



Project Statement

For the Location Design Public Hearing regarding the Draft Environmental Impact Statement/Draft Section 4(f) Statement and potential improvement options for Interstate 74 from 23rd Avenue (Avenue of the Cities) in Moline, Illinois, through Bettendorf, Iowa, to 53rd Street in Davenport, Iowa.

Project Number: IM-74-1(122)0—13-82

Scott County, Iowa

Rock Island County, Illinois

Hearing Locations:

December 1, 2003

Bettendorf Public Library

2950 Learning Campus Drive

Bettendorf, Iowa

December 2, 2003

The Mark (Conference Center)

1201 River Drive

Moline, Illinois

Prepared by:

Iowa Department of Transportation

Highway Division

LOCATION DESIGN PUBLIC HEARING

HEARING DATES: December 1, 2003

December 2, 2003

JAMES ROST, DIRECTOR

OFFICE OF LOCATION AND ENVIRONMENT

IOWA DEPARTMENT OF TRANSPORTATION

800 LINCOLN WAY, AMES, IOWA, 50010

515-239-1225

INTRODUCTION

The Iowa and Illinois Departments of Transportation (DOT) are conducting this Location Design Public Hearing to inform the public about the proposed improvement options for Interstate 74 (I-74) from 23rd Avenue (Avenue of the Cities) in Moline, Illinois, through Bettendorf, Iowa, to 53rd Street in Davenport, Iowa. This public hearing offers mutual benefits. It provides the Iowa DOT and Illinois DOT an opportunity to explain the alternatives and associated impacts. It also allows the public to express their opinions regarding the potential improvements. The project team will give consideration to all suggestions received from the public.

This hearing is an opportunity to express your views concerning the Draft Environmental Impact Statement/Draft Section 4(f) Statement (DEIS) and the proposed improvement either as an individual or a group representative. The Iowa DOT and Illinois DOT encourage oral and written statements pertinent to the project. Oral statements will be accepted at the hearings. Written statements and exhibits will also be accepted at the hearings or may be mailed to James Rost, Director, Office of Location and Environment, at the above address. Deadline for receipt of statements or exhibits for inclusion in the printed transcript is January 9, 2004; however, all correspondence received after this date will be included in the

project file and reviewed as the project is developed. Information regarding the proposed project is available for public review and may be obtained by contacting:

Iowa Department of Transportation 8721 Northwest Boulevard Davenport, IA	Illinois Department of Transportation 819 Depot Avenue Dixon, IL	Bi-State Regional Commission Rock Island, IL
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Copies of the DEIS are also available at:



By holding these hearings the Iowa DOT and Illinois DOT satisfy the public involvement requirements of federal and state regulations and help assure that social, economic and environmental effects are identified. In addition, this project, as are all Iowa DOT and Illinois DOT projects, will be constructed in compliance with Title VI of the Civil Rights Act of 1964.

The public hearings are used to present factual information about the proposed project and to receive comments from the public.

PUBLIC HEARING FORMAT

We encourage you to express your views concerning the proposal in one or more of these ways:

1. Individual discussion with Iowa DOT or Illinois DOT staff;
2. Presentation of oral and written statements at the hearings. Oral statements will be accepted by a court reporter. Written statements should be presented to the staff person near the entry;
3. Submission of written statements following the hearing. Those received by January 9, 2004, will become a part of the public hearing transcript;
4. A Spanish interpreter will be available at the hearings.

Hearing transcripts are provided to Iowa and Illinois DOT staff and to the Federal Highway Administration (FHWA) for their review before the preferred alternative is identified. A copy will be forwarded to you if you send a written request to James Rost, Director, Office of Location and Environment, Iowa DOT, 800 Lincoln Way, Ames, Iowa, 50010.

PROJECT BACKGROUND

The Iowa DOT and Illinois DOT are aware of increased traffic and congestion in the I-74 corridor through the Quad Cities. The purpose of the proposed improvement is to improve capacity, travel reliability, and safety on I-74 between 23rd Avenue (Avenue of the Cities) in Moline, Illinois through Bettendorf, Iowa to 53rd Street in Davenport, Iowa and to provide consistency with local land use planning goals. The need for improvements to the I-74 corridor is based on a combination of factors related to providing better transportation service and sustaining economic development.

In particular, the proposed action is intended to address the following needs:

- Traffic demand and service
- Roadway geometry
- Safety considerations
- Dependability of travel
- Transportation connections
- Infrastructure condition
- Economic development

This study is the outgrowth of the earlier Quad Cities Mississippi River Crossing Major Investment Study (MIS) (December 1998), conducted by the Iowa and Illinois DOTs, which identified strategies to improve travel across the Mississippi River. This earlier study identified a three-pronged solution for which widening and improving the I-74 bridges, which carry the majority of area commuters between Iowa and Illinois, was one important element in increasing capacity of area river crossings.

The other two elements were removing tolls on the Centennial Bridge and constructing a new bridge between the cities of East Moline and Bettendorf. Although each solution is being advanced separately, together they represent part of a coordinated Quad Cities strategy for addressing current and future traffic needs across the Mississippi River.

In July 2001, two public information meetings were held to present information regarding the I-74 Corridor Study. Information and exhibits regarding the overall study process and schedule, and environmental resources and documentation were presented at the meetings.

In July 2002, two public information meetings were held to present information regarding current I-74 conditions, the purpose and need for proposed improvements, continued use options for the existing Mississippi River bridges, and project development issues, as well as to present and obtain public comment on the proposed alternatives. Information and exhibits regarding the study process and schedule, possible bridge designs, and environmental resources and documentation were also presented.

PROJECT LOCATION AND DESCRIPTION

The proposed improvements consider additional capacity on I-74, an improved Mississippi River crossing, improvements to the six existing interchanges within the project limits, enhancements to the connecting roadway system and improved opportunities for transit, bike/pedestrian and intermodal connections. See the map at the back of this handout for project location.

A description of the I-74 Build Alternatives is included in this Project Statement, along with a diagram showing the I-74 alignment and interchange variations and a diagram showing the local roadway variations for downtown Bettendorf, Iowa.

TRAFFIC VOLUMES

In 2002, nearly 78,000 vehicles traveled on the I-74 bridges over the Mississippi River every day. The existing roadway conditions and travel lanes on I-74 cannot effectively accommodate this traffic demand, resulting in stop-and-go conditions, delays, and reduced travel speeds.

ENVIRONMENTAL CONSIDERATIONS

A Draft Environmental Impact Statement (DEIS) was completed in October of 2003. Copies of the DEIS can be obtained from James Rost, Director, Office of Location and Environment, Iowa Department of Transportation, 800 Lincoln Way, Ames, Iowa 50010, telephone 515-239-1225.

I-74 ALTERNATIVES: SUMMARY OF IMPACTS

Proposed I-74 alternatives will result in comparable impacts to social, economic, and environmental resources. As the proposed alternatives do not require additional right-of-way in the South Section (23rd Avenue/Avenue of the Cities to 12th Avenue in Illinois) and the North Section (Lincoln Road to 53rd Street in Iowa), impacts in these areas are minimal and consistent between alternatives. Within the Central Section (12th Avenue in Illinois to Lincoln Road in Iowa, including the Mississippi River crossing) there is a distinction in impacts caused by the differences between Alignments E and F and the associated interchange and local roadway improvements.

The range of impacts for acres required and residential and business displacements of the build alternatives are summarized below. A more comprehensive table of impacts may be found in the DEIS Tables S-1a and S-1b *Impact Summary Table – I-74 Mainline/Interchange Variations* and *Bettendorf Local Roadway Variations* at the end of the Summary Section.

I-74 Mainline and Interchanges

Alternative E

Acres: 20.5 to 23.2
Residences: 6 to 11
Businesses: 16 to 19

Alternative F

Acres: 20.9 to 23.4
Residences: 9 to 11
Businesses: 14 to 17

Downtown Bettendorf Local Roadways

Diagonal¹

Acres: 2.29 to 2.81
Residences: 5 to 8
Businesses: 16 to 19

90 Degree¹

Acres: .72 to 1.31
Residences: 0 to 5
Businesses: 1 to 7

¹ The lower impacts assume 2 lanes in each direction along Grant Street. The higher impacts assume 3 lanes in each direction along Grant Street.

A review deadline of January 9, 2004, has been established for receipt of comments on the document. All comments received on the DEIS/Draft 4(f) by that date will be considered by the Iowa DOT and Illinois DOT and FHWA in their evaluation of the environmental impacts of the project. Comments on the DEIS/Draft 4(f) should be submitted to James Rost, Director, Office of Location and Environment, at the above address.

This project will continue to be monitored by the Iowa DOT, Illinois DOT and FHWA throughout all development stages and construction to ensure that all possible environmental effects are identified. Project information will be available at the project website: www.i74corridorstudy.org.

RIGHT-OF-WAY

The Iowa DOT's and Illinois DOT's policy provides for appraisal of property and/or property rights needed for each project. These appraisals use professional techniques and methods to determine "just compensation" in accordance with Federal and State constitutions, laws and regulations. The appraisals are prepared to assure fair treatment for both the property owner and the public.

After the appraisals are completed, each owner is contacted by a right-of-way agent for the purpose of explaining the plans and appraisals and for contracting the required right-of-way. In instances where 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 will be 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 and

provides relocation resources to all residential and business relocatees without discrimination.

If you are required to move as a result of a highway project, whether an owner or tenant, you will be 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 from highway programs designed for the whole public. 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.
- Illinois properties: Gregory L. Mounts, Attn: Tim Himes, Illinois DOT, 819 Depot Avenue, Dixon, IL, 61021

NEXT STEPS

With the completion of the DEIS, the current phase of the I-74 Iowa-Illinois Corridor Study is complete. After these hearings, the project team will thoroughly review all comments received. The next study phase will identify a preferred alternative and bridge type. The preferred alternative will then be documented in a Final Environmental Impact Statement (FEIS). Ultimately, a Record of Decision (ROD) will be issued by the Federal Highway Administration (FHWA) and will document the alternative selected.

PUBLIC PARTICIPATION

If you have any comments on the proposed project or questions about its development, please make your comments known at this hearing or forward them on the attached self addressed citizen comment form.

Thank you for your participation in this hearing.