

# Memorandum

**TO:** DeeAnn Newell, Iowa DOT  
**FROM:** Diane M. Campione, PE, SE  
**SUBJECT:** Interstate 74 (I-74) NEPA Re-evaluation Technical Memorandum  
**DATE:** May 27, 2014/Revised December 5, 2014

This technical memorandum describes the two principle project changes for the I-74 Interstate Quad Cities Corridor that have occurred since the April 29, 2009 Record of Decision, i.e. the phasing of the project and the maintenance of traffic. The memorandum outlines the reasons for these changes and also documents any differences in the limits of construction and proposed Right of Way and their affects on the environmental consequences presented in the approved Final Environmental Impact Statement (FEIS).

## Description of the Proposed Action

The Iowa and Illinois Departments of Transportation (Iowa DOT and Illinois DOT) and the Federal Highway Administration (FHWA) are proposing improvements to the I-74 corridor in the Quad Cities from Avenue of the Cities (23rd Avenue) in Moline, Illinois, to 1 mile north of 53rd Street in Davenport, Iowa as shown in Figure S-1, I-74 Iowa-Illinois Corridor Study Location Map. The proposed improvements will increase capacity throughout the project corridor and include a new Mississippi River crossing, improvements to six existing service interchanges, enhancements to the connecting arterial roadway system and improved opportunities for transit, bicycle/pedestrian and intermodal connections. The Final Environmental Impact Statement (FEIS)/Section 4(f) Statement was signed on January 8, 2009, and the Record of Decision (ROD) was signed on April 29, 2009.

Build Alternatives were related to three sections of the corridor: 1) the South Section – Avenue of the Cities (23rd Avenue) to 12th Avenue in Moline; 2) the Central Section – 12th Avenue in Moline to Lincoln Road in Bettendorf; and 3) the North Section – Lincoln Road to 1 mile north of 53rd Street in Davenport (See Figure S-2, I-74 Project Sections). The elements of the Preferred Alternative are shown in Table S-1.

**Table S-1  
 Elements of the Preferred Alternative**

Section	Preferred Alternative
South Section	One Build Alternative considered
Central Section	Alignment Alternative F Interchange variations M1 (downtown Moline) and B1 (downtown Bettendorf) Holmes Street/Mississippi Boulevard Underpass U.S. 67 Diagonal Connector
North Section	One Build Alternative considered Interchange variation 2 at both U.S. Route 6 and 53rd Street

## New Information

The two principle changes that have occurred since the approval of the FEIS, the Section 4(f) Statement and the Record of Decision are described below.

### Operational Independence Study

The I-74 over the Mississippi River corridor was approved as one project under the NEPA process. However, during the final design, the Iowa DOT requested the Final Design team of consultants lead by Alfred Benesch and Company (Benesch Team) to evaluate the possibility of independently constructing the Central Section independent of the North and South Sections and vice versa. A successful demonstration of the independence of the sections would afford the DOTs more flexibility for funding and construction.

The Benesch Team conducted the Operational Independence Study (OIS) to evaluate the feasibility of creating operationally independent sections, or “phases”. The purpose and need in the FEIS states “The purpose of the proposed improvements is to improve capacity, travel reliability, and safety along I-74 between Avenue of the Cities (23rd Avenue) in Moline and 1 mile north of 53rd Street in Davenport, and to provide consistency with local land use planning goals.” Within the FEIS there is specific mention of capacity deficiencies and poor Level of Service (LOS) on the existing bridge over the Mississippi River and in the Central Section in general. Benesch evaluated alternatives to meet the purpose and need within the sections proposed for construction, while still allowing the entire corridor to function as a viable transportation facility. Geometric and Traffic impacts were screened. The results of this study concluded it was feasible to separate an operationally independent Central Section from the North and South Sections provided the Central Section is constructed first. Of the eight options explored, Option 4 provided the best combination of cost and adequate LOS and included some minor modifications to the Central Section limits. The Iowa portion of the Central Section would slightly expand to include modified Middle Road South ramps (WB Exit and EB Entrance). The gore areas would be constructed as proposed, and the ramp profiles would be modified to tie into existing Middle Road. Some additional mainline pavement is also needed to tie in with existing I-74. The Illinois portion of the Central Section would expand to include the north ramps of the Avenue of the Cities Interchange (WB Entrance and EB Exit) and the I-74 over SB 19th Street Bridge. The SB 19th Street Bridge is necessary to accommodate the I-74 Lane drop. The staging scheme as originally proposed could be maintained. The Iowa DOT and the Illinois DOT had no comments on the Final OIS dated November 13, 2012. The FHWA took no exception to the Final OIS report but commented that if the DOTs decided to proceed with "phasing" the I-74 corridor construction it would be considered a modification to the approved NEPA document and would require a re-evaluation of the document with a public outreach component to communicate the changes.

The OIS document was presented at the January 2013 I-74 Advisory Committee meeting. Members of this committee requested additional exhibits and cost information for the expanded Central Section. The revised report was accepted with no further revisions required. The OIS report was updated in response to the Illinois DOT questions raised at a briefing in Dixon on September 20, 2013.

### Accelerated Construction Schemes

A conference call was held on October 15, 2012 to discuss and advance the potential of implementing Accelerated Construction Schemes on I-74. Representatives from the FHWA, the Iowa DOT, the Illinois DOT and Benesch Team were present. The consensus was to proceed with an I-74 Innovative Delivery Workshop and to split this workshop into two sessions.

1. The first session, a Value Engineering Workshop, was conducted by Benesch to develop alternative Maintenance of Traffic (MOT) schemes which could be compared to the MOT scheme adopted during Preliminary Engineering. The results from this workshop were used in the 2nd Workshop session.
2. The second session, an Accelerated Construction/Innovative Delivery Workshop, was conducted by the FHWA in Ames, Iowa on April 16-18, 2013. The overall goal of this workshop was to examine the entire corridor to try to build it faster to lower the cost. This workshop did not contemplate the potential effects of the initiative being explored thru the OIS, but considered the construction of the entire length of the I-74 corridor at one time. The MOT from Preliminary Engineering required 8 years to construct the corridor while maintaining 2 lanes of traffic in both directions. Early efforts during Final Design reduced that timeframe down to 5 years while still maintaining two lanes of traffic in each direction. The recommended alternative coming out of the Accelerated Construction/Innovative Delivery Workshop, MOT Concept 3B requires only 3 ½ years to construct, but closes the two WB I-74 lanes for one construction season. The alternatives resulting from this workshop were documented in a report, with Concept 3B recommended and the report was presented to the Iowa DOT and the Illinois DOT management to determine how to proceed.

The Iowa DOT concurred with the recommended MOT Concept 3B and the Illinois DOT followed suit and the DOTs directed the Benesch Team to begin its implementation. Additionally, both DOTs adopted the phasing of the project that was determined feasible through the OIS and directed the Benesch Team to combine the Concept 3B MOT concept with the Operationally Independent Expanded Central Section.

In October of 2014, the Illinois DOT decided to add the remaining portion of the South Section to the Expanded Central Section.

### **Differences in the Environmental Consequences (as documented in the FEIS)**

The implementation of the Concept 3B Staging and the Independent Central Section result in the following changes to the I-74 Corridor:

1. Principle Maintenance of Traffic Changes
  - a. WB I-74 in Moline and Bettendorf will be closed for one construction season. The FEIS states that two lanes of traffic in each direction across Mississippi River must remain open during construction, except on limited occasions when a lane closure may be necessary during non-peak hours. In addition, the preliminary plans presented to the public showed two lanes open in both directions for the entire construction of the I-74 corridor.
  - b. WB lanes over the River will be reduced from two to one for one construction season. The FEIS states that two lanes of traffic in each direction across Mississippi River must remain open during construction, except on limited occasions when a lane closure may be necessary during

non-peak hours. In addition, the preliminary plans presented to the public showed two lanes open in both directions for the entire construction of the I-74 corridor.

- c. Ingress and egress to EB I-74 will be reduced for one construction season due to EB I-74 traffic being shifted to the newly constructed WB facility. The preliminary plans presented to the public showed maintaining ingress and egress to EB I-74.

2. Phasing of the I-74 Corridor

- a. Phase 0 – Lincoln Road Bridge and 53<sup>rd</sup> Street. This work has been completed.
- b. Phase 1 - Advanced work contracts awarded in August 2014 and January 2015.
  - i. River Drive in Moline
  - ii. Bettendorf Local Roads
- c. Phase 2 - The I-74 Expanded Central Section (slightly expanded into the North Section and all of the South Section) will be awarded in the summer of 2017.
- d. Phases 3 and 4 - The North Section will be constructed after the Expanded Central Section is completed at a time to be determined.

These two principle changes to the I-74 Corridor do not result in any differences in the environmental consequences documented in the approved FEIS. However, a few areas of the I-74 proposed expanded Central Section improvements in Iowa (see Figures S-3 and S-4) were found to be outside of the FEIS construction limits, but within the NEPA study area (area of potential effect). Table S-2 lists these areas in Iowa with an explanation of the proposed work. The areas outside of the FEIS construction limits in Illinois will be reviewed and presented at a later date.

**Table S-2. Summary of Areas outside of FEIS construction limits**

Areas outside of FEIS construction limits	Summary of Proposed Work
Area 1	This area represents an area of reconstruction required for maintenance of traffic of Kimberly Road and EB I-74 Exit Ramp. The work to be completed is within the existing right of way (ROW) and will have no additional environmental impacts.
Area 2	The FEIS limits did not include the removal of the existing WB entrance ramp pavement. The work to be completed is within the existing right of way (ROW) and will have no additional environmental impacts.
Area 3	This area represents an area of pavement removal on Calvert Drive between 14th Street and Kimberly Road / WB I-74 Entrance Ramp. The work to be completed is within the existing right of way (ROW) and will have no additional environmental impacts.
Area 4	This area represents an area of reconstruction of an alley way to provide a maintenance access to the shared use path that is located on EB I-74. The work to be completed is within the existing right of way or on property that was previously acquired as part of the improvements and will have no additional environmental impacts.

Areas outside of FEIS construction limits	Summary of Proposed Work
Area 5	This area represents an area of reconstruction for 13th Street. 13th Street is being reconstructed due to changes in the local street circulation and to provide access to businesses. The work to be completed is within the existing right of way (ROW) and will have no additional environmental impacts.
Area 6	This area represents an area of reconstruction of storm sewer due to rerouting due to I-74 reconstruction. The work to be completed is within the existing right of way (ROW) and will have no additional environmental impacts
Area 7a	This area represents an area of reconstruction required for maintenance of traffic on Grant Street. The work to be completed is within the existing right of way (ROW) and will have no additional environmental impacts.
Area 7b	The limits of the proposed work extends beyond the FEIS limits due to addition of new traffic signals which are required for the new roadway configuration. The work to be completed is within the existing right of way (ROW) and will have no additional environmental impacts.
Area 8	The limits of the proposed work extends beyond the FEIS limits due to the final detailed sidewalk design in this area. The work to be completed is within the existing right of way (ROW) and will have no additional environmental impacts.
Area 9	The limits of the proposed work extends beyond the FEIS limits to accommodate the proposed temporary connection for the ramp traffic needed to maintain traffic during construction which was not planned for in Preliminary Engineering. The work to be completed is within the proposed ROW that will be acquired by the Iowa DOT.
Area 10 and 10a	This area represent an area of reconstruction for State Street, 15th Street and 16th Street. Streets are being reconstructed due to changes in the local street circulation and to provide access to businesses. The work to be completed is within the existing right of way (ROW) and will have no additional environmental impacts
Area 11	This area represents an area of reconstruction required for maintenance of traffic on State Street. The work to be completed is within the existing right of way (ROW) and will have no additional environmental impacts.
Area 12	The limits of construction extend beyond the FEIS limits due to additional work required in the Brown Street and 12th Street intersection. The work to be completed is within the existing right of way (ROW) and will have no additional environmental impacts.
Area 13	The new limits were moved to facilitate the removal of an existing alley. The work to be completed is within the existing right of way (ROW) and will have no additional environmental impacts.

Areas outside of FEIS construction limits	Summary of Proposed Work
Area 14	This area represents the limits of the existing I-74 River Crossing structure. The Preliminary Engineering documents identified potential environmental impacts (e.g. mussels and water treatment plant issues) with bridge demolition.
Area A (See Figure S-4)	The Iowa DOT will acquire ROW that includes a small portion of existing wetlands that will be outside of the FEIS Construction Limits (see cross hatched area on page 3 of 12 in Figure S-4. Although ownership of these wetlands will change, the characteristics of this portion of wetlands will not change. However, the wetland impact will be included in the Iowa DOT's wetland mitigation plan.

### Public Information Meeting Summary

The implementation of the Concept 3B Staging and the Independent Central Section did require public outreach to communicate the changes. Two public information meetings were held. The first public information meeting occurred on April 23, 2014 from 4:00 p.m. to 7:00 p.m. at the I Wireless Center 1201 River Drive, Moline, Illinois. The second meeting occurred on April 24 from 4:00 p.m. to 7:00 p.m. at the Waterfront Convention Center, Bettendorf, Iowa. The meetings were conducted using an Open House Public Information Meeting format. The purpose of the public meeting was to inform the public and receive their comments on the proposed MOT and phasing. In addition, the meetings were conducted to present the proposed local road work in Moline and Bettendorf scheduled for 2014 thru 2016. Those attending the meetings were also given the opportunity to view the updated aesthetic program for the I-74 Corridor.

Attendees had the opportunity to provide written comments at the meeting (see Table S-3) or by submitting comments to the Iowa DOT via the I-74 Website or email (see Table S-4). Additionally, countless conversations occurred between the public and the I-74 Team staffing the exhibits. Key comments from these conversations can be found in Table S-5.

Seven viewing stations were set up that included 1) graphics of the proposed I-74 Corridor improvements, 2) the MOT and Phasing modifications, 3) the Advance Local Work for Moline, 4) the Advance Local Work for Bettendorf, 5) details of the current 3 ½ year construction staging, 6) the project costs and 7) the project aesthetics. The information presented at these two meetings has been placed on the Iowa DOT's I-74 Corridor website.

The April 23rd Public Information meeting in Moline was attended by 206 people and 587 people attended the April 24th Public Information meeting in Bettendorf. In general the project was very well received at both meetings. Many of the attendees commented that the project looked great and that it could not happen soon enough. There were several senior citizens who expressed they hoped it would happen in their lifetime.



**Table S-3. Summary of Written Public Hearing Comments**

Summary of Comments	Summary of Iowa DOT Responses
<p>Please start the River Drive Reconstruction 3 weeks earlier and move the completion date to just before Thanksgiving 2014. This will improve the odds of finishing this work before winter starts. River Drive work in Moline will not impact the work on the Centennial Bridge in Rock Island.</p>	<p><i>Comment Noted.</i></p>
<p>I am concerned about my daughter’s access to work due to train tracks and suggests that an overpass be provided over the Railroads to River Drive.</p>	<p><i>Comment Noted.</i></p>
<p>Are lessons learned from construction/lane reductions/detours on Interstate 80 bridge in 2010 being applied to the Project? Traffic thru Quad Cities with “I-74 Bridge under construction – Expect Delays” will divert traffic (and motorist dollars) around the Quad Cities.</p>	<p><i>Comment Noted.</i></p>
<p>We are concerned about the noise from I-74. I was told that no noise abatement on the Iowa side. One house between us and I-74 has been taken down and the noise from the highway is already louder. I am sure it will get worse as more buildings are removed and as I-74 grows to 4 lanes instead of 2. I would request noise abatement on this (Iowa) side also.</p>	<p><i>The Iowa DOT provided the following written response:</i></p> <p><i>Thank you for your comments following last month’s I-74 public information meeting. Let me assure you that a detailed noise analysis was done on both sides of the river throughout the I-74 corridor. The displays you saw at the meeting showed two noise walls that are proposed for the Illinois side but did not show the two walls proposed for the Iowa side. Both of the noise walls in Iowa are located north of Lincoln Road in Bettendorf. I apologize that this information was left off of the displays.</i></p> <p><i>There are no noise walls proposed south of Lincoln Road in Iowa, however this area was carefully studied to determine future noise impacts. One of the study locations was a property at the southwest corner of Brown St and 12<sup>th</sup> St. This is a property that is even closer to the proposed I-74 improvements than your property at 1123 Brown Street. The study showed that noise abatement was not warranted at this location. With your home being over 100</i></p>

	<p><i>feet west of this location, it would have even less noise impacts</i></p> <p><i>When the latest noise study analysis was completed in 2008, our preliminary design consultant had all the necessary information for analysis. This included the proposed alignment of the interstate, ramps, city streets and the locations of buildings that were to be removed. I am confident that all this information was used in their analysis, but just to be sure, we are verifying with the consultant that building removal was taken into consideration.</i></p>
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**Table S-4. Summary of Comments submitted via the I-74 Website or Email**

Summary of Comment	Date of Iowa DOT Response	Summary of Iowa DOT Response
<p>I attended the public information meeting last week at the Waterfront center to view the latest designs &amp; plans for the I-74 corridor. Also, I was curious about a traffic problem that occurs when there are large events at the I-wireless center. I spoke to a design consultant representative &amp; a City of Moline official &amp; they were unaware of the traffic backups that occur at the River Drive exit. On several occasions I have been caught midway across the I-74 bridge in stop &amp; go traffic created by drivers trying to get to the I-wireless center. It appears the new bridge design will not correct the problem because the exit ramp to River Drive will be shorter therefore the stacking capacity will be greatly reduced. The bridge traffic will stack up in Lane 1 &amp; cars in Lane 2 will slow or stop in an attempt to merge into Lane 1 to access the exit ramp. The solution to this problem lies in finding a way to expedite traffic from the intersection of the River Drive exit ramp into the iWireless parking lot. Currently, drivers typically stay in the right lane of River Drive because they don't want to get out of line to make the right turn into the parking lot. Also, traffic in the left lane can be stopped because of vehicles making left turns onto 19th, 18th, 17th or 15th streets.</p>	<p>5/1/2014</p>	<p><i>The DOT agrees that the best solution is to get vehicles into the iWireless parking lot more efficiently resulting in a smoother flowing River Drive. This will have to be worked out by the City of Moline and iWireless.</i></p> <p><i>The DOT does not believe the length of the future River Drive off-ramp will be a concern for a number of reasons:</i></p> <ol style="list-style-type: none"> <li><i>1. You are correct that the proposed off-ramp has slightly less storage for traffic destined for westbound River Drive than it does today, however this is offset by the fact that all the traffic enters the River Drive off-ramp from a separate auxiliary lane that extends across the new bridge over 3000' into Iowa. Three through lanes will remain for I-74 traffic. The new bridge has 4 traffic lanes in each direction plus full width shoulders on both sides.</i></li> <li><i>2. The worst case scenario would be if the auxiliary lane is full of vehicles. Traffic in lane 1 would then need to slow down to merge into this auxiliary lane. However this still leaves lanes 2 and 3 open for through traffic. A much better condition than we have today. In the unlikely event that this situation occurred, the DOT will have in place electronic signs that can advise through traffic to use the two left lanes (lane 2 and lane 3).</i></li> <li><i>3. The traffic turning toward iWireless will be making a right turn versus the left turn they make today resulting in less delays at the signal at the foot of the River Drive off-ramp.</i></li> </ol>

Summary of Comment	Date of Iowa DOT Response	Summary of Iowa DOT Response
<p>I am excited about this project BUT I cannot imagine how using 19th Street as the only access to the "old bridge" during construction will ever work. Today 19th Street is a "sit and wait" situation during commute times, and now drivers from east, west and south will be merging in one spot to get on the old bridge. How will that work?</p>	<p>4/29/2014</p>	<p><i>In 2019 the westbound (Iowa bound) I-74 will be closed between Avenues of the Cities in Moline to Middle Road in Bettendorf. It is not our intention to route all of westbound I-74 traffic onto 19th Street. There are a number of actions we plan to take as were shared at last week's public information meetings:</i></p> <ol style="list-style-type: none"> <li><i>1. Any I-74 traffic entering the Quad Cities from the south, destined for Iowa, will be routed onto I-80 to I-74 in Davenport.</i></li> <li><i>2. We are also considering routing any traffic from the Quad City Airport desiring to go to Iowa onto I-280.</i></li> <li><i>3. 19th St and the River Drive ramp to the existing bridge will remain open to westbound local traffic destined for Bettendorf.</i></li> <li><i>4. Special electronic signs will be placed at the I-74 off-ramp to Avenue of the Cities and on 19th Street near downtown Moline giving information on estimated travel times to Bettendorf. The signs will also give notification in the event a train is blocking 19th Street. Local traffic can then decide if they want to wait to cross on the existing bridge or reroute themselves to another Mississippi River crossing.</i></li> </ol>

**Table S-5. Summary of Public Information Meeting Comments Voiced During Conversations**

Summary of Comments	Summary of Iowa DOT Responses
An individual served by Project NOW wanted a copy of the River Drive detour sent to Chris at Project NOW.	<i>A copy of the River Drive detour was sent to this individual.</i>
One individual was adamant about not building this bridge but rather a tunnel.	<i>Informed the individual that this option was looked into during preliminary engineering and was dismissed.</i>
Ron Freidhof with Ross' Restaurant, Parcel 367, wanted to know when his south parking lot will be needed.	<i>Informed the individual that it could be as early as this fall (2014) once we award the construction contract for the local roads project, or even earlier if a utility company needs access. We can keep him apprised once we have a contractor on board and receive more information from utility companies.</i>
Property owner at the SW quadrant of Mississippi Blvd and 13 <sup>th</sup> St had questions regarding how close the new Kimberly Rd/13 <sup>th</sup> St roadway would be from their house.	<i>The Kimberly Road will be relocated and thus will be further from their residence (which is Parcel 378).</i>
Scott Jones, the owner of Scuba Adventures QCA, was concerned about the impacts to his property once 11 <sup>th</sup> St is removed. He is at the NE quadrant of State St and 11 <sup>th</sup> St, Parcel 321. The concern is getting a trailer to the north side of the building with no way to pull through. Also his tenant parks on 11 <sup>th</sup> St in front of the building and will no longer be able to do this.	<i>Informed him that he will soon be contacted by our ROW office regarding the partial acquisition we need for this parcel.</i>
Lalit Patel of Bi-State, representing the local multi-disciplinary traffic safety task force (CARS), asked when we will be working through them to brief emergency responders on access issues during construction. Both the local road projects and the I-74 mainline projects.	<i>Informed Lalit Patel that the staging plans are being modified due to the accelerated schedule. The Iowa DOT and Benesch Team will be scheduling a meeting with the emergency responders to discuss how traffic and emergency access will be handled during construction of the Bettendorf local roads project.</i>
A rep from River Stone Group, east of I-74 along River Drive in Moline, was pleased the existing bridges would provide access across the river, even during the 2019 WB I-74 shut down.	<i>Comment Noted.</i>
Jim Hogan with the Quad City Marathon, discussed future access across the river on I-74 for the marathon. He was not sure if the use of the trail only would suffice.	<i>The Iowa DOT will discuss this further with his organization.</i>

Summary of Comments	Summary of Iowa DOT Responses
At least three individuals asked why an overhead crossing of I-74 at Tanglefoot Lane/39th St won't be constructed.	<i>Informed the individual that this is a city street, Bettendorf to the east and Davenport to the west. It would up to the cities to initiate a request for such a crossing. There are no plans to do this.</i>
The owner of the A frame house that is shown as a total acquisition for the north section asked about the timing of the project in this area. He is located right of station 6842+00 at Fairlane Drive, just south of Middle Road and east of the I-74 Middle Rd off-ramp. He does not intend to move for a few more years but is concerned about selling his house with the pending project.	<i>Explained to the owner that the north section is not currently programmed so no timeline has been established for acquiring ROW. I told him to contact the DOT if he needs to sell before the project is scheduled so we can determine if a hardship acquisition can be considered.</i>
An individual with rental properties on Hawthorne Drive in Bettendorf asked about the impacts in this area.	<i>Informed the individual that the ROW needs for these rental properties are minimal. The properties that are more impacted are the four-plexes at the end of Hillside Drive adjacent to the I-74 Spruce Hill off-ramp.</i>
A person made a comment about a concern of snow and ice building up on the arches.	<i>This issue will be further researched.</i>
The manager of the Village-Inn in Bettendorf, Parcel 324, asked about potential excess ROW where the adjacent car wash was, Parcel 346. They would be interested in the property for parking purposes once the project is done. If this happens, the alley shown here could possibly be eliminated.	<i>The Iowa DOT's ROW disposal process was explained to the manager. In addition, Informed the manager that this issue would be brought to the city's attention.</i>
The manager of the Habit for Humanity Restore asked about future property demolitions in the area. She will contact me again for list of the contractors we have had so far. She will also contact the Illinois DOT about properties there.	<i>It was explained to the manager that in Iowa, the DOT prefers that she works with our demolition contractor to salvage materials.</i>
A member of Our Lady of Lourdes church, Parcel 373, asked about the timing for work in their parking lot.	<i>It was explained to this person that for the local roads project, the impacts seem to be minimal as some temporary pavement is placed for 14<sup>th</sup> St. The bigger impact will be when the Brown St/14<sup>th</sup> St reconstruction work is done after 2019. However we will be acquiring the property yet this year since some of the easement is needed for our 14<sup>th</sup> St temporary pavement.</i>

Summary of Comments	Summary of Iowa DOT Responses
<p>The owners of the business east of 15<sup>th</sup> and Grant asked about their property impacts. This is the house/business at 1507 Grant, Parcel 337. They are concerned about the reduced value of their property due to the project.</p>	<p><i>It was explained to the business owners that the DOT will need some property from them and that the DOT will be contacted them soon about the process.</i></p>
<p>The owners of a computer company at 1049 State St, Parcel 314, asked about the timing of work.</p>	<p><i>It was explained that State St will remain open during the local road project and the pavement in front of their business will be one of the later stages. Once complete, State St will remain open since it will serve as the ramp to EB I-74 until the new bridge is built.</i></p>
<p>One person that lives near I-74 and Lincoln Rd was concerned about the increased noise due to the new roadway.</p>	<p><i>This person was referred to the Iowa DOT's noise study in the EIS documents.</i></p>
<p>A representative from River Stone Group mentioned some fill material they will have available at their quarry in LeClaire. They are going to have the material tested and certified so that a potential contractor could consider its use for the I-74 mainline project. The material could be barged down the river.</p>	<p><i>This issue is between the business and the contractor.</i></p>
<p>Numerous questions as to why the south project does not go through the John Deere Rd interchange.</p>	<p><i>The Illinois DOT explained that this is part of a separate study.</i></p>
<p>Also there were questions regarding the limits of the north section; why does the north section stop short of I-80?</p>	<p><i>It was explained that future improvements in this area will be considered as we study I-80 and possible improvements to the I-74/I-80 interchange.</i></p>
<p>Please consider putting up a sign at the base of the ramp in Bettendorf where properties are being acquired for right of way stating that the clearing is in the name of progress for the I-74 bridge so people are not seeing “an empty downtown”.</p>	<p><i>This request is not considered a standard Iowa DOT activity. The commenter can contact the City of Bettendorf if they wish to pursue it.</i></p>

Summary of Comments	Summary of Iowa DOT Responses
<p>Have the Iowa DOT put up signage as to where the next or nearest gas station is located at the base of the I-74 ramps. The two gas stations that were at the foot of the current bridge are now closed and the gas station at the Duck Creek Crossing/Middle Road Interchange is now demolished as well. The nearest one along State/Grant would be approximate 3 miles east to the Casey's or 4 miles west to the Village of East Davenport, or up to the Kimberly Road/Spruce Hills exit for the Phillips 66.</p>	<p><i>This request is not considered a standard Iowa DOT activity. The commenter can contact the City of Bettendorf if they wish to pursue it.</i></p>
<p>Several people asked about the height of the new bridge in comparison to the existing and the height of the new bridge deck vs. existing height in regards to boat crossing underneath.</p>	<p><i>People were informed that the proposed Arch was significantly taller than the existing Suspension Spans and that the clearance from the bottom of both the existing and the proposed bridges to the river below was approximately the same.</i></p>
<p>At both meetings concerns were raised regarding noise and questions asked if noise walls were being installed (as part of this project). A resident stated that the noise has gotten worse at their residence with the removal of the adjacent buildings in preparation for the future roadway. Residents are concerned that if noise has increased with the removals, then noise will be even worse when the wider roadway is installed. When the original noise study was performed, did it account for the building removals?</p>	<p><i>The residents raising these noise-related questions were shown the location of the noise walls planned for this project. However, the planned noise wall locations did not match the residents' location. We informed them a noise study was performed and if a noise wall was found to be needed based on design standards, then these walls would be constructed as part of the I-74 project.</i></p>
<p>Members from the First Congregational Church, asked about a church parking lot they have along the north side of 7th Avenue between 23rd Street and 21st Street in Moline that is at capacity during special occasions as such Easter. They asked if it is possible to get any additional land for parking after I-74 is built; such as the parcels for the Trimble Funeral Home and florist. These two facilities will be removed for the I-74 project (land adjacent to and east of the future connector road).</p>	<p><i>The First Congregational Church will need to contact the Illinois DOT regarding this issue.</i></p>



Summary of Comments	Summary of Iowa DOT Responses
<p>The owners of the Economy Inn on the corner of 12th Avenue and 19th Street in Moline asked if their parking lot along Ramp 7th-A would be impacted.</p>	<p><i>The property owner was contacted and informed during Phase I that a small portion of their parking lot would be impacted and that they would be contacted during the Phase II ROW acquisition process.</i></p>
<p>An affiliate of the Dimock Gould property on the River Drive Frontage Road/20th Street in Moline expressed concern for access during the closure of River Drive, especially since they have daily deliveries.</p>	<p><i>This individual was informed that the River Drive closure and the reconstruction of the River Drive Frontage Road/20th Street will not occur at the same time. So access will be available either via 23rd Street to the River Drive Frontage Road/20th Street as normal, during the River Drive closure, or via a temporary access road built off the stub for Future Ramp RD-H after River Drive is constructed and the River Drive Frontage Road/20th Street is closed.</i></p>
<p>Why can't the existing bridge remain in place? Why does it need to be removed?</p>	<p><i>People were informed that the proposed bridge would more than adequately serve the vehicular and pedestrian needs of the corridor and therefore the expense of keeping the existing structures is not warranted.</i></p>
<p>Michael Grunewald (Brown Traffic Products) said that a Traffic Impact Study that was recently completed for Middle Road showed that Middle Rd. should be 6 lanes west of I-74. Also, he commented that the 5 traffic signals on Middle Rd. west of I-74 are coordinated and the signal timing at these signals should not be changed, because any slight change will cause the system to break down.</p>	<p><i>Comment Noted</i></p>
<p>Ron Roman asked if we could update our maps to identify the I-280 Mississippi bridge as the John Baker Memorial Bridge (see <a href="http://www.iowadot.gov/autotrails/bakerbridge.html">http://www.iowadot.gov/autotrails/bakerbridge.html</a> ).</p>	<p><i>Comment Noted</i></p>



## **Summary of Project Changes and Impacts**

Overall the two principle project changes that have occurred since the Record of Decision, i.e. the phasing of the project and the maintenance of traffic, affect the implementation of the approved improvement not the permanent aspects of it. The Public Information meetings clearly identified and demonstrated the impacts of these temporary issues and no objections were raised.

With the exception to one area (Area A, Figure S-4) the limited number of areas on the Iowa side where the proposed work is outside of the FEIS construction limits will have no additional environmental consequences. Although the proposed work near Area A is within the FEIS Construction Limits, the Iowa DOT will acquire ROW that includes wetlands outside of the FEIS Construction Limits. The characteristics of these additional wetlands will not change as the result of this acquisition. However, the wetland impact will be included in the Iowa DOT's wetland mitigation plan.

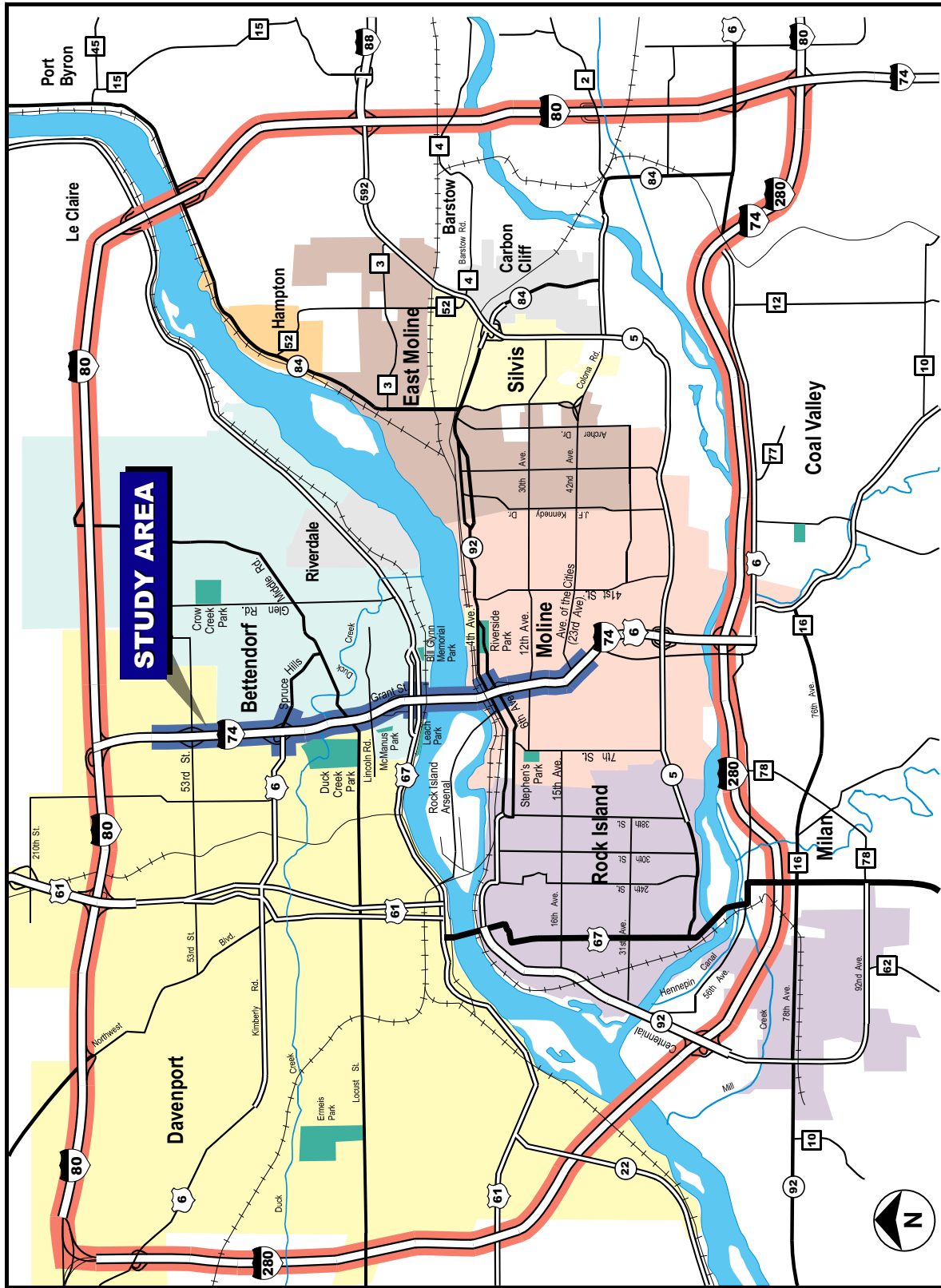
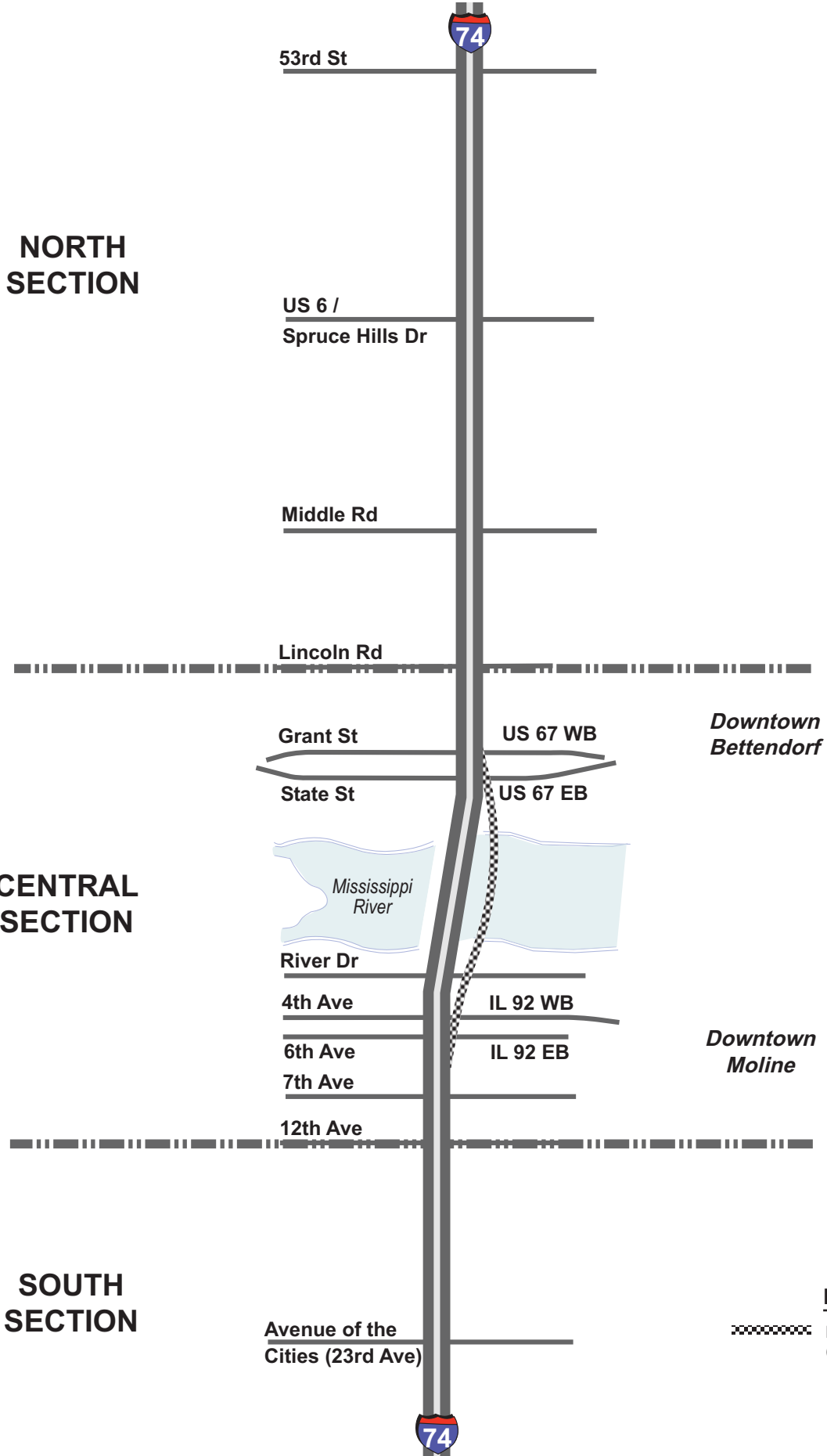


Figure S-1  
I-74 Iowa - Illinois Corridor Study  
Location Map

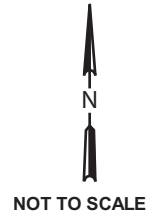
Figure S-1 I-74 Iowa-Illinois Corridor Study  
Location Map



**NORTH SECTION**

**CENTRAL SECTION**

**SOUTH SECTION**



*Downtown Bettendorf*









*Downtown Moline*

**LEGEND**

----- F Alignment Alternative (Preferred)




**Figure S-2**  
Project Sections

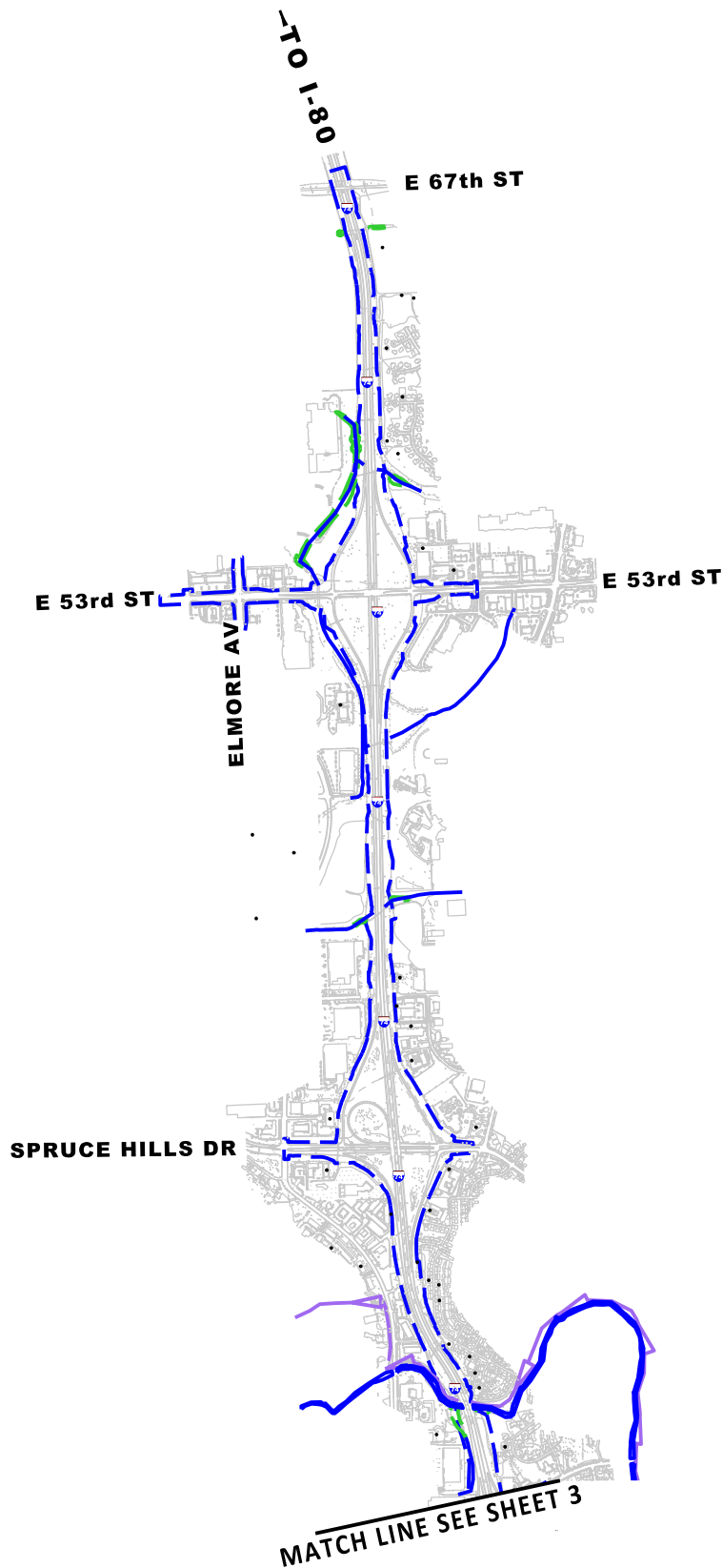
**ENVIRONMENTAL RESOURCE LEGEND**

	POTENTIALLY CONTAMINATED SITES
	PROPERTIES WITH STRUCTURES LISTED ON/ELIGIBLE FOR NRHP
	PROPERTIES WITH STRUCTURES INELIGIBLE FOR NRHP
	COMMUNITY FACILITIES
	DISPLACEMENTS
	BIKE/PEDESTRIAN TRAILS
	WETLANDS
	PARKS



**LEGEND**

	EXPANDED CENTRAL SECTION CONSTRUCTION LIMITS
	FEIS CONSTRUCTION LIMITS
	D-5 CONSTRUCTION LIMITS



**LEGEND**

- EXPANDED CENTRAL SECTION CONSTRUCTION LIMITS
- - - FEIS CONSTRUCTION LIMITS
- - - D-5 CONSTRUCTION LIMITS

**FIGURE S-3**

**PROPOSED EXPANDED CENTRAL SECTION  
WITH  
NEPA PREFERRED ALTERNATIVE**

MATCH LINE SEE SHEET 2

**LIMITS OF EXPANDED  
CENTRAL SECTION**

MIDDLE RD






LINCOLN RD

MATCH LINE SEE SHEET 4

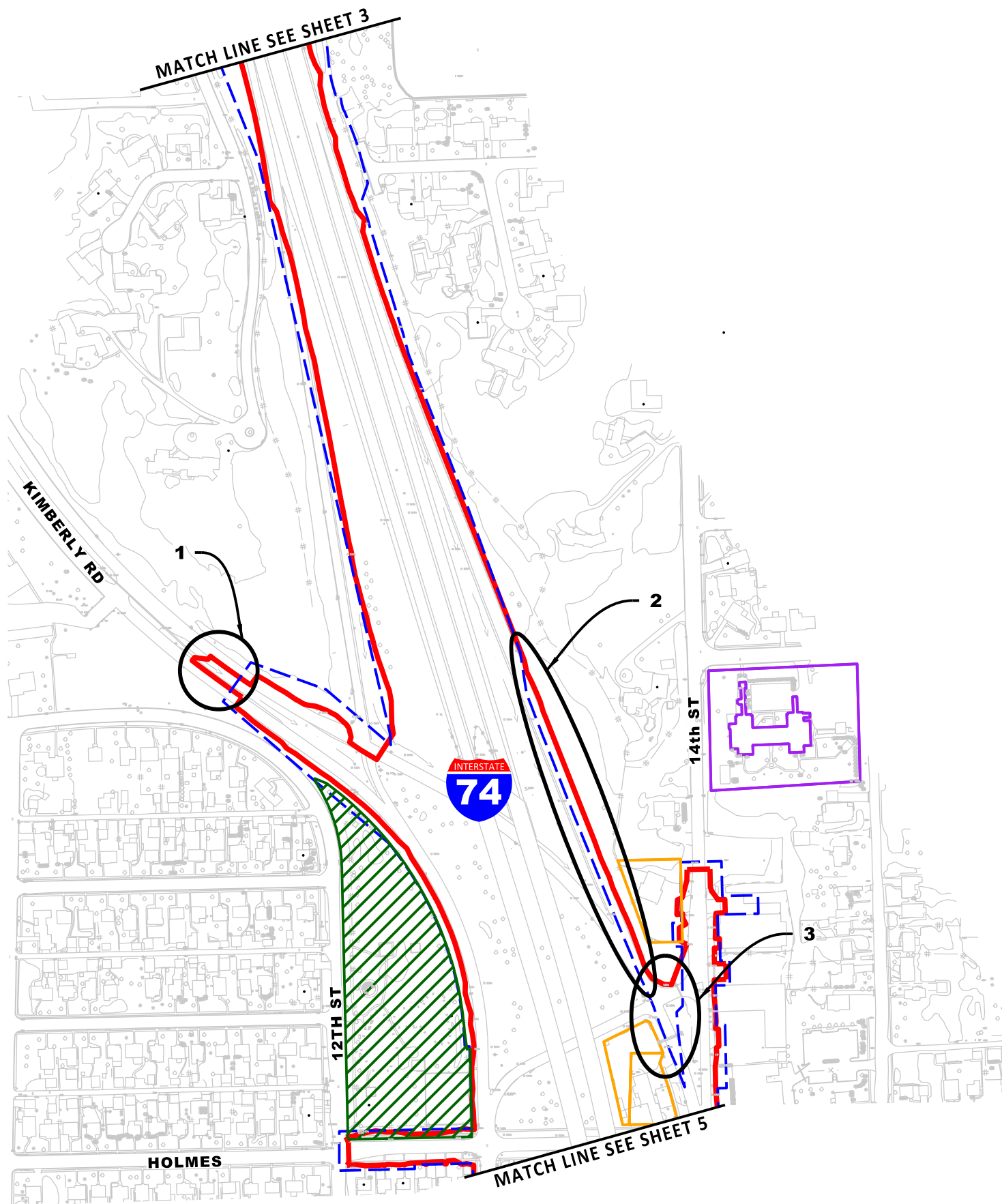


**LEGEND**

-  EXPANDED CENTRAL SECTION CONSTRUCTION LIMITS
-  FEIS CONSTRUCTION LIMITS
-  D-5 CONSTRUCTION LIMITS

**FIGURE S-3**

**PROPOSED EXPANDED CENTRAL SECTION  
WITH  
NEPA PREFERRED ALTERNATIVE**



MATCH LINE SEE SHEET 3

KIMBERLY RD

1

2

INTERSTATE  
74

14th ST

12TH ST

HOLMES

3

MATCH LINE SEE SHEET 5



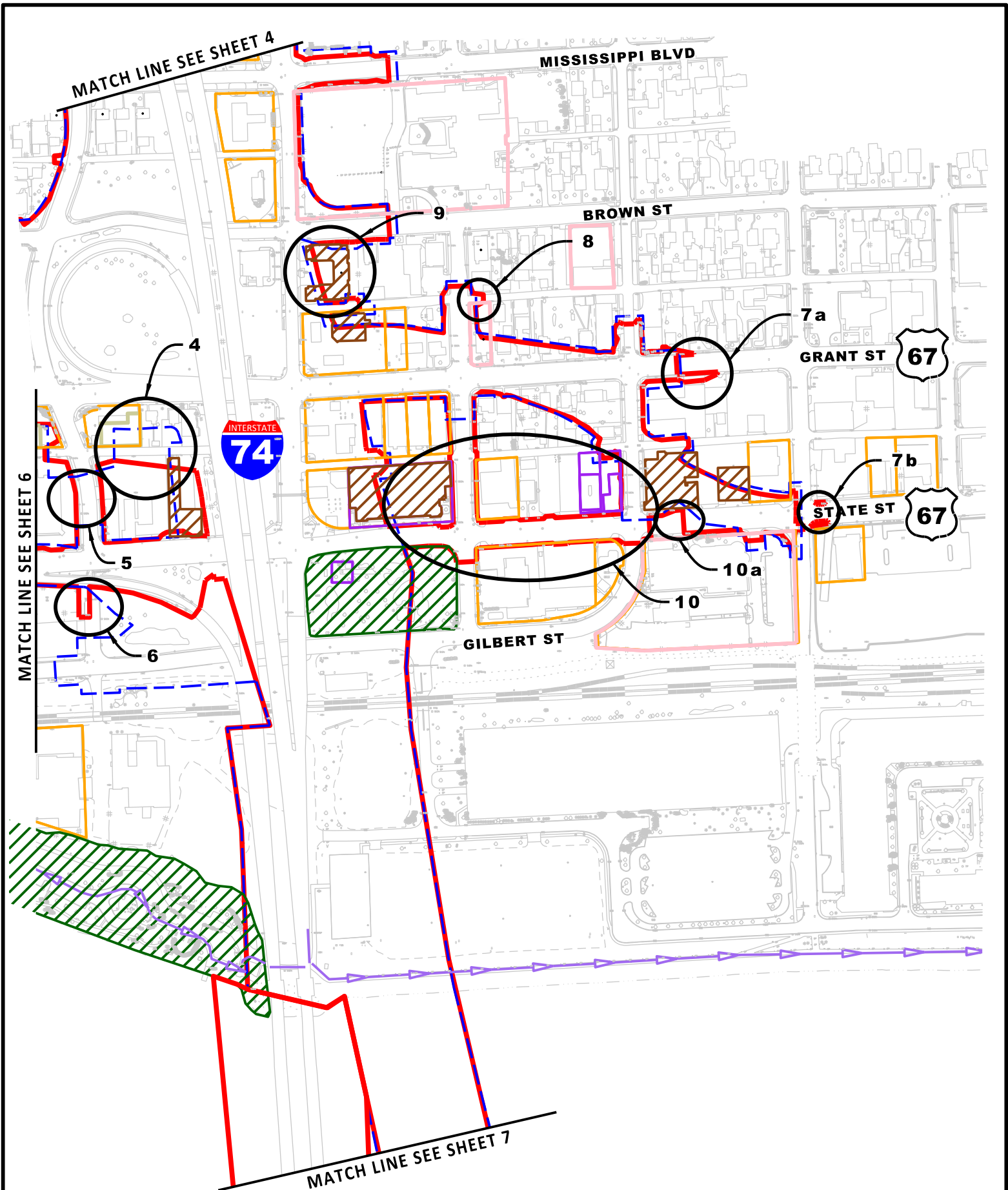
**LEGEND**

- EXPANDED CENTRAL SECTION CONSTRUCTION LIMITS
- - - FEIS CONSTRUCTION LIMITS
- - - D-5 CONSTRUCTION LIMITS

**FIGURE S-3**

**PROPOSED EXPANDED CENTRAL SECTION WITH NEPA PREFERRED ALTERNATIVE**



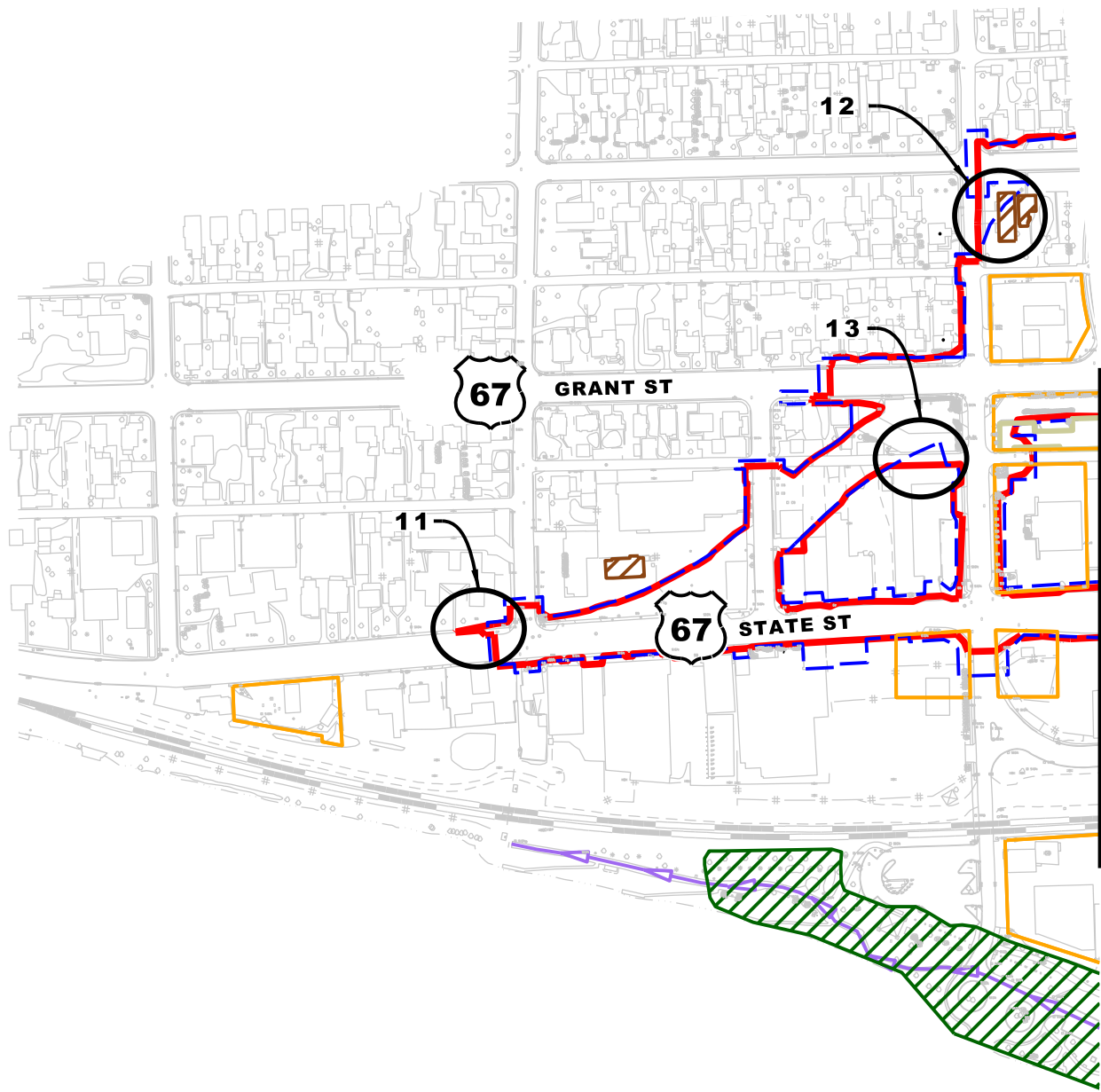


**LEGEND**

- EXPANDED CENTRAL SECTION CONSTRUCTION LIMITS
- - - FEIS CONSTRUCTION LIMITS
- - - D-5 CONSTRUCTION LIMITS

**FIGURE S-3**

**PROPOSED EXPANDED CENTRAL SECTION WITH NEPA PREFERRED ALTERNATIVE**



**LEGEND**

- EXPANDED CENTRAL SECTION CONSTRUCTION LIMITS
- - - FEIS CONSTRUCTION LIMITS
- - - D-5 CONSTRUCTION LIMITS

**FIGURE S-3**

**PROPOSED EXPANDED CENTRAL SECTION  
WITH  
NEPA PREFERRED ALTERNATIVE**

MATCH LINE SEE SHEET 5

14

1 74/US 6  
1 74/US 6






MATCH LINE SEE SHEET 8

MATCH LINE SEE SHEET 8











**LEGEND**

-  EXPANDED CENTRAL SECTION CONSTRUCTION LIMITS
-  FEIS CONSTRUCTION LIMITS
-  D-5 CONSTRUCTION LIMITS

**FIGURE S-3**



**PROPOSED EXPANDED CENTRAL SECTION  
WITH  
NEPA PREFERRED ALTERNATIVE**

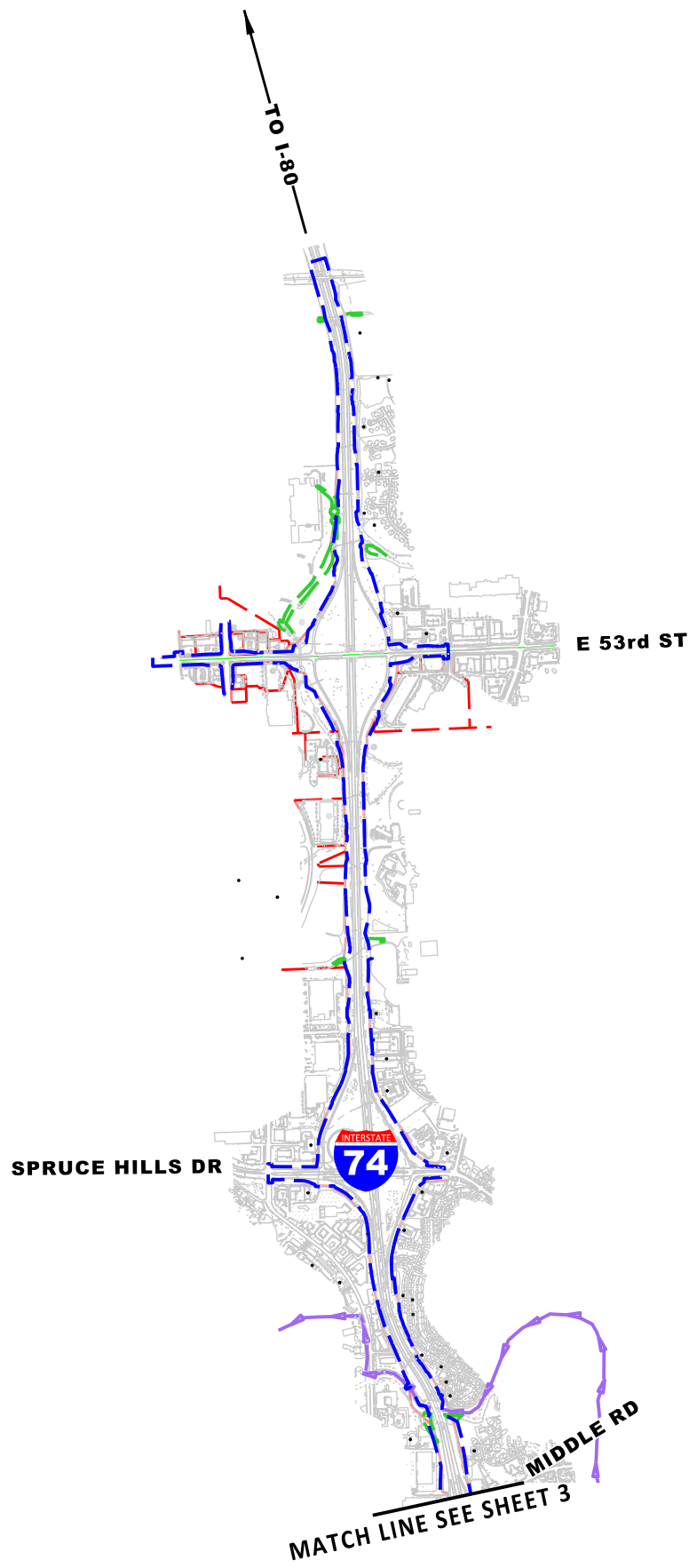
**ENVIRONMENTAL RESOURCE LEGEND**

	POTENTIALLY CONTAMINATED SITES
	PROPERTIES WITH STRUCTURES LISTED ON/ELIGIBLE FOR NRHP
	PROPERTIES WITH STRUCTURES INELIGIBLE FOR NRHP
	COMMUNITY FACILITIES
	DISPLACEMENTS
	BIKE/PEDESTRIAN TRAILS
	WETLANDS
	PARKS



**LEGEND**

-  FEIS CONSTRUCTION LIMITS
-  EXISTING ROW



**LEGEND**

- - - FEIS CONSTRUCTION LIMITS
- - - EXISTING ROW

**FIGURE S-4**  
**FEIS CONSTRUCTION LIMITS WITH ROW ACQUISITION**

MATCH LINE SEE SHEET 2

LIMITS OF EXPANDED CENTRAL SECTION

**ROW LEGEND**

- TOTAL TAKE
- PARTIAL TAKE
- - - - TEMPORARY EASEMENT
- - - - PERMANENT EASEMENT

MIDDLE RD



A

LINCOLN RD

MATCH LINE SEE SHEET 4



**LEGEND**

- - - - FEIS CONSTRUCTION LIMITS
- - - - EXISTING ROW





**FIGURE S-4**

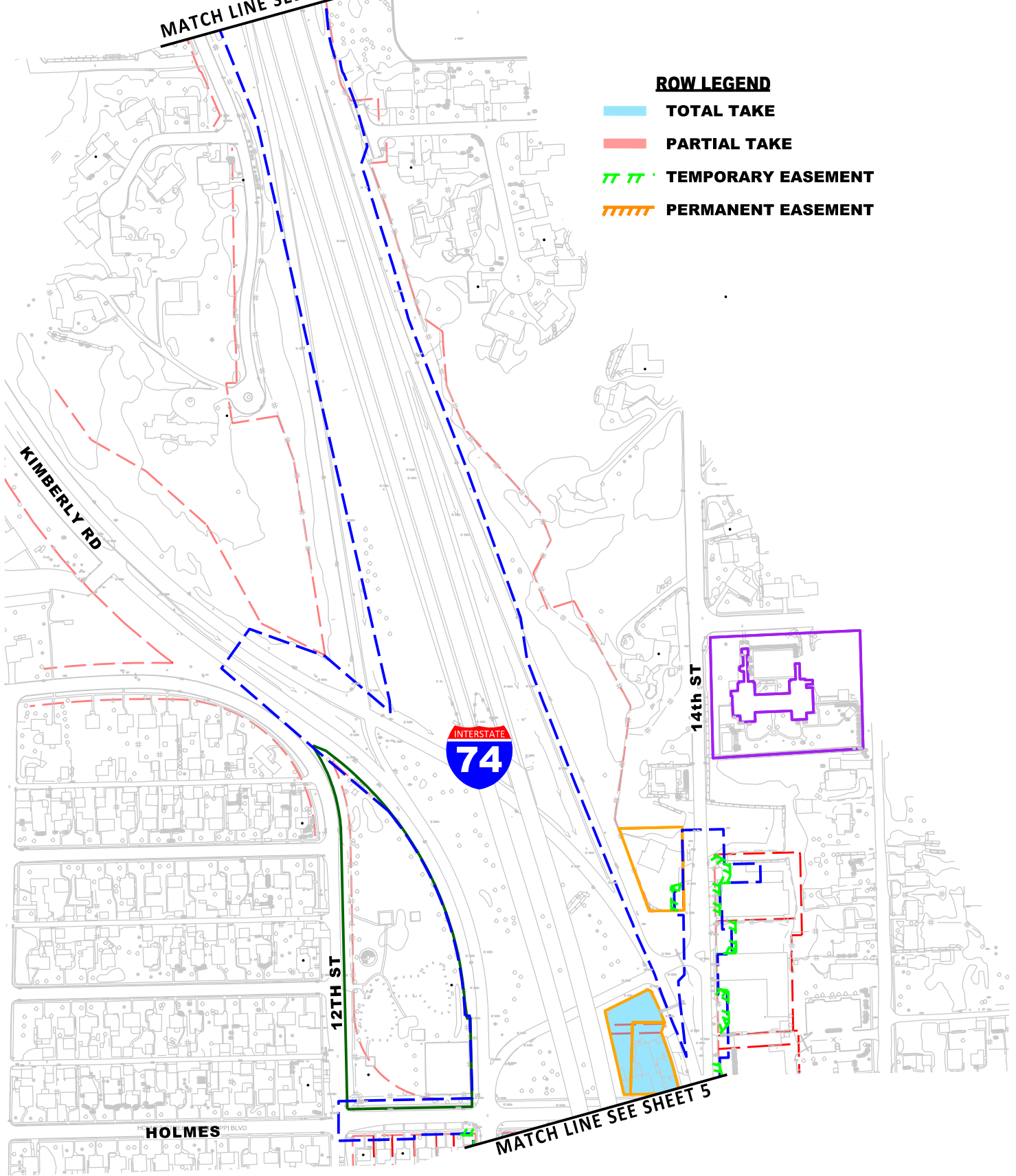
**FEIS CONSTRUCTION LIMITS WITH ROW ACQUISITION**





MATCH LINE SEE SHEET 3

**ROW LEGEND**

-  TOTAL TAKE
-  PARTIAL TAKE
-  TEMPORARY EASEMENT
-  PERMANENT EASEMENT



**LEGEND**

-  FEIS CONSTRUCTION LIMITS
-  EXISTING ROW

**FIGURE S-4**

**FEIS CONSTRUCTION LIMITS  
WITH  
ROW ACQUISITION**



MATCH LINE SEE SHEET 4

MISSISSIPPI BLVD

**ROW LEGEND**

- TOTAL TAKE
- PARTIAL TAKE
- TEMPORARY EASEMENT
- PERMANENT EASEMENT

BROWN ST

GRANT ST



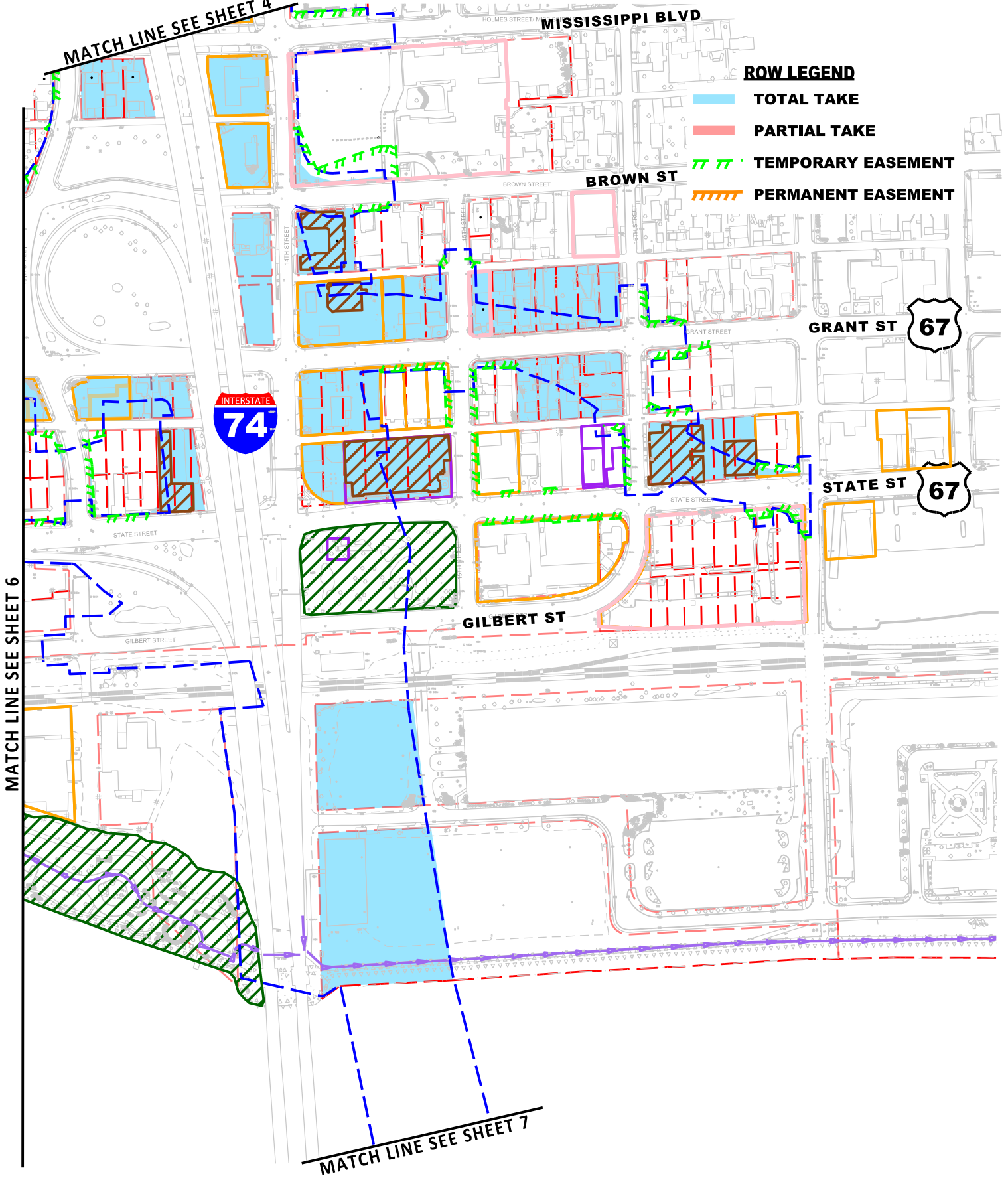
STATE ST



GILBERT ST

MATCH LINE SEE SHEET 6

MATCH LINE SEE SHEET 7

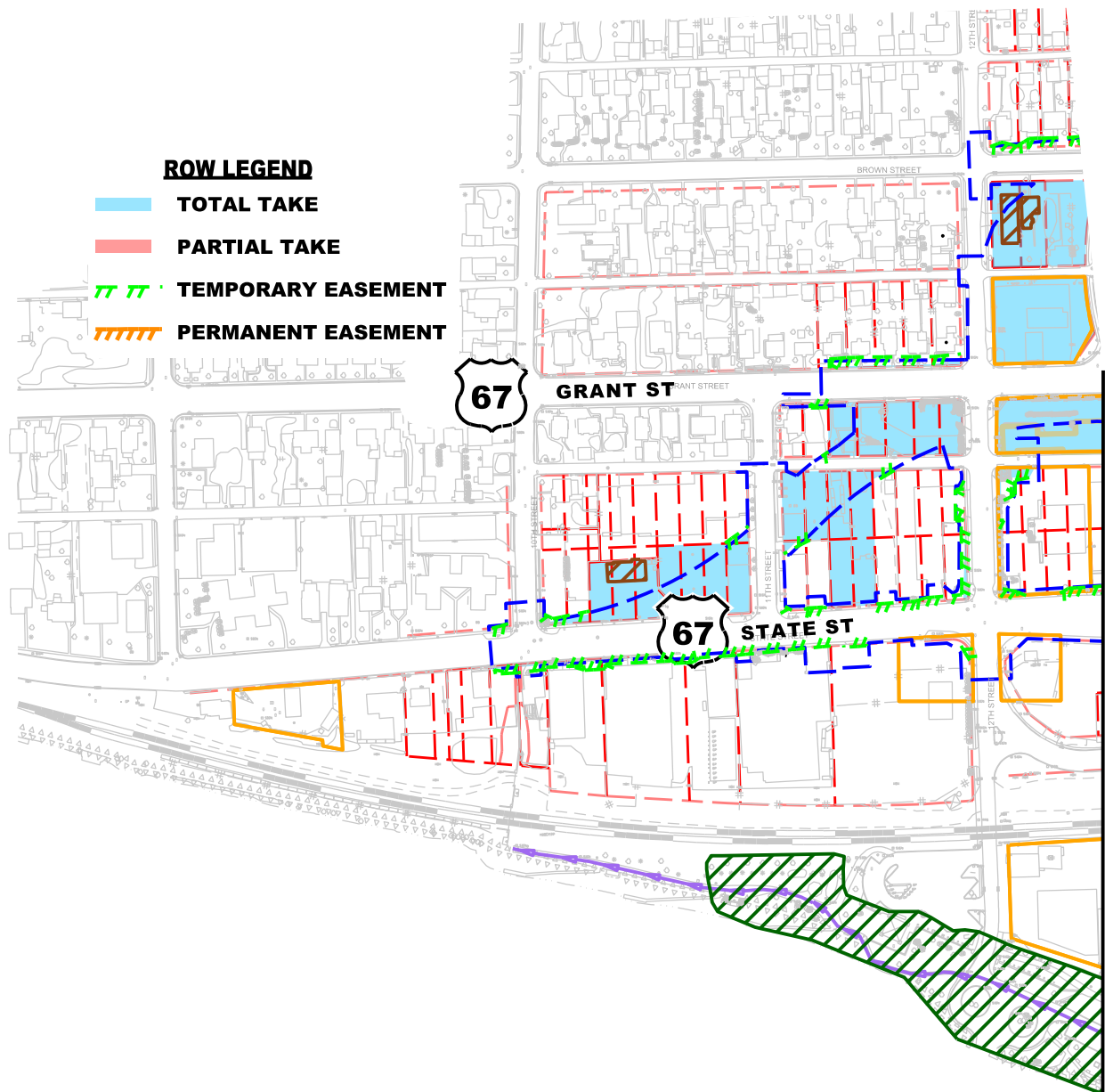


**LEGEND**

- FEIS CONSTRUCTION LIMITS
- EXISTING ROW

**FIGURE S-4**

**FEIS CONSTRUCTION LIMITS WITH ROW ACQUISITION**



**ROW LEGEND**

- TOTAL TAKE
- PARTIAL TAKE
- - - TEMPORARY EASEMENT
- - - PERMANENT EASEMENT

**LEGEND**

- - - FEIS CONSTRUCTION LIMITS
- - - EXISTING ROW

**FIGURE S-4**

**FEIS CONSTRUCTION LIMITS  
WITH  
ROW ACQUISITION**

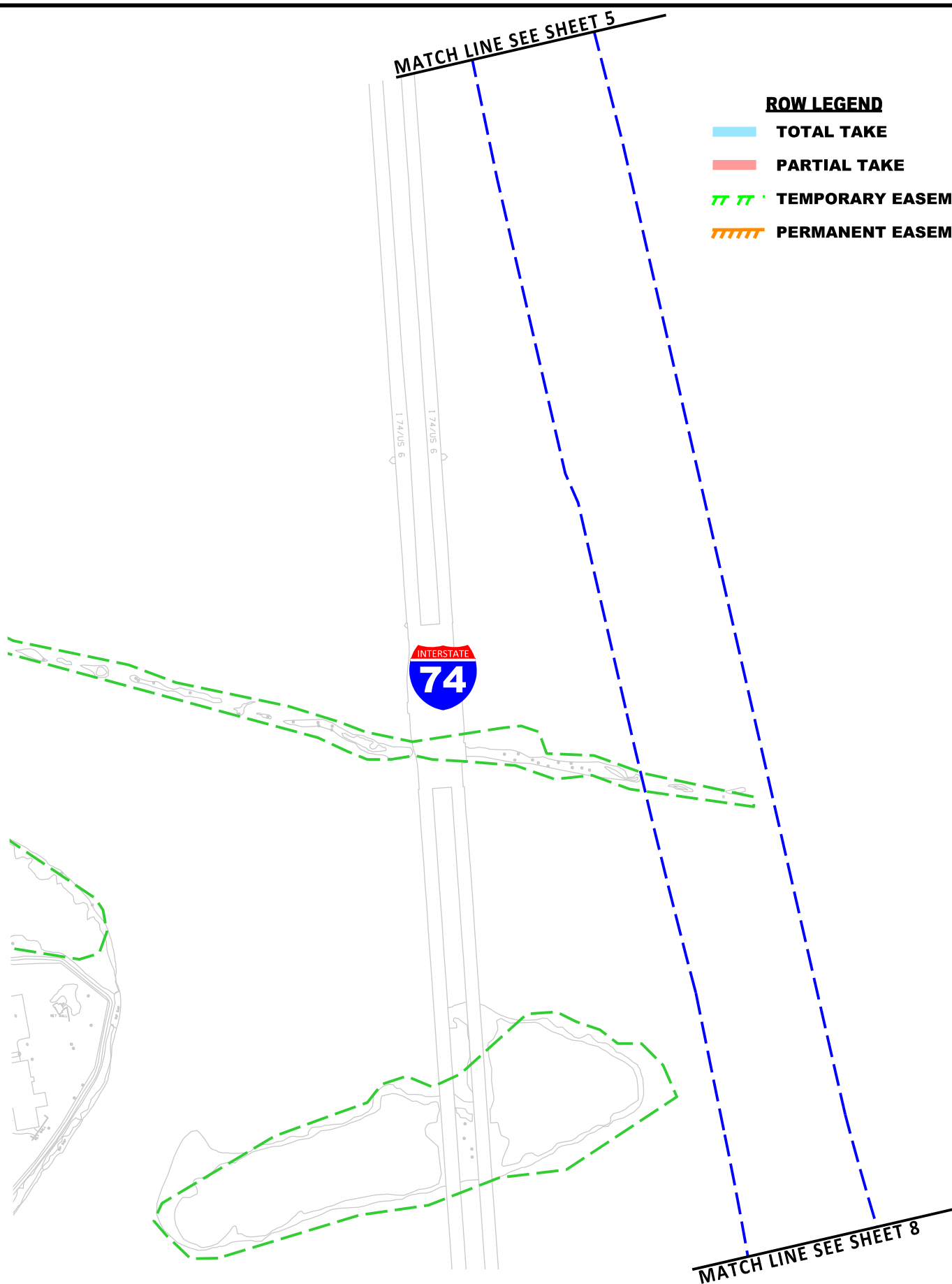


MATCH LINE SEE SHEET 5

MATCH LINE SEE SHEET 5

**ROW LEGEND**

- TOTAL TAKE
- PARTIAL TAKE
- TEMPORARY EASEMENT
- PERMANENT EASEMENT



MATCH LINE SEE SHEET 8



**LEGEND**

- FEIS CONSTRUCTION LIMITS
- EXISTING ROW

**FIGURE S-4**

**FEIS CONSTRUCTION LIMITS WITH ROW ACQUISITION**