



**I-74 Iowa-Illinois Corridor Study
Public Information Meeting
May 23, 2006**

Welcome to the fourth public meeting for the I-74 Iowa-Illinois Corridor Study. This project is a joint effort of the Iowa Department of Transportation (DOT) and the Illinois Department of Transportation in cooperation with other agencies and local officials. The study is examining a range of alternatives designed to improve mobility in the I-74 corridor from Avenue of the Cities in Moline, Illinois to 53rd Street in Davenport, Iowa.

I-74 Preferred Alternative

At the I-74 Public Hearings (December 2003) the project team presented two roadway alignments included in the Draft Environmental Impact Statement (DEIS). Since that time, the team has identified the I-74 Preferred Alternative. Engineering criteria, environmental and social factors, and public input (including input from local officials and the Advisory Committee) were considered in the alternatives development process. The preferred alternative is attached to this handout. Please visit with someone from the project team with your comments or questions regarding the alignment.

Bridge Types Considered for the I-74 Mississippi River Crossing

A broad range of potential bridge types were evaluated as replacement candidates for the existing I-74 bridges. Based on a detailed evaluation, four finalist bridge types (a true arch bridge, 2 tied arch bridges, and a cable stayed bridge) remain under consideration. For more information regarding all bridge types evaluated and the four finalist bridge types, please look at the bridge displays and talk with a member of the project team. If you are interested in the four finalist bridge types and the different aspects of each bridge, please visit a bridge focus group session. A new session will begin every half hour starting at 4:30 PM in Room B. We would also like to encourage you to complete the bridge comment form attached to this handout.

Next Steps

The Iowa and Illinois DOTs will perform an evaluation of the four finalist bridge types and will ultimately select one bridge type to be carried forward for more detailed design. The project team will also complete preliminary design plans for the I-74 Preferred Alternative. Final design plans will be prepared after the Record of Decision is received from the Federal Highway Administration (FHWA). The schedule for right of way acquisition and construction will be determined on the basis of future funding availability and statewide priorities.

Contact Us

If you have a comment or concern regarding the I-74 Iowa-Illinois Corridor Study or would like to be added to the project mailing list, please contact:

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Right of way Process Information

As part of the proposed improvements, additional right of way may be required. Property acquisitions will be coordinated by each respective state DOT.

The following paragraphs provide information regarding the right of way process followed by the Iowa and Illinois DOTs. Please keep in mind that specific right of way needs have not been identified at this time.

The Iowa and Illinois DOT's policy provides for appraisal of property and/or property rights needed for each project. Professional techniques and methods are used to determine "just compensation" in accordance with federal and state constitutions, laws and regulations. Appraisals are prepared to assure fair treatment for both the property owner and the public.

After completing the appraisal, a right of way agent contacts each owner to explain the plans and appraisals and negotiate the contract for the required right of way. If an agreement cannot be reached through negotiations, the property may be acquired by the laws of eminent domain.

Relocation Assistance

The State of Iowa's and State of Illinois' acquisition and relocation programs are conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646), as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987. Relocation resources are provided to all residential and business relocatees, without discrimination.

If you are required to move as a result of a highway construction project, whether an owner or a tenant, you are eligible for relocation assistance advisory services. You may be eligible for moving assistance, supplemental replacement housing payments, and reimbursement for certain expenses incurred in purchasing replacement housing.

It is the intent of the States of Iowa and Illinois to ensure that displaced individuals receive fair and equitable treatment and do not suffer disproportionately as a result of highway improvements designed for the public as a whole. Any person, family, business, or farm displaced by a highway project shall be offered relocation assistance services for locating suitable replacement property.

Relocation payments and advisory assistance are offered in addition to the State's purchase of your property.

Questions or problems concerning relocation assistance should be directed to:

- Iowa properties: Office of Right of Way, Relocation Assistance Section, Iowa DOT, 800 Lincoln Way, Ames, IA, 50010, telephone 515-239-1216.
- Illinois properties: Gregory L. Mounts, Attn: Jim Allen, Illinois DOT, 819 Depot Avenue, Dixon, IL, 61021, telephone 815-284-5366.

Thank you for participating in this meeting.



What's Happening to the Existing I-74 Bridges



Why can't you widen the existing I-74 bridges?

It simply isn't practical to widen the existing suspension bridges. The additional load that the structure would need to carry would necessitate strengthening or replacing the complete deck structure, replacing the main suspension cables or augmenting the existing ones with companion cables, strengthening the towers and rebuilding the cable anchorages. Each bridge would be out of service for an extended period of time during construction. The cost of this would be as much or greater than the cost of a new bridge, and the bridges would be compromised in terms of appearance, functionality, and future maintainability.

Why not improve other Mississippi River crossings in lieu of I-74?

Studies reveal that three strategies are required to address the region's long term river crossing needs: removal of tolls from the Centennial Bridge, widening of I-74, and construction of a new bridge between Bettendorf and East Moline (Campbell's Island). Toll removal on the Centennial Bridge was completed in 2003. Although this may provide some minor traffic relief for a short period of time, it will not address the fundamental design issues along I-74. Construction of a new Bettendorf-East Moline bridge is considered a longer term need to accommodate future regional growth and expanding transportation system needs. Again, it would not solve the fundamental design issues along I-74.

Wouldn't diverting interstate through traffic fix the congestion problem?

Contrary to perception, there is not an appreciable amount of interstate through traffic on I-74 (traffic which begins and ends trips outside the corridor). Thus, diverting this small volume of interstate through traffic would do little to reduce traffic volumes.

Couldn't you use the existing bridges for another purpose?

During the study, the project team considered many options including maintaining the existing bridges to carry local traffic or to serve as a bicycle and pedestrian route. However, since the majority of the traffic on the bridges now is local, the existing structures cannot accommodate it. Additionally, in order to be used as a bicycle and pedestrian route a local agency would have to assume responsibility for and jurisdictional responsibility of the structure. Since no local agency is willing to do so, bicycle and pedestrian accommodations are instead a component of the new I-74 bridge.

What will happen to the existing bridges?

Since the bridges cannot be modified to accommodate required improvements along I-74, nor are they viable for another transportation use, they will be demolished after the new roadway bridges are constructed and operational.



Tell Me about the New I-74 Mississippi River Bridge



Iowa Department of Transportation



Illinois Department of Transportation

What will the new Mississippi River bridge look like?

We considered a wide range of bridge types and variations, and have narrowed them down to four finalist alternatives.



Scheme #1, Basket Handle True Arch Twin Bridges: The True Arch alternative is a twin bridge (two separate bridge structures). In the true arch, the arches extend below the bridge deck visually ending at the water. At the top of the arch, the two pieces of each arch come together (10 feet apart at apex versus 72 feet at the deck) forming a “basket handle.” Vertical hangers extend from the arch to the deck.



Scheme #2, Modified Basket Handle Tied Arch Twin Bridges with Vertical Pier and Vertical Hangers: This tied arch option is also a twin bridge, but the style is called a “modified basket handle”. In this alternative, the arches come in toward one another, but are 36 feet apart at the top. The tied arch differs from the true arch in that the arch shape ends at the bridge deck. This feature also has vertical hangers, and vertical piers.



Scheme #3, Basket Handle Tied Arch Twin bridges with Vertical Pier and Vertical Hangers: This tied arch twin bridge is a basket handle bridge with vertical piers and vertical hangers. Because it is a tied arch, the arch shape ends at the bridge deck.



Scheme #4, Cable Stayed Single Bridge with Semi-Fan Stay Arrangement: This scheme consists of a single bridge with tall towers (approximately 275 feet). The cables extend in a “semi-fan” arrangement where rather than extending in parallel lines from the tower to the bridge deck, they are gathered closely together on the towers then extend to evenly spaced points along the deck, creating the look of a fan.

When will you identify the recommended bridge type?

After this meeting, the project team will consider public input regarding the finalist alternatives as part of our ongoing bridge type evaluation. The Iowa and Illinois DOTs will identify a recommended Mississippi River bridge type by late summer/early fall 2006.

May 23, 2006



Frequently Asked Questions



Iowa Department of Transportation



Illinois Department of Transportation

What will happen to the existing Mississippi River bridges?

Since the bridges cannot be modified to accommodate required improvements along I-74, nor are they viable for another transportation use, they will be demolished after the new roadway bridges are constructed and operational.

How will we cross the river during construction?

Over the next 12-18 months, the project team will develop a construction staging plan. This plan will identify any lane, ramp, and local roadway closure requirements during construction. Although some lane and ramp closures during construction are inevitable, keeping I-74 open during construction is a fundamental requirement for this project. In regards to traffic maintenance along local roads, we will ensure that access is available to all properties during construction, and will work with local officials to develop plans which minimize traffic disruption and inconveniences for area businesses and residents.

What type of new Mississippi River bridge would be built?

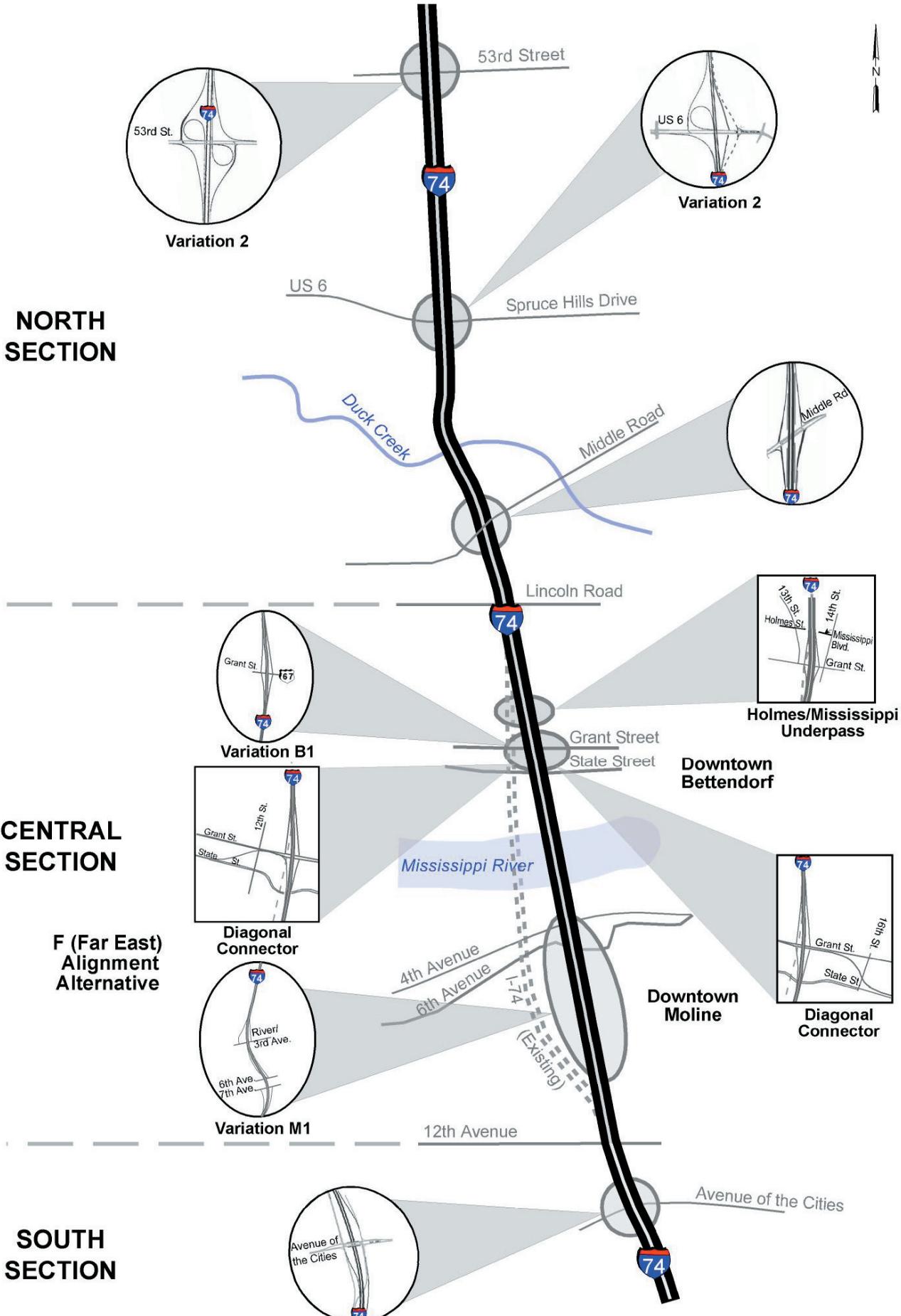
We have narrowed down a wide range of bridge types and variations to four finalist alternatives: a cable stayed bridge, a tied arch bridge (two variations), and a true arch bridge. The cable stayed features tall towers with cables extending to the bridge deck in a fan pattern. The tied arches feature a distinct arched shape with the arch ending at the bridge deck; the true arch also features the arched shape, but the arch extends below the bridge deck and appears to end at the water surface.

When will you identify the recommended Mississippi River bridge type?

After this meeting, the project team will consider public input regarding the finalist alternatives as part of our ongoing bridge type evaluation. The Iowa and Illinois DOTs will identify a recommended Mississippi River bridge type by late summer/early fall 2006.

When will the project actually be constructed?

The current phase of the project will conclude in 2007, with completion of the Final Environmental Impact Statement/Record of Decision and preliminary design plans. Final design and right-of-way acquisition could begin after completion of this current phase contingent upon funding availability. Construction of the project is currently not funded.



I-74 PREFERRED ALTERNATIVE

September 2004

I-74 Mississippi River Bridge Comment Form

May 23, 2006



Iowa Department of Transportation



Illinois Department of Transportation

1. Which vantage point (view of the bridge(s)) is most important to you?

_____ Shoreline or River View

_____ Driver's View



Shoreline/River View



Driver's View

2. How important are the aesthetics/visual features of the bridge to you?

A. Very important

B. Moderately Important

C. Not important

3. Thinking about the view of the structure from the shoreline or river, which bridge element is most pleasing?

A. Vertical Pier (like on the tied arch (#2 and #3) or cable stayed (#4) options)

B. Curved Pier (like that of the true arch (#1))



Vertical



Curved

The following 6 questions ask your opinion on the 4 finalist bridge types (#1 through #4):



Scheme #1



Scheme #2



Scheme #3



Scheme #4

4. Regarding the actual arch structure, which arch type bridge do you prefer:

A. Basket Handle (#1 and #3)

B. Modified Basket Handle with bracing (#2)

Why? _____



Basket Handle



Modified Basket Handle

5. Thinking about the view of the crossing as a driver, which cable design is more pleasing:

A. Basket Handle (#1 and #3)

B. Vertical Towers with cables (#4)

Why? _____



Basket Handle



Vertical Towers with Cables

6. Which feature of the True Arch Twin Bridges (#1) do you like the most? And why?

Which feature(s) do you like the least? And why?



Questions continue on back of form

7. Which feature(s) of the Modified Basket Handle Tied Arch Bridge (#2) do you like the most? And why?

Which feature(s) do you like the least? And why?



8. Which feature(s) of the Cable Stayed Bridge (#4) do you like the most? And why?

Which feature(s) do you like the least? And why?



9. Rank the four finalist bridge types from 1-4 (1 being the most preferred, 4 being the least preferred).

___ Scheme #1, Basket Handle True Arch Twin Bridges

___ Scheme #2, Modified Basket Handle Tied Arch Twin bridges with Vertical Pier and Vertical Hangers

___ Scheme #3, Basket Handle Tied Arch Twin bridges with Vertical Pier and Vertical Hangers

___ Scheme #4, Cable Stayed Single Bridge with Semi-Fan Stay Arrangement

In making their decision, the DOTs will be taking your preferences into consideration, but must consider other factors, such as cost, constructability, etc...What specific features of the bridge you ranked as your first preference appeal to you?

10. Given that there is limited transportation funding, and that more money spent on the new I-74 Bridge may result in less money for the rest of this project or other regional transportation projects how important is minimizing the cost of the bridge to you?

- A. Very important
- B. Moderately Important
- C. Not important

11. Other comments/suggestions regarding the bridge type.

For additional space to comment, please use the I-74 Comment Form or additional pages.

Providing your name is optional: _____

Thank You,
The I-74 Iowa-Illinois Corridor Study Project Team

Submit comments by June 6, 2006.

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

Iowa Department of Transportation
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