchange.