

Memorandum

TO: DeeAnn Newell, Iowa DOT
FROM: Diane M. Campione, PE, SE
SUBJECT: Interstate 74 (I-74) Illinois NEPA Re-evaluation Technical Memorandum
DATE: March 11, 2016

This technical memorandum describes the project changes for the I-74 Interstate Quad Cities Corridor within Illinois that have occurred since the April 29, 2009 Record of Decision (ROD). The memorandum outlines the reasons for these changes, documents any differences in the project limits and any effects on the environmental consequences presented in the approved Final Environmental Impact Statement (FEIS).

A. 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 0.9 mile south of 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, and enhancements to the connecting arterial roadway system. The project will also provide improved opportunities for transit, bicycle/pedestrian and intermodal connections. The FEIS/Section 4(f) Statement was signed on January 8, 2009, and the ROD was signed on April 29, 2009.

A re-evaluation (NE40) for the Iowa portion of the project corridor was approved on December 11, 2014 (Appendix A). The Iowa re-evaluation document includes a discussion of corridor-wide changes that occurred with regard to project phasing and maintenance of traffic from those that were indicated within the FEIS, as well as project impact changes within Iowa. Public coordination meetings were held to provide an opportunity for public input, and the resulting comments are included as a part of that memorandum.

B. Changes in Project and Environmental Consequences

Since the completion of the FEIS, several changes have occurred that affect the Illinois portion of the project. These changes can be classified as follows:

1. Section B1 - Minor Changes: revisions to the project which do not necessitate additional right-of-way or cause new impacts to resources, but are outside of the FEIS construction limits
2. Section B2 - Major Changes: revisions to the project which require acquisition of additional right-of-way or cause new impacts to resources
3. Section C - Known Historic Properties
4. Section D - Davenport, Rock Island & Northwestern Railroad Depot Update
5. Section E - Ongoing Issues: areas of resource evaluation which will continue to be facilitated through the completion of final contract plans for the project

Each of these classifications will be discussed in detail within this document. The purpose of the discussion is to provide a description of the proposed work and to assess any resulting impacts.

Definitions:

FEIS Construction Limits: “Limits of Construction” shown on FEIS Appendix A, Preferred Alternative Exhibit.

Expanded Central Section Construction Limits: Limits of proposed work identified through the development of final contract plans for the project extending from 0.8 mile south of Avenue of the Cities to the south bank of the Mississippi River.

New Work Areas Outside of the FEIS Construction Limits: Limits of proposed work identified through the development of contract plans for the Expanded Central Section in Illinois which were not included within the FEIS Construction Limits; the differential in area between Expanded Central Section Construction Limits and FEIS Construction Limits in Illinois.

Existing Right-of-Way: Property currently owned by the Illinois Department of Transportation for which the state’s acquisition was prior to and not in association with the I-74 project. For the purposes of this document, any property that is now owned by the Illinois DOT but was purchased in conjunction with the I-74 project is stated as such.

NEPA Study Area: The “Area of Potential Effect” as identified within Appendix 4(f) – 1 of the 2008 Final 4(f) Statement for the project.

B1. Minor Changes

Several areas of the proposed expanded Central Section improvements (see Figure S-2) were found to be outside of the FEIS construction limits, but within the NEPA study area. Table S-1 lists these areas with an explanation of the proposed work and environmental impacts.

Table S-1.

Areas of Minor Change	FEIS Condition	Reevaluation Condition	Resources Affected
Areas 1a, 1b, 1c and 1d	Removal of the existing I-74 viaduct structures was not included in the FEIS construction limits.	Although the elimination of the existing Mississippi River bridge was noted within the FEIS, the removal of the approach structures in this area were not included within the construction limits. These FEIS construction limits should have included a boundary around the existing portions of I-74 that are not within the area of the proposed alignment to account for pier removals. Areas 1a, b, c and d represent the limits of removal for the existing I-74 viaduct structure. Proposed work includes removal of the existing bridge and associated piers. Any voids resulting from pier removal will be filled with aggregate or asphalt to conform to the surrounding surface elevation. This work will be completed within existing right-of-way.	No new resources which were not previously evaluated within the ROD will be affected within this area. This area has been identified as having recognized environmental concerns (RECs) and special waste reclamation will be addressed per applicable state and federal statutes within the contract plans.
Area 2	Signal and ADA improvements in this area were not indicated within the FEIS.	This area represents the limits of work associated with installation of ADA ramps and new signal work at 4th Ave and 19th Street. During the design phase of the project, it was determined that a signal interconnect would be necessary for 19th Street from 4 th Avenue to 7th Avenue. As a result, traffic signal modifications will be completed at this intersection. As the signals are within the sidewalk and will therefore alter it, the sidewalk ramps must be modified to meet PROWAG requirements. This work will be completed within existing right-of-way.	No new resources which were not previously evaluated within the ROD will be affected within this area.

Areas of Minor Change	FEIS Condition	Reevaluation Condition	Resources Affected
Area 3	FEIS construction limits did not provide for access from proposed Road A (see Figure S-2A) to the loading dock of the John Deere building located at 400 19th Street.	Access to the loading dock for this building is necessary as the dock cannot be relocated and therefore access must be provided at this location. This work will be completed within existing right-of-way.	No new resources which were not previously evaluated within the ROD will be affected within this area.
Area 4	The FEIS construction limits for reconstruction of River Drive ended approximately 100 feet west of the centerline of 23 rd Street.	In order to locate joints for the proposed concrete pavement properly for construction and future maintenance purposes, an additional area of pavement approximately 50' in length was reconstructed to the east of the FEIS construction limits. Additionally, a temporary bicycle path was necessary in order to maintain bike and pedestrian traffic during construction. A portion of the temporary path was constructed within this area and was removed and returned to its original condition with topsoil and seeding following the completion of the construction project. All work was completed within a combination of existing right-of-way as well as additional right-of-way and temporary easement that was purchased for the purpose of the project and in accordance with the FEIS.	No new resources which were not previously evaluated within the ROD will be affected within this area.
Area 5	The FEIS indicated that this building would be acquired but construction limits did not account for the full extent of its removal.	The building will be removed and the property graded and seeded. This work will be completed within the limits of this parcel (see Figure S-3B, Parcel 11, Sivyer Steel Corp.), which was purchased for the purpose of the project and was shown as a necessary acquisition within the FEIS.	No new resources which were not previously evaluated within the ROD will be affected within this area.

Areas of Minor Change	FEIS Condition	Reevaluation Condition	Resources Affected
Area 6	<p>The FEIS construction limits for the south end of reconstruction of 5th Avenue ended at Station 804+43, which was in the middle of the adjacent commercial entrance. The existing entrance apron was to remain in place.</p>	<p>In order to match existing conditions at the western project limits on 5th Avenue, a transition from the superelevation within the curve approaching proposed Road A back to a normal crown section must be provided. The reconstruction of 5th Avenue is proposed to extend approximately 20 feet west of the FEIS construction limits to Station 804+63 to accommodate this transition. The commercial entrance apron on the south side of 5th Avenue at Station 804+37 will also be reconstructed to accommodate this transition area. This work will be completed within existing right-of-way.</p>	<p>No new resources which were not previously evaluated within the ROD will be affected within this area.</p>

Areas of Minor Change	FEIS Condition	Reevaluation Condition	Resources Affected
Area 7	The FEIS construction limits included the construction of curb and gutter within this area.	<p>Although the limits of the proposed curb and gutter is consistent with the FEIS, the grading required to tie in to existing topography in the area of the new curb was not considered. The proposed limits of construction accommodate approximately 10' behind the curb complete this necessary work. Any disturbed earth will be repaired and seeded to return it to its prior condition once construction is completed. The work will be completed within existing right-of-way.</p> <p>In addition, a small parking lot in this area will be removed, and topsoil and seeding will be placed. This paved area currently remains in place following the completion of a contract to remove the former Trimble Funeral Home and floral shop buildings (see Figure S-3C, Parcel 007). The removal of the buildings and acquisition of the parcel was included in the FEIS; however, the remaining parking lot was not within the FEIS construction limits. All work will be completed within the limits of right-of-way that was purchased for the purpose of the project and in accordance with the FEIS.</p>	No new resources which were not previously evaluated within the ROD will be affected within this area.

Areas of Minor Change	FEIS Condition	Reevaluation Condition	Resources Affected
Area 8	The FEIS construction limits did not account for transitioning/lane shifting for traffic outside of the limits of pavement reconstruction in this area.	This area represents the limits of pavement reconstruction required to accommodate the removal of the median required for the maintenance of traffic during construction. Existing raised medians are proposed to be removed both west and east of the 7th Avenue pavement reconstruction limits in order to allow for temporary crossovers and lane shifts outside of the work zone. Temporary pavement marking for maintenance of traffic also extends beyond the FEIS construction limits on the west and east ends of 7 th Avenue. The existing medians and permanent pavement marking will be replaced in kind following the completion of construction in this area. This work will be completed within existing right-of-way.	No new resources which were not previously evaluated within the ROD will be affected within this area.

Areas of Minor Change	FEIS Condition	Reevaluation Condition	Resources Affected
Area 9	<p>The FEIS construction limits did not account for transitioning/lane shifting of traffic outside of the limits of pavement reconstruction in this area.</p>	<p>This area represents the limits of pavement reconstruction required to accommodate the removal of the median required for the maintenance of traffic during construction. Existing raised medians are proposed to be removed both west and east of the 7th Avenue pavement reconstruction limits in order to allow for temporary crossovers and lane shifts outside of the work zone. Temporary pavement marking for maintenance of traffic also extends beyond the FEIS construction limits on the west and east ends of 7th Avenue. The existing medians and permanent pavement marking will be replaced in kind following the completion of construction in this area.</p> <p>In addition, the FEIS construction limits included replacement of only half of the median on 7th Avenue between 18th and 19th Streets. In order to address maintenance concerns related to a partially reconstructed median the entire median will be replaced within this area.</p> <p>This work will be completed within existing right-of-way.</p>	<p>Stevens Square Park is located on the west side of 19th Street between 6th and 7th Avenues. No right-of-way or easements will be required from the park. The park will remain available for use by the public and users of the adjacent Moline Activity and Senior Center during and after construction of the project, as stated within the FEIS. No new resources which were not previously evaluated within the ROD will be affected within this area.</p>

Areas of Minor Change	FEIS Condition	Reevaluation Condition	Resources Affected
Area 10	<p>Signal and ADA improvements in this area were not indicated within the FEIS. Additionally, the FEIS construction limits did not account for transitioning/lane shifting of traffic outside of the limits of pavement reconstruction in this area.</p>	<p>This area represents the limits of work associated with installation of ADA ramps and new signal work at 6th Ave and 19th Street, as well as median removal to accommodate temporary traffic control.</p> <p>During the design phase of the project, it was determined that a signal interconnect would be necessary for 19th Street from 4th Avenue to 7th Avenue. As a result, traffic signal modifications will be completed at this intersection. As the signal modifications will cause result in alterations to the adjacent sidewalk, the sidewalk ramps in this area must be modified to meet PROWAG requirements.</p> <p>Existing raised medians are proposed to be removed on 19th Street both north and south of the 6th Avenue pavement reconstruction limits in order to allow for temporary crossovers and lane shifts outside of the work zone. Temporary pavement marking for maintenance of traffic also extends beyond the FEIS construction limits on the north and south approaches to 6th Avenue. The existing medians and permanent pavement marking will be replaced in kind following the completion of construction in this area.</p> <p>This work will be completed within existing right-of-way.</p>	<p>Stevens Square Park is located on the west side of 19th Street between 6th and 7th Avenues. No right-of-way or easements will be required from the park. The park will remain available for use by the public and users of the adjacent Moline Activity and Senior Center during and after construction of the project, as stated within the FEIS. No new resources which were not previously evaluated within the ROD will be affected within this area.</p>

Areas of Minor Change	FEIS Condition	Reevaluation Condition	Resources Affected
Area 11	The construction limits and structure layout contained within the FEIS did not accommodate necessary ditching on the east side of I-74 at this location.	This area represents the limits of work required to grade the existing earth for drainage adjacent to the proposed structure carrying I-74 over 19 th Street. A ditch will be cut in this area which varies between approximately 1 and 5 feet in depth from the existing earth contours. The work to be completed is within the existing right-of-way.	An additional 130 square feet (0.003 acre) of tree removal will be required to complete this work. No other new resources which were not previously evaluated within the ROD will be affected within this area.
Area 12	The FEIS construction limits did not include any improvements to light fixtures located outside of the pavement resurfacing areas on Avenue of the Cities.	Seven existing luminaires located on Avenue of the Cities to the immediate east and west of the I-74 ramp terminals will be replaced with LED luminaires on the existing poles. This work must be completed to provide consistent photometric conditions meeting state and federal requirements for ramp terminals. Replacement of these existing high-pressure sodium luminaires will also provide consistency with the light source and fixture type that will be utilized on the adjacent ramps and within the remainder of the project. The existing poles and foundations will remain in place and no underground work will be necessary. This work will be completed within existing right-of-way.	No new resources which were not previously evaluated within the ROD will be affected within this area.

Areas of Minor Change	FEIS Condition	Reevaluation Condition	Resources Affected
<p>Area 13</p>	<p>The preliminary drainage design within the FEIS was developed with the understanding that an existing storm sewer was present at the south limits of the project. This storm sewer is shown on archived “as-built” plans for this area. Based on these archive plans, it was anticipated that the proposed I-74 storm sewer could connect to this system. However, the supposed existing outfall and associated pipes could not be located in the field, and it has been concluded that they were never constructed as originally proposed within the archived plans for this area.</p> <p>The FEIS did not include installation of conduit within the ditch area on the east side of existing I-74.</p>	<p>This area represents two project elements. The first element is the installation of a detention area south of the southern project limits to accommodate the project’s stormwater runoff. Several methods of potential management of the proposed stormwater runoff were reviewed, and the installation of a detention area was determined to be the most feasible and economical option. The proposed detention area and outflow pipe will be constructed within the existing right-of-way. A wetland survey was completed within this area and the proposed work will not cause any impacts to wetlands (see Sheet 6 of Figure S-2).</p> <p>The second element within this area involves the installation of conduit to connect an existing overhead Dynamic Messaging System (DMS) structure into the proposed corridor-wide Traffic Management System. The existing DMS structure is located south of the project limits. The conduit will be constructed within the ditch area on the east side of the existing I-74 roadway and will extend approximately 400 feet south of the FEIS project limits.</p> <p>This work will be completed within existing right-of-way.</p>	<p>An additional 0.5 acre of tree removal will be required to construct the detention area. No other new resources which were not previously evaluated within the ROD will be affected within this area.</p>

Areas of Minor Change	FEIS Condition	Reevaluation Condition	Resources Affected
Area 14	The reconstruction of the intersection of 7 th Avenue and 19 th Street in Moline was included within the FEIS, but the traffic control method for this work was not specified.	<p>A temporary closure of this intersection will be utilized to reduce the cost and duration of its reconstruction. A local detour route will be posted for the duration of the closure. Access to all adjacent properties will be maintained at all times. A completion date will be established within the contract plans to limit the duration of closure as much as possible. The current estimate for the closure duration is approximately 2 months.</p> <p>This work will be completed within existing right-of-way.</p>	No new resources which were not previously evaluated within the ROD will be affected within this area.

B2. Major Changes

Several areas of the proposed expanded Central Section improvements were found to be outside of the FEIS construction limits and will require acquisition of additional right-of-way or may cause additional impacts to resources (refer to Figure S-2 for general location). These areas are discussed through two means: a table of areas where impacts have been minimized or small parcels of right-of-way are necessary, and individual discussions (Sections B3 and B4) for areas with more substantial impacts or environmentally-sensitive conditions.

Table S-2 indicates areas where limited resources have been identified or small parcels of additional right-of-way are necessitated by the project.

Table S-2.

Areas of Major Change	FEIS Condition	Reevaluation Condition	Resources Affected
Area A	The FEIS did not address temporary access for bicycle path users during construction.	This area represents the limits of a temporary bicycle path that was provided during the reconstruction of River Drive. This reconstruction project resulted in a temporary closure of the existing path within the project limits. A temporary path was necessitated to accommodate the Illinois DOT's requirement to maintain access for pedestrians and bicyclists during construction activities. The work was completed utilizing both previously-acquired ROW (Figure S-3A, Parcels 006, 046 and 047) and temporary easements (Figure S-3A, Parcels 005 and 046). The majority of the temporary path was removed at the completion of the River Drive contract in June 2015. A small portion of this temporary path was left in place within ROW purchased under Parcel 006 adjacent to the Moline Depot in order to provide continued access to the Depot property and to City utilities in this area. It will continue to be utilized by the City for utility access following the demolition of the Depot and will be eliminated as a part of the construction of the proposed I-74 roadway beginning in 2017.	No new resources which were not previously evaluated within the ROD will be affected within this area.

Areas of Major Change	FEIS Condition	Reevaluation Condition	Resources Affected
Area B	The FEIS construction limits did not include the reconstruction of this private entrance.	In order to meet Illinois DOT entrance approach grade criteria, this entrance must be reconstructed to a point which is approximately 50 feet beyond the existing right-of-way on the south side of 7th Avenue. Temporary easements totaling 5845 square feet (Parcel 059, 4225 sq ft; Parcel 060, 1620 sq ft) will be required to accommodate this entrance reconstruction. A narrow tract of ROW totaling 879 square feet (Parcel 059, 784 sq ft; Parcel 060, 95 sq ft) is also required from the two properties in this area in order to accommodate the proposed improvements to 7th Avenue (see Figure S-3C, Parcels 059 and 060).	Parcel 059, “Ferguson Holdings” at 2028 7 th Avenue, was identified as being eligible for the National Register of Historic Places. The proposed work has been reviewed by Illinois SHPO and received a finding of <i>No Adverse Effect</i> on November 23, 2015. Additionally, FHWA intends to make a <i>de minimus</i> 4(f) determination for this historic property. No other new resources which were not previously evaluated within the ROD will be affected within this area.

Areas of Major Change	FEIS Condition	Reevaluation Condition	Resources Affected
Area C	The FEIS indicated that Noise Abatement Wall 8 would be constructed immediately adjacent to the proposed I-74 outside shoulder.	This area represents the limits of work required to accommodate the Noise Abatement Wall 8. During the development of the final contract plans it was recommended to construct the noise wall within the embankment north of 12th Avenue. This revision was made in order to reduce the height of the wall and to move it farther away from the traveled way, thus reducing associated costs and enhancing motorist safety. Although the wall will be constructed within the existing right-of-way, two temporary easements totaling 448 sq ft will be required to allow sufficient area for the contractor to complete the construction of the noise wall (see Figure S-3E, Parcel 077).	An additional 145 square feet (0.0033 acre) of tree removal will be required to complete this work. No other new resources which were not previously evaluated within the ROD will be affected within this area.

Areas of Major Change	FEIS Condition	Reevaluation Condition	Resources Affected
Areas D1 and D2	Improvement of the substandard pavement superelevation within the intersection of 12 th Avenue and 19 th Street was not included as part of the project. In addition, the FEIS indicates that 12th Avenue was to be resurfaced through its intersection with 19th Street, but the FEIS construction limits did not accommodate this work.	These areas represent the limits of reconstruction that are necessary to correct the substandard pavement superelevation and complete reconstruction within the intersection of 12 th Avenue and 19 th Street. Several small temporary easements and one narrow strip of proposed right-of-way will be required to complete this work (see Figure S-3E, Parcels 068, 069, 070, 071, 074, 075, 076, 078 and 079). A total area of 41 square feet of right-of-way is necessary for this work (Parcel 074, 31 sq ft; Parcel 075, 10 sq ft). A total area of 5586 square feet of temporary easement is necessary for this work (Parcel 068, 566 sq ft; Parcel 069, 597 sq ft; Parcel 070, 483 sq ft; Parcel 071, 188 sq ft; Parcel 074, 754 sq ft; Parcel 075, 840 sq ft; Parcel 076, 796 sq ft; Parcel 078, 534 sq ft; Parcel 079, 828 sq ft).	No new resources which were not previously evaluated within the ROD will be affected within this area.
Area E	FEIS construction limits indicated that the proposed construction would tie into the existing grade at the outside edge of the proposed aggregate shoulder within this area.	This area represents the limits of construction required to accommodate the removal of an existing paved ditch and associated regrading, as well as the installation of a new access control fence. Any turf or soil disturbance will be repaired and seeded to return it to its original condition following construction. Although this work will be completed within the existing right-of-way, a 525 sq ft temporary easement will be necessary to provide for construction access (see Figure S-3F, Parcel 072).	No new resources which were not previously evaluated within the ROD will be affected within this area.

Areas of Major Change	FEIS Condition	Reevaluation Condition	Resources Affected
Area F	The FEIS did not make accommodations for closure of 19 th Street during construction.	A temporary closure of 19 th Street will be utilized between 11 th Avenue and Avenue of the Cities to reduce the cost and duration for reconstruction of 19 th Street. This temporary closure will occur during Stage 1 and has been approved by the City of Moline. A completion date will be established within the contract plans to limit the duration of closure as much as possible. The current estimate for the closure duration is approximately 6 months. As a result of this closure, the existing entrance for the southernmost property on 19 th Street (Parcel 085, American Rental Association, Inc.), just north of Avenue of the Cities, will be temporarily inaccessible. Temporary access will be provided to this property off of 23 rd Street. A 2047 sq ft temporary easement will be required for this work (see Figure S-3G, Parcel 085). The area within the easement will be returned to its existing condition following the completion of the 19 th Street improvement.	The proposed temporary access for American Rental Association, Inc. will accommodate all necessary vehicular access to the business. The business owners have no objections to this temporary entrance location or configuration. A total of 6 trees will be removed in order to install the temporary entrance. No other new resources which were not previously evaluated within the ROD will be affected within this area.

B3. Viking Land Group Property Acquisition (Figure S-3B, Parcel 30)

This property, located at the northeast quadrant of 5th Avenue and 21st Street in Moline, was not shown as being impacted within the FEIS. The FEIS construction limits were shown to extend along the western edge of the building that is located on this property, which is the location of the sole entrance to the building. The proposed Access Control line was shown along this face of the building within the FEIS as well. Current access for the existing building will be eliminated as a result of the location of the proposed Access Control line. Alternative access cannot be provided due to the limited size of the property and the configuration of the building; therefore the property should have been indicated for acquisition within the FEIS. The Illinois DOT acquired Parcel 30 for \$163,000 on August 20, 2013. The building is currently being leased to the owner of the property located immediately to the east of Parcel 30. This property owner has expressed a potential interest in purchasing the building, which would eliminate the need to demolish it. If such an interest is confirmed the Illinois DOT will work with the Central Bureau of Land Acquisition and the Illinois FHWA to determine if a sale of the remaining property is feasible.

No new resources which were not previously evaluated within the ROD will be affected within this area.

B4. Deere Parking (Figure S-4)

Within the FEIS a portion of the existing employee parking for the Deere and Company Information Technology (IT) facility was identified as being impacted by the project. Approximately 500 employees work in this building, and about 546 parking stalls are currently utilized through both owned and leased lots. One leased lot is owned by the Illinois DOT and is located underneath the existing I-74 viaduct bridge. Approximately 30 to 50 of the IT facility's employees are on call 24 hours a day, 7 days a week and are provided with reserved parking stalls. Other employees work a typical work-week, running three shifts, and utilize the general parking stalls within these lots. These lots are depicted on Figure S-4.

Deere is the 2nd largest employer within the Quad Cities and their IT center is one of the most substantial employers within the downtown Moline area with over 500 workers. An inability to provide sufficient parking areas and subsequent relocation of this employment center would result in significant socio-economic impacts throughout the community. Consequently it was determined following the completion of the ROD that replacement parking must be defined and provided in order to allow for Deere's continued presence at its current location. As the building is located within a downtown area, limited options exist for replacement parking that would be reasonable and safe while meeting the needs of this company.

Of the 546 parking stalls that are currently utilized, the project will impact a total of 267 stalls: 226 stalls are located on land that will be acquired and 41 stalls are within an area under the existing viaduct that is currently owned by IDOT and leased by Deere. The proposed roadway alignments directly impact two of the existing parking lots as well as the leased land under the existing structure which will cause these areas to be unavailable for parking. Proposed mainline I-74 structures as well as the Ramp 6th-C structure and embankment will be constructed on the land that currently encompasses the two parking lots to be acquired. Embankment associated with Ramp 6th-C as well as the proposed Road A will reside on the land that is currently underneath the existing I-74 viaduct structure. These areas are denoted on Figure S-4A.

Based on recent and ongoing discussions with Deere, the cost for relocation of the IT facility has been estimated in excess of \$100,000,000. This is primarily due to the unique services provided therein and the equipment necessary to support the IT needs of a major international corporation. The services provided by the IT facility must be functional on a continuous basis. In order to ensure reliability, the facility has electric service provided through two separate circuits in addition to a bank of dedicated backup generators. Additionally, phone and data service is provided by three different companies. As a result of the necessity for constant operability, a new facility with like electrical service, phone/data service, computers, security, network, and other elements would need to be in place before the existing facility could be shut down. The company is currently completing a 5-year, \$30 million rehabilitation project for telecommunication wiring and infrastructure for the building, which could increase relocation costs even further. The mitigation of lost parking for this company is critical as the purchase and relocation of the facility would be devastating to the Moline community with the resulting displacement of jobs and would be an additional financial burden for taxpayers.

Several options were identified for locations of replacement parking. Option 1 as shown on Figure S-4B, Area 1 encompasses the property occupied by the Sivyer Steel and Viking buildings. Both of these properties are total acquisitions; the Sivyer Steel building was identified as such in the FEIS, and the impacts to the Viking building that were identified subsequent to the FEIS are discussed within Section B3 of this document. Option 2 as shown on Figure S-4B, Area 2 consists of a combination of IDOT right-of-way and private property located south of the existing John Deere facility. Option 3 consists of the construction of a parking deck facility on property located immediately south of the John Deere facility, and Option 4 involves the conversion of state property within the area of existing I-74 between River Drive and 4th Avenue. A matrix comparing critical components of these options is included as Table S-4.

Option 1 - Area 1 (See Figure S-4B.1):

The primary benefit of Area 1 is that this property has been acquired by the Illinois DOT. However, a net loss of nearly 50 stalls would be realized if this option were to be implemented. This loss would occur due to the fact that 226 stalls will be displaced as a result of the I-74 project while a maximum of 177 stalls could be accommodated within Area 1.

In addition, Area 1 has several functional disadvantages for the purpose of establishing replacement parking for the Deere IT facility. Although the existing parking lots to be acquired as a part of the project are located on the opposite side of existing I-74 than that of the building, the parking lot is essentially continuous due to the use of leased parking underneath the viaduct. Employees currently walk under the viaduct to traverse between the eastern parking lot and the building. Secondly, the south abutments of Ramp 6th-C will be constructed on embankment in close proximity to 4th Avenue, thus requiring the provision of a tunnel through the embankment to allow for pedestrian access. The estimated cost to construct such a tunnel is \$200,000. Thirdly, John Deere management has expressed concerns regarding safety for employees who would need to traverse this area during the hours of darkness, as well as its additional distance from the work location. Of particular concern is employee passage through a pedestrian tunnel, as security could be particularly difficult to maintain in this area of reduced visibility. Given the character of this urbanized area it is anticipated that pedestrian safety could be compromised in these sheltered, difficult-to-see locations, yielding substantial concerns with regard to safety for Deere employees. The provision of additional security cameras and lighting would be necessary to mitigate these safety concerns as much as possible. Finally, the owner of property

which adjoins the Viking building is currently renting the building from the Illinois DOT and has expressed an interest in potentially pursuing its acquisition. Selling the building would be economically advantageous for the Department and would eliminate the necessity to demolish it. The estimated cost for this option is \$400,000 which includes provisions for the pedestrian tunnel, enhanced security systems, lighting and building demolition.

Option 2 - Area 2 (see Figure S-4B.2):

Area 2 is located directly south of the existing parking lots adjacent to the Deere IT facility. This location is optimal for access to the Deere facility as it is contiguous with a parking lot that is currently leased by Deere from the City of Moline. This leased property will continue to serve as parking for Deere following completion of the I-74 project. Area 2 is comprised of a combination of vacant, commercial and residential private property as well as existing Illinois DOT right-of-way, and is sufficient in size to accommodate 223 stalls. This location was identified as a potential replacement parking site and has been continually supported by both John Deere and the City of Moline for the purpose of establishing replacement parking.

As shown on Figure S-4B.2, several parcels within Area 2 have already been acquired by the Illinois DOT. The remaining private property within this area is also denoted on Figure S-4B.2. A summary of the various parcels, a history of their acquisition status and a discussion of any affected resources is as follows:

- Parcel 022 (also referenced on Figure S-3B)
This commercial property is owned by McLaughlin Oldsmobile-Cadillac, Inc. and serves as an automobile body repair shop. An existing building on the property would need to be demolished. This building is not on or eligible for the National Register of Historic Places. No new resources which were not previously evaluated within the ROD have been identified within this parcel.
- Parcel 012 (also referenced on Figure S-3B)
This property was purchased by IDOT from Berring Bearing Company on December 5, 2011. The building that was present on this property was removed by IDOT through Contract 64J49 which was let in June, 2013. This building was not on or eligible for the National Register of Historic Places. No new resources which were not previously evaluated within the ROD have been identified within this parcel.
- Parcel 023 (also referenced on Figure S-3C)
This vacant lot is owned by McLaughlin Oldsmobile-Cadillac, Inc. No new resources which were not previously evaluated within the ROD have been identified within this parcel.
- Parcel 024 (also referenced on Figure S-3C)
This property is owned by Raymond McLaughlin. A small garage or storage building is located on this property. The existing building on the property would need to be demolished. This building is not on or eligible for the National Register of Historic Places. No new resources which were not previously evaluated within the ROD have been identified within this parcel.

- Parcel 013 (also referenced on Figure S-3C)
This vacant lot was purchased by IDOT from the City of Moline on November 29, 2011. No new resources which were not previously evaluated within the ROD have been identified within this parcel.

- Parcel 042 (also referenced on Figure S-3C)
This residential property was purchased by the Illinois DOT from Quad City Redevelopment Resources on May 16, 2014. The building on the property was most recently utilized as a multi-unit apartment structure. The building was constructed at the turn of the century and is commonly referred to as the George Benson House within the cultural evaluation for the project. However, the building has been modified such that the Illinois SHPO determined in 2002 that it is not eligible for the National Register of Historic Places. Consequently no cultural resources are identified within this property. No other new resources which were not previously evaluated within the ROD have been identified within this parcel.

An additional property is within the vicinity of the proposed replacement parking area but will remain under private ownership and will not be directly impacted by the proposed parking lot development. This property is located at 1925 Sixth Avenue and is the location of the C. Ivar Josephson House. This building has been identified as eligible for the National Register of Historic Places. A 15-foot greenspace buffer will be established along the west side of this property to ensure that the proposed work will not adversely affect the setting of the property. The proposed work in the vicinity of the Josephson House has been discussed in consultation with the Illinois SHPO and has been found to have no adverse effect (see Attachment A for 106 Coordination, Architectural Resources). The total cost of this alternative is estimated at \$1.22 million, which includes acquisition of the necessary parcels and demolition of existing buildings.

Option 3 –Area 3 (see Figure S-4B):

This option would consist of the construction of a multi-level parking garage in Area 3 and would require the acquisition of the existing city-owned parking lot located directly south of the John Deere IT building. This new structure would need to accommodate a total of 303 parking stalls: 77 stalls which are currently located within Area 3, and 226 spaces which will be displaced as a result of the I-74 project. The cost for a parking garage of this size is estimated at \$7.5 million. This estimate is based on the cost of the lot purchase, provision of an adequate structure that may be as high as seven stories to accommodate the 303 necessary parking stalls, and provisions for security, lighting and other requirements such as green space. As the height of the parking structure increases its aesthetic appeal will be diminished as it would become the focal point for the downtown area. Additional costs can be expected as other factors such as zoning, accessibility, and environmental requirements are taken into account. The provision of security guards and long-term tasks including structural inspections, elevator operation and janitorial services may also be necessary to maintain the use of such a garage.

Option 4 – Area 4 (see Figure S-4B):

Area 4 is located underneath and adjacent to the existing I-74 viaduct structure between 4th Street and River Drive. This area is currently owned by the state and could accommodate up to 322 parking stalls. However, use of this land for parking would not be possible until completion of the project as the existing viaduct bridge and ramps would need to be demolished prior to construction of a parking lot. This would leave Deere without sufficient parking for a period of approximately four years, thereby making this option infeasible. In addition, the location for this parking would be unfavorable as users would have to cross the existing railroad tracks on the north side of 4th Street to gain access between the lot and the building. Costs associated with earth grading, lighting and railroad crossing pedestrian signals that would be necessary to accommodate a parking lot in this area are estimated at \$350,000.

Option 2 - Area 2 remains the preferential location for replacement parking due to location, minimal resulting impacts to the surrounding area, safety and convenience. This area will accommodate replacement of virtually all of the parking stalls that will be eliminated as a result of the I-74 project. John Deere and Company and the City of Moline have expressed a strong desire for this solution.

C. Known Historic Properties

C1. Eagle Signal Building

The Eagle Signal Building is currently owned by Jack Spiegel of Spiegel Moving & Storage (Spiegel) and is located on the corner of 20th Street and Third Avenue (River Drive) in Moline, Illinois (see Figure S-3A). This property was identified as being eligible for the NRHP within the Final 4(f) Statement and FEIS for the project, and no impacts to the property were anticipated within those documents.

An advanced local road project was initiated in the summer of 2014 for work in preparation for the new I-74 bridges over the Mississippi River. This project involved reconstruction of the River Drive pavement, new ramp connections for the proposed river bridges, relocation of the Great River Trail shared multi-use path, and installation of new sanitary sewers. Plans for the sanitary sewer improvements were developed by the City of Moline and were included as a part of Illinois DOT's contract for the River Drive improvements. Portions of this work were located along the south side of the Eagle Signal Building.

In order to accommodate the shared-use path and proposed sanitary sewer line, it was necessary for the Illinois DOT to acquire additional right-of-way and temporary easement. During construction of the sanitary sewer, Illinois DOT staff became aware of the potential that the new sanitary sewer line had been constructed on the Eagle Signal Building property. Additional research was conducted by the Illinois DOT staff and the City of Moline, as it was the city's contention that the new sanitary sewer line was constructed on city-owned property. A second title search was conducted and it was then determined that the Illinois DOT's title company had erred in their initial title search. The second title search revealed that the property acquired by the Illinois DOT was actually property acquired by the City of Moline in 1998. A portion of the temporary easement that was acquired by the Illinois DOT from Spiegel was also owned by the City of Moline. The remaining temporary easement that was acquired from property which was owned by Spiegel in actuality had a total area of 252 square feet.

Ultimately, it was determined that the property on which the new sanitary sewer line was constructed is owned by the City of Moline.

Additionally, the contractor for the River Drive project obtained a temporary use permit from Spiegel to construct the sanitary sewer. Prior to the construction activity, the area of affected property consisted of a parking lot that was in poor condition with an old chain link fence along the south property line that divided the property from the multi-use path. This parking lot area was returned to pre-existing condition following completion of the sewer connection work and the building was not impacted in any fashion.

The Illinois SHPO concurred with the finding of *No Adverse Effect – Architectural Resources* for this property on November 23, 2015 (see Attachment A). No other new resources which were not previously evaluated within the ROD were or will be affected within this area.

C2.Scottish Rite Cathedral

The Scottish Rite Cathedral is located on the southwest corner of Seventh Avenue and 19th Street in Moline. This property is eligible for the National Register of Historic Places. Within the FEIS and Final 4(f) Statement, it was acknowledged that the southeastern corner of the Scottish Rite Cathedral property is within the footprint of the proposed southbound entrance ramp at 19th Street in Moline. It was also noted within the Final 4(f) statement that the potential impact would be limited to the property, primarily the parking lots, and would not affect the building directly.

The cathedral building occupies the far west side of the property abutting 18th Street. Work along 19th Street adjacent to the existing parking lot will require the acquisition of a small amount of right-of-way (0.085 acres) at the southeast corner of the property and a temporary easement (0.092 acres) along the entire eastern side of the parking lot (see Figure S-3D).

The work in this area involves the construction of a new southbound entrance ramp onto I-74. The ramp elevation transitions from street level at 7th Avenue upward to the proposed I-74 bridge south of the Scottish Rite Cathedral property. Also challenging the design is the existing steep hill along the west side of the new ramp and part of the Scottish Rite Cathedral property. The new ramp will include a retaining wall on its east side and a ditch section along its west side.

The temporary easement and right-of-way in this area is necessary to complete minor earthwork to match the existing steep bank along the hill. This earthwork will consist of both cuts and fills but is generally within approximately two feet of the existing grade and terminates at an elevation approximately 10 feet or less above the proposed roadway elevation. In addition a chain link fence will be erected at the proposed access control line to the east of the proposed ramp. It is of note that the part of the cathedral's parking lot adjacent to the project's temporary easement and right-of-way was not part of the original property on which the cathedral sits. It was acquired during the 1970's.

An additional 0.164 acre of tree removal will result from this work. A finding of *No Adverse Effect – Architectural Resources* for this property was concurred upon by Illinois SHPO on November 23, 2015 (see Attachment A). Additionally, FHWA intends to make a *de minimus* 4(f) determination for this historic property. No other new resources which were not previously evaluated within the ROD will be affected within this area.

C3.C. Ivar Josephson House

The C. Ivar Josephson House is located along Sixth Avenue immediately west of the existing I-74 bridge. As noted within the Final 4(f) Statement for the project, the Illinois DOT will acquire a temporary easement along the Sixth Avenue frontage because of the grade change required for the reconstruction of Sixth Avenue. The profile of Sixth Avenue will be raised approximately 4.5 feet from its existing elevation in front of the Josephson House. This change will bring the roadway up to the original elevation which was in place prior to the construction of the existing I-74 bridge. There will be no change in ownership of the land, as well as no physical impacts to the building. All land within the temporary easement will be returned to a condition that is comparable to or better than that which existed prior to the project.

Since the completion of the Final 4(f) Statement and FEIS, it was determined that adjacent properties to the west of the Josephson House would be acquired for the provision of replacement parking for the nearby John Deere Worldwide IT Center. This proposed replacement parking area is discussed in detail within the Section B.4 of this document. As the atmosphere and best use of the area has moved toward commercialism, the setting around the Josephson House has diminished over time as the area was converted from residential area to a commercial area. This conversion began in the 1960's and continues today. The acquisition of properties and conversion of those properties to parking lots surrounding the Josephson House is not an adverse effect because the integrity of the setting has been diminished over time by the conversion of the residential area to a commercial area. A 15' greenspace buffer will also be provided on the west side of the Josephson property in order to limit any impacts to the building's setting.

The Illinois SHPO concurred with the finding of *No Adverse Effect – Architectural Resources* for this property on November 23, 2015 (see Attachment A). Additionally, FHWA intends to make a *de minimus* 4(f) determination for this historic property. No other new resources which were not previously evaluated within the ROD will be affected within this area.

D. Davenport, Rock Island & Northwestern Railroad Depot Update

As discussed in the FEIS, the Davenport, Rock Island & Northwestern Railroad Depot (Depot) is a 114-year-old building located at 2012 River Drive in Moline, Illinois. This property is eligible for the National Register of Historic Places. It was identified within the FEIS that the project would impact the Depot, requiring its relocation or demolition.

As a measure to minimize impacts during the development of the FEIS, relocation of the building was evaluated. No willing manager of a new site was identified and therefore relocation of the structure was dropped from further consideration. A Memorandum of Agreement was signed between the Illinois State Historic Preservation Officer (SHPO) and the FHWA on May 21, 2008 which stated that the Depot would be demolished in conjunction with the project. The April 29, 2009 ROD documented that the Depot would be demolished in conjunction with the I-74 project.

Subsequent to the ROD, local preservation groups worked to save the landmark. In 2010, Western Illinois University (WIU) expressed an interest in acquiring the building to utilize as a day care facility or welcome center on its riverfront campus located 0.9 mile east of the Depot's existing location.

During ongoing discussions with the Illinois DOT and the City of Moline over the next two years, WIU indicated a willingness to spend \$300,000 to remodel the Depot building if the relocation were to be otherwise funded. A Memorandum of Agreement (MOA) was developed between FHWA, Illinois SHPO, Illinois DOT, City of Moline and WIU whereas the City of Moline and WIU would work to relocate the Depot to WIU's Quad Cities Riverfront Campus in Moline. One stipulation in that agreement was if the Depot was not relocated by September 30, 2014 the Illinois DOT would demolish the Depot. The MOA was never signed by all parties.

During this period of 2010-2012, the Illinois DOT committed to provide the estimated \$1,351,376.00 to the city as the lead in moving the Depot. The estimate was provided by the City of Moline. As owners of the building a portion of the moving costs would remain the responsibility of the City, which was estimated at \$130,000. The City expressed an inability to provide these funds.

Because the City was unable to commit funds towards the relocation of the Depot, the Moline Preservation Society (MPS) established a "Save the Moline Depot" campaign. As of 2012 the MPS had collected \$72,000 in pledges for cash and voluntary services from the community towards relocation of the Depot.

In December 2012 Governor Pat Quinn sent a letter to the MPS directing the Illinois DOT to cover the City of Moline's portion of the costs associated with moving the depot to its new site, up to \$82,000. This commitment was based on the understanding that the Depot would be moved to WIU.

The Illinois DOT paid \$140,500 in June of 2013 for the land the Depot sits on and the city retains ownership of the building.

In August, 2014 WIU determined that the plan to move and maintain the Depot at its new location would be economically infeasible. This determination was based substantially on cost estimates that had been prepared on their behalf for the renovations that would be necessary to make the building usable while adhering to required guidelines for maintenance of historic integrity.

Following this announcement the MPS continued to express an interest in finding another entity to take possession of the Depot and maintain it into perpetuity. In conjunction with the City of Moline, the Illinois DOT established a July 1, 2015 deadline to locate such an entity. The MPS worked with Illinois SHPO and FHWA to determine if the Depot could be moved and use the Illinois DOT's financial obligations to WIU as a means to assist another potential owner.

In December, 2014 the Illinois DOT met with two representatives from the MPS along with a local developer. This group proposed that the Depot be relocated to land owned by the developer with the aforementioned moving costs of \$1,351,376.00 to be paid by the Illinois DOT. This cost included site preparation at the proposed location for the building. After extensive coordination with state and federal officials including the Illinois DOT Chief Council, FHWA, and Illinois SHPO it was determined in February, 2015 that it would not be permissible to utilize state funds to benefit a private organization. Therefore the Illinois DOT could not provide any subsidy for relocation of the building except to another public entity.

In April of 2015, representatives from the "Save the Depot Committee" met with Illinois DOT staff, FHWA and other stakeholders in Springfield to request that the state reconsider funding the relocation

of the building. It was acknowledged that the I-74 project was under review by Governor Rauner's office and therefore no action could be taken until the review's completion.

Following the conclusion of the project review, a letter was sent to the "Save the Depot Committee" from the Illinois DOT on October 9, 2015 informing them that the Illinois DOT would not participate in funding the relocation of the Depot building. They were advised that unless a governmental entity was identified which was willing to accept and maintain the building into perpetuity, demolition would proceed in accordance with the 2008 Memorandum of Understanding between the Illinois DOT and Illinois SHPO.

The Illinois DOT acquired the Depot building from the City of Moline on February 1, 2016 and will let a contract to demolish the building in April 2016.

E. Recently Completed Coordination – Archaeological Resources

The archaeological survey for the Illinois portion of the project was completed in late November, 2015. No archaeological resources eligible for the National Register of Historic Places were identified. A finding of *No Archaeological Resources Affected* was issued for this project on March 2, 2016 (see Attachment A).

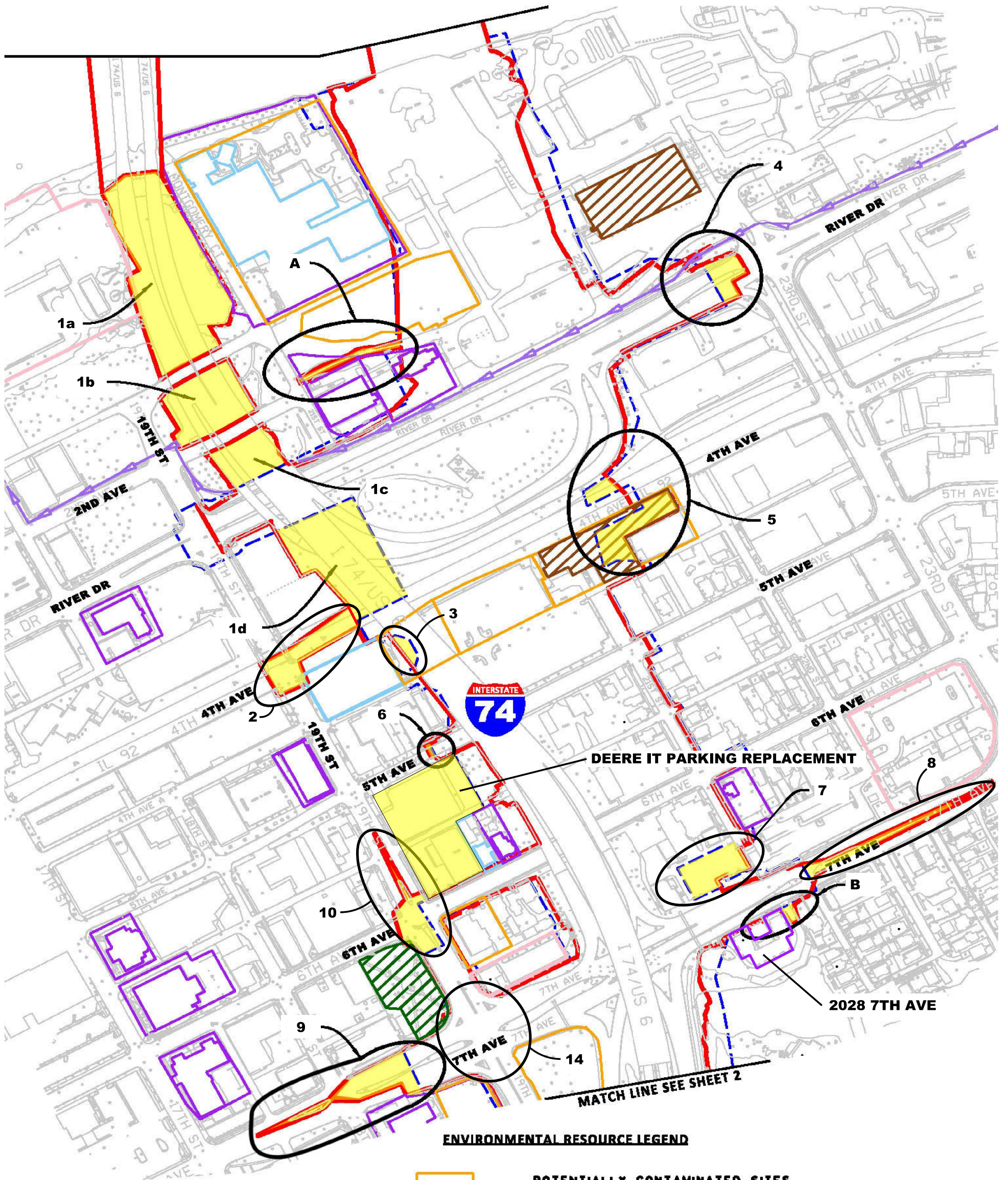
F. Ongoing Issue – Biological Assessment (BA)

The Biological Assessment (BA) for the replacement of the bridge carrying I-74 over the Mississippi River is currently under development. The pre-consultation stage of the BA was initiated with the United States Fish and Wildlife Service (USF&W) in late 2014, following the completion of the mussel survey at the existing and proposed I-74 structure locations. Three endangered species of mussels were identified during the survey: Higgins eye, sheepsnose and spectaclecase. Due to the presence of these species and the size of the proposed project, a substantial coordination effort has been implemented between the Iowa DOT, Illinois DOT and USF&W.




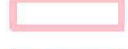




In late summer 2015, the Iowa DOT began composition of the BA. An action area has been developed for the project to define the extent of potential mussel impacts. Within this area an estimated 900,000 mussels may require relocation as a result of the project. Though not all of these animals are classified as endangered, the various species are intermingled and therefore all mussels within the action area must be relocated accordingly. Relocation sites have been identified and will be proposed for approval by USF&W as a part of the BA. The relocation of these mussels is estimated to cost up to \$5 million which will be shared between Iowa and Illinois. It is anticipated that the BA will be completed by mid-2016.

G. Conclusion

As discussed within this document, changes to the Illinois portion of the I-74 Mississippi River Corridor project since the completion of the FEIS and ROD have been analyzed for the potential for resource impacts. The changes to the proposed action, new information, or new circumstances do not result in environmental impacts that are significant. Therefore, pursuant to 23 CFR 771.130 (c) it is the recommendation of the Illinois and Iowa Departments of Transportation that a supplemental EIS is not necessary for this action.






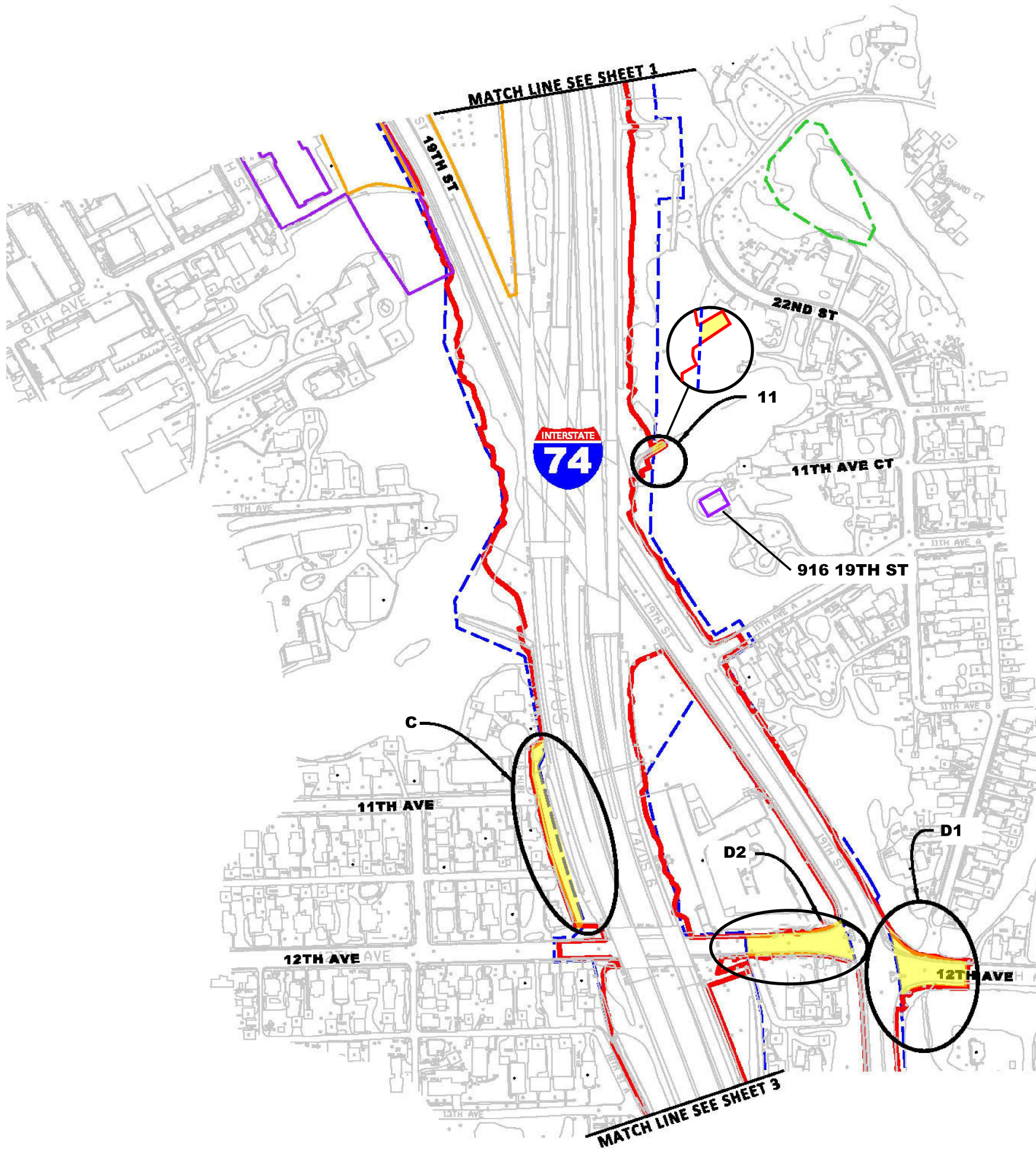
ENVIRONMENTAL RESOURCE LEGEND

-  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

CHANGES
 MINOR: 1 - 14
 MAJOR: A - F



-  Expanded Central Section Construction Limits
-  FEIS Construction Limits
-  New Work Areas Outside Of The FEIS Construction Limits



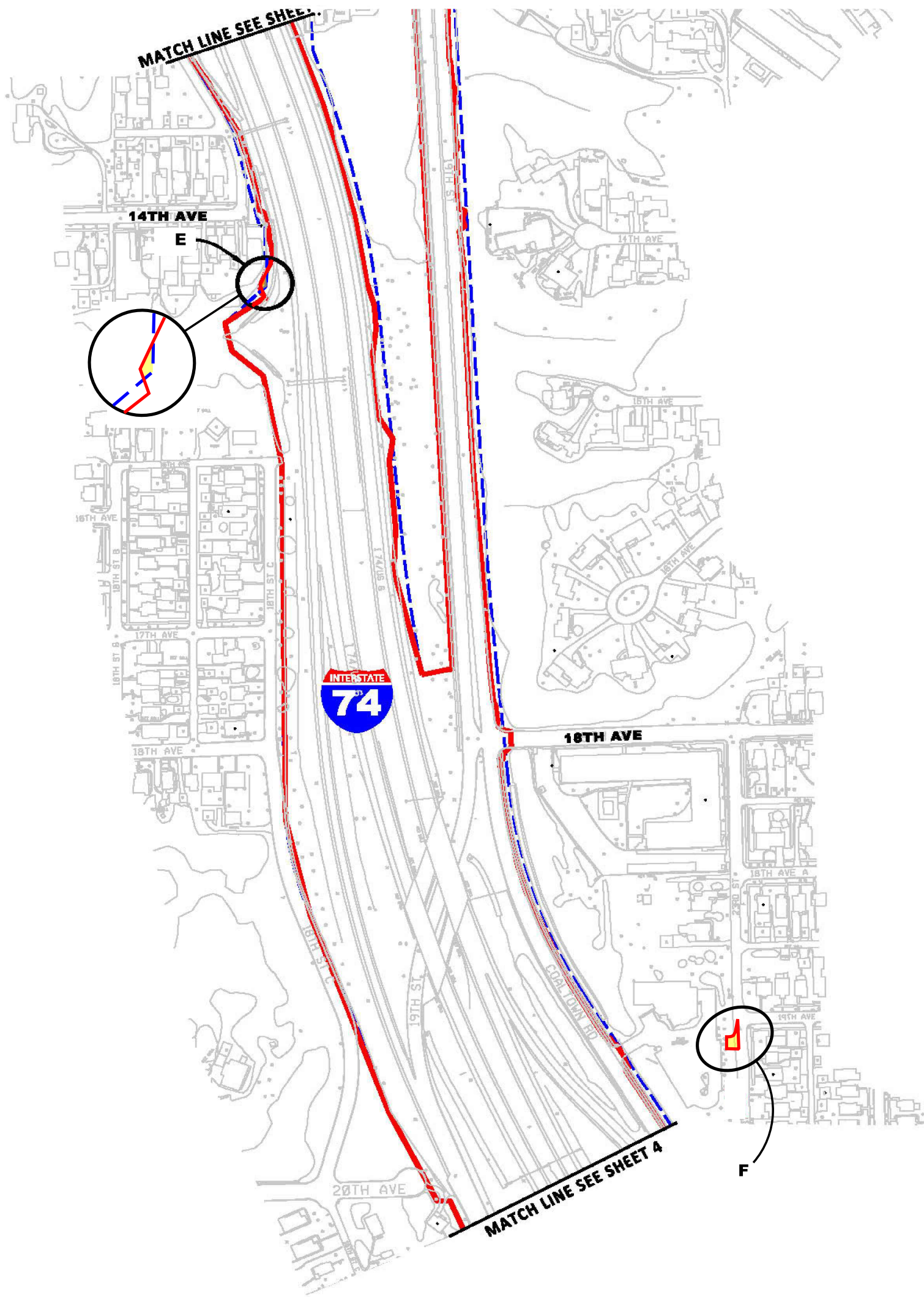
ENVIRONMENTAL RESOURCE LEGEND

- POTENTIALLY CONTAMINATED SITES
- PROPERTIES WITH STRUCTURES LISTED ON/ELIGIBLE FOR NRHP
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- PARKS









CHANGES
 MINOR: 1 - 14
 MAJOR: A - F



- Expanded Central Section Construction Limits
- FEIS Construction Limits
- New Work Areas Outside Of The FEIS Construction Limits






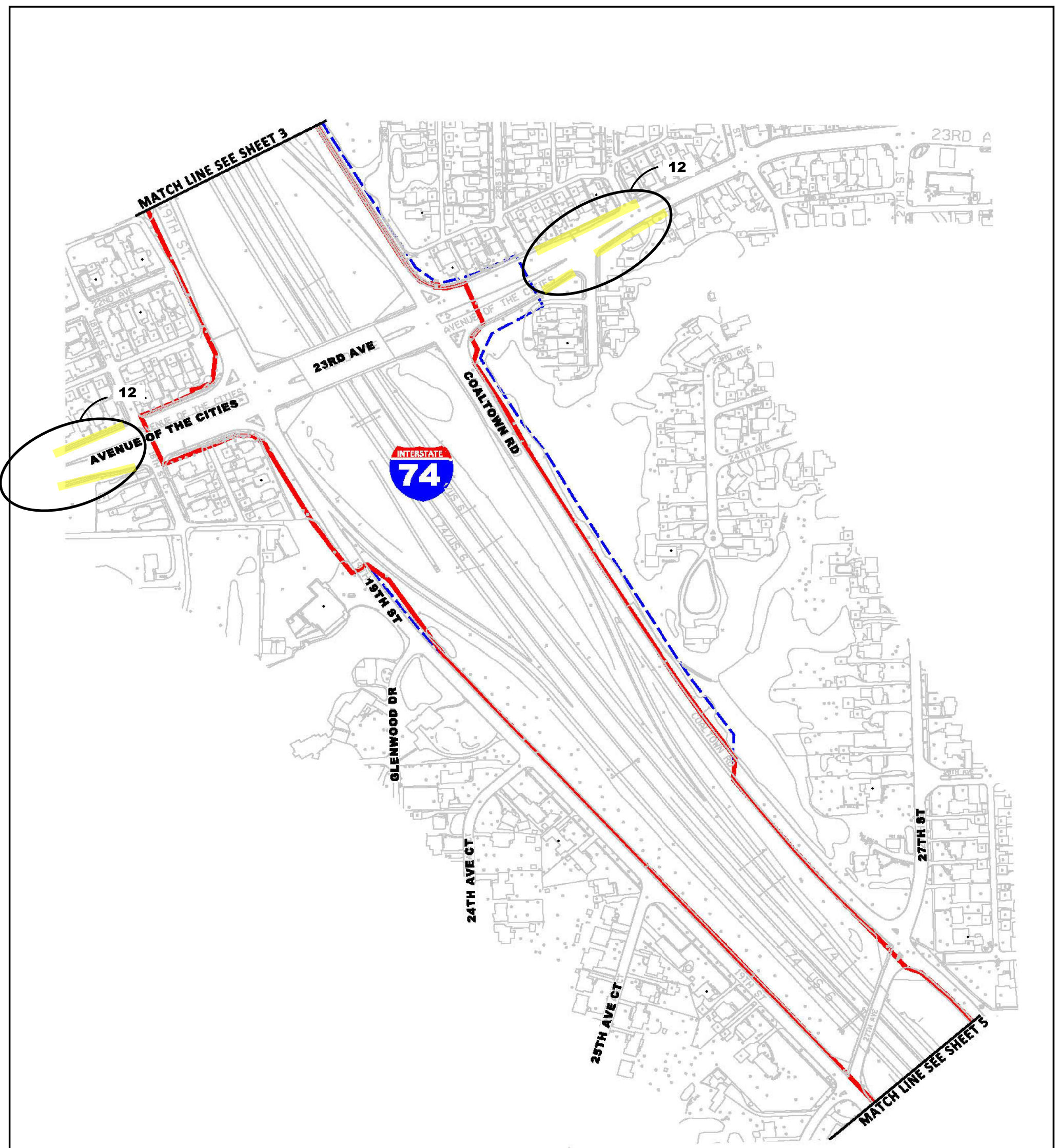
ENVIRONMENTAL RESOURCE LEGEND

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

CHANGES
 MINOR: 1 - 14
 MAJOR: A - F



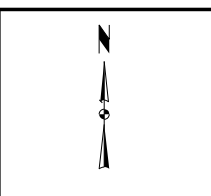
-  Expanded Central Section Construction Limits
-  FEIS Construction Limits
-  New Work Areas Outside Of The FEIS Construction Limits



ENVIRONMENTAL RESOURCE LEGEND

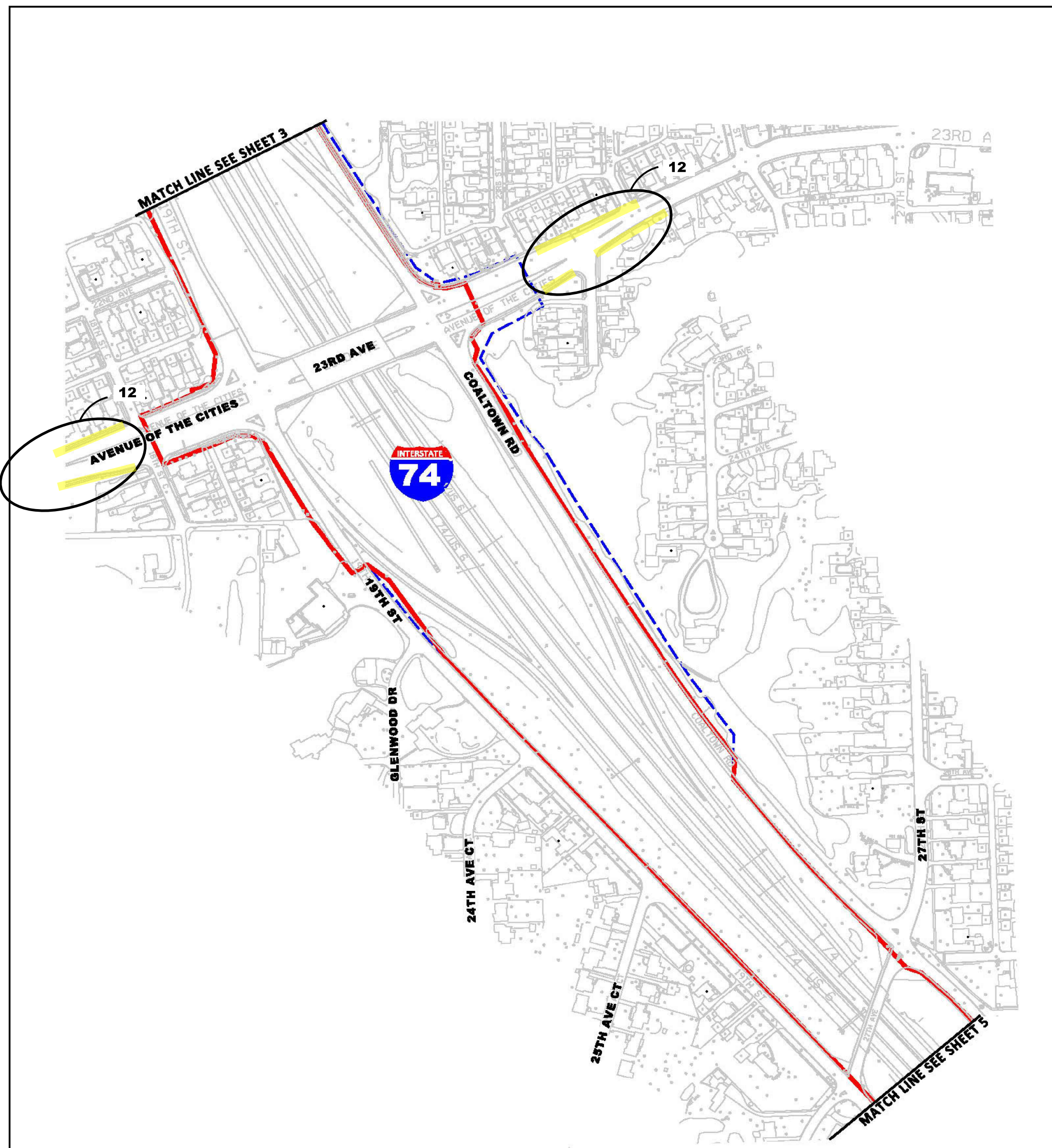
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- PROPERTIES WITH STRUCTURES INELIGIBLE FOR NRHP
- COMMUNITY FACILITIES
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CHANGES
 MINOR: 1 - 14
 MAJOR: A - F



- Expanded Central Section Construction Limits
- FEIS Construction Limits
- New Work Areas Outside Of The FEIS Construction Limits

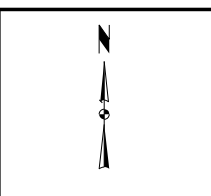
FIGURE S-2
PROPOSED EXPANDED CENTRAL SECTION WITH NEPA PREFERRED ALTERNATIVE
 SHEET 4 OF 6



ENVIRONMENTAL RESOURCE LEGEND

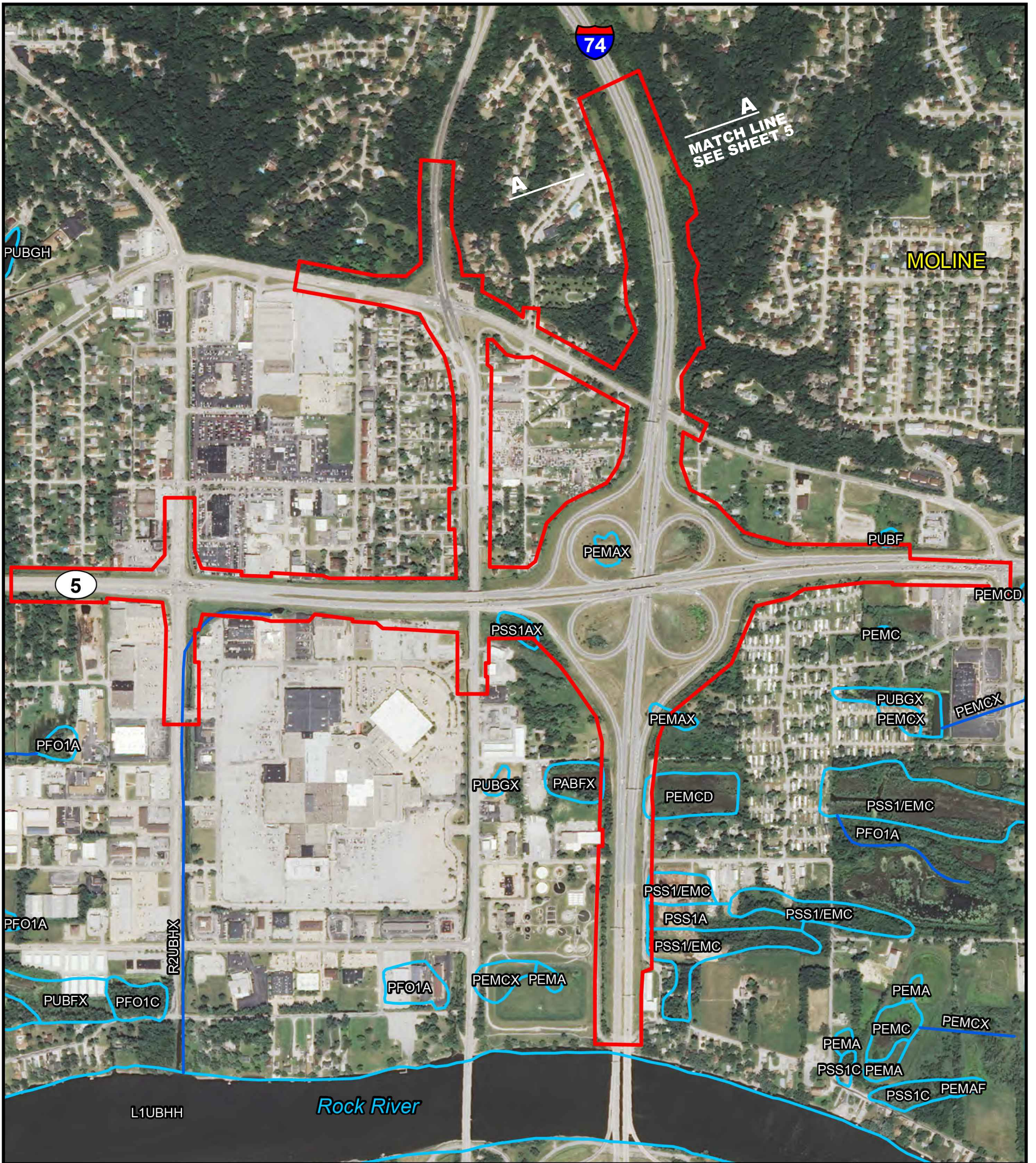
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- COMMUNITY FACILITIES
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CHANGES
 MINOR: 1 - 14
 MAJOR: A - F



- Expanded Central Section Construction Limits
- FEIS Construction Limits
- New Work Areas Outside Of The FEIS Construction Limits

FIGURE S-2
PROPOSED EXPANDED CENTRAL SECTION WITH NEPA PREFERRED ALTERNATIVE
 SHEET 4 OF 6



<p>University of Illinois at Urbana-Champaign</p>  <p>ILLINOIS NATURAL HISTORY SURVEY PRAIRIE RESEARCH INSTITUTE</p> <p>Wetland Science Program 1816 South Oak Street Champaign, Illinois 61820</p>	<p>National Wetlands Inventory Map I 74 (FAI 74) and IL 5 Interchange Rock Island County</p> <p>0 Meters 300 0 Feet 1,000</p> 	<p>October 2014</p> 
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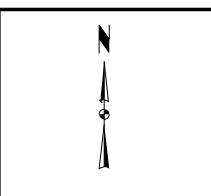


FIGURE S-2
PROPOSED EXPANDED CENTRAL SECTION WITH NEPA PREFERRED ALTERNATIVE

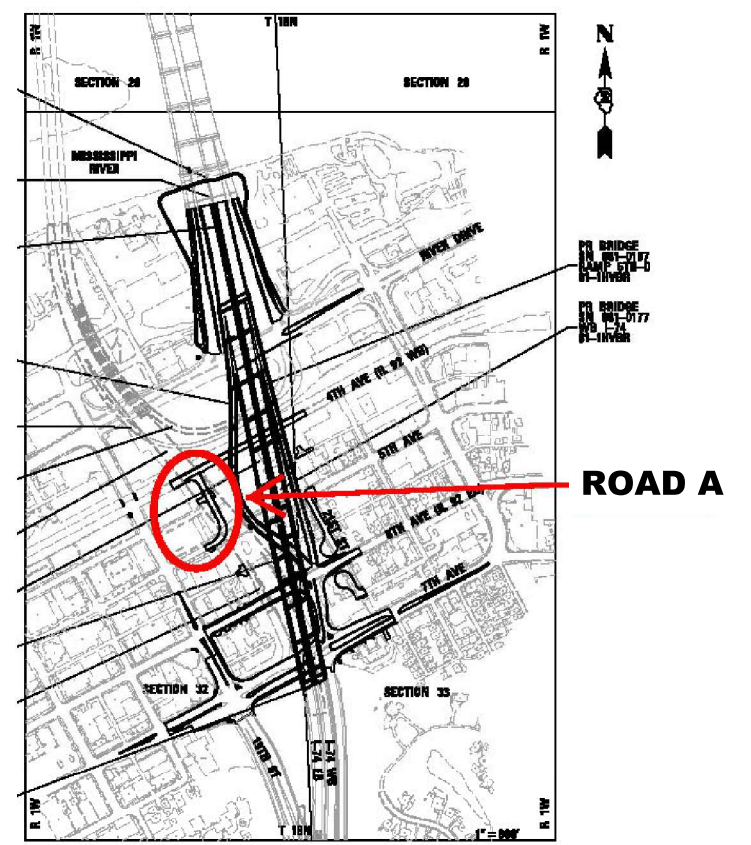
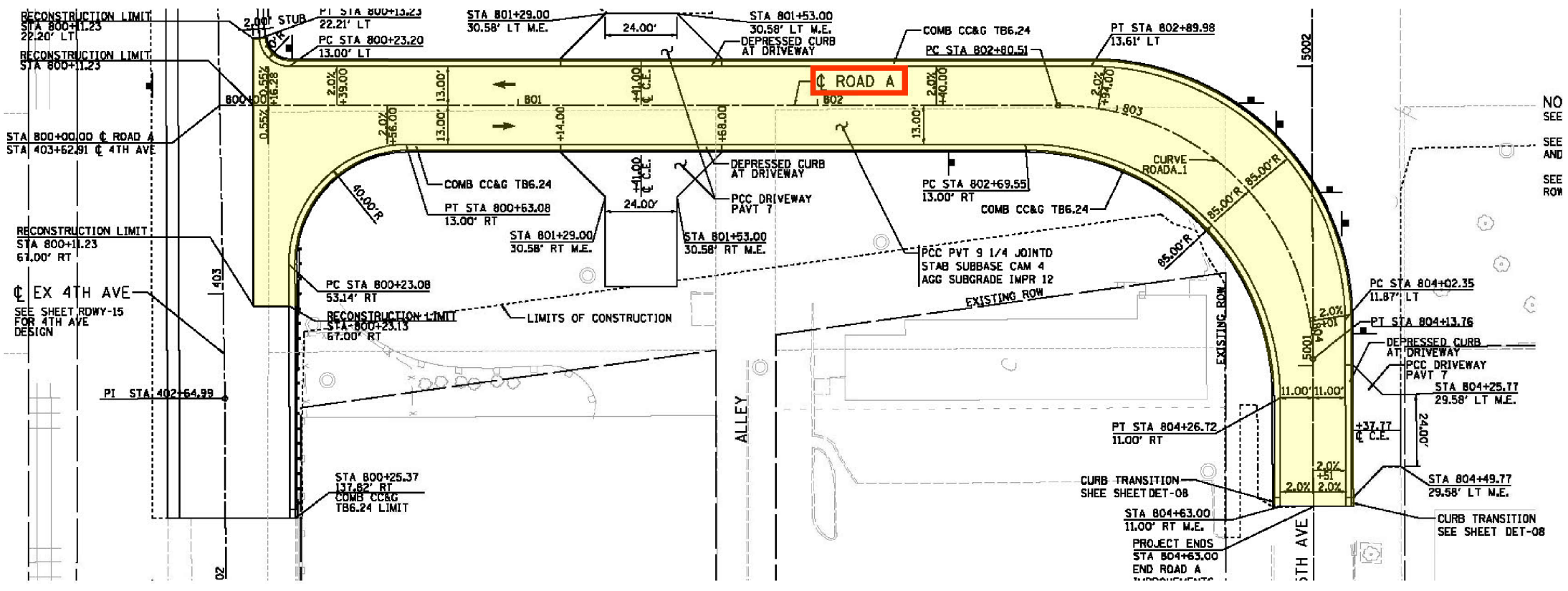
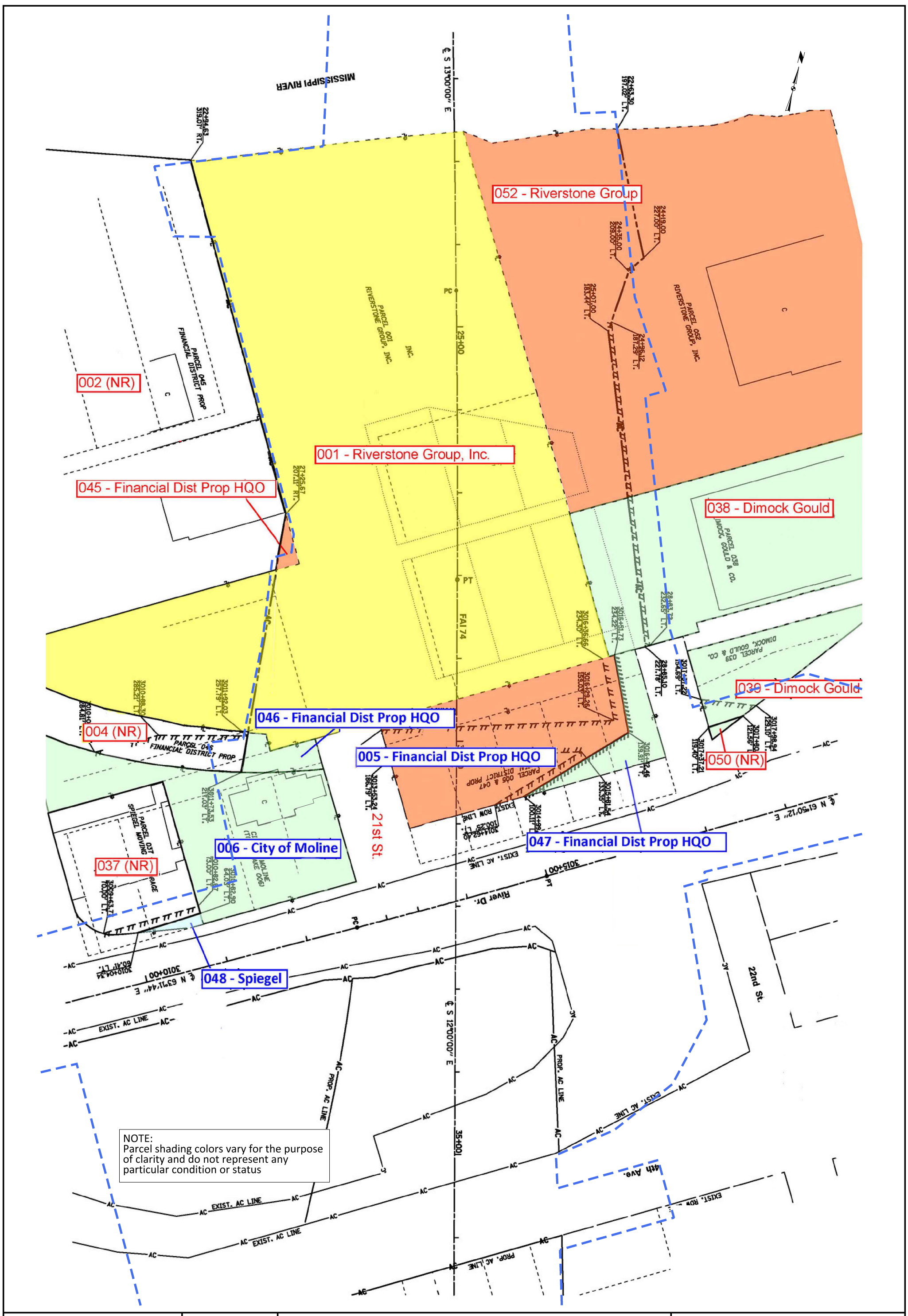


FIGURE S-2A
Road A



002 (NR)

052 - Riverstone Group

001 - Riverstone Group, Inc.

045 - Financial Dist Prop HQ

038 - Dimock Gould

046 - Financial Dist Prop HQ

039 - Dimock Gould

004 (NR)

005 - Financial Dist Prop HQ

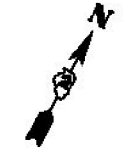
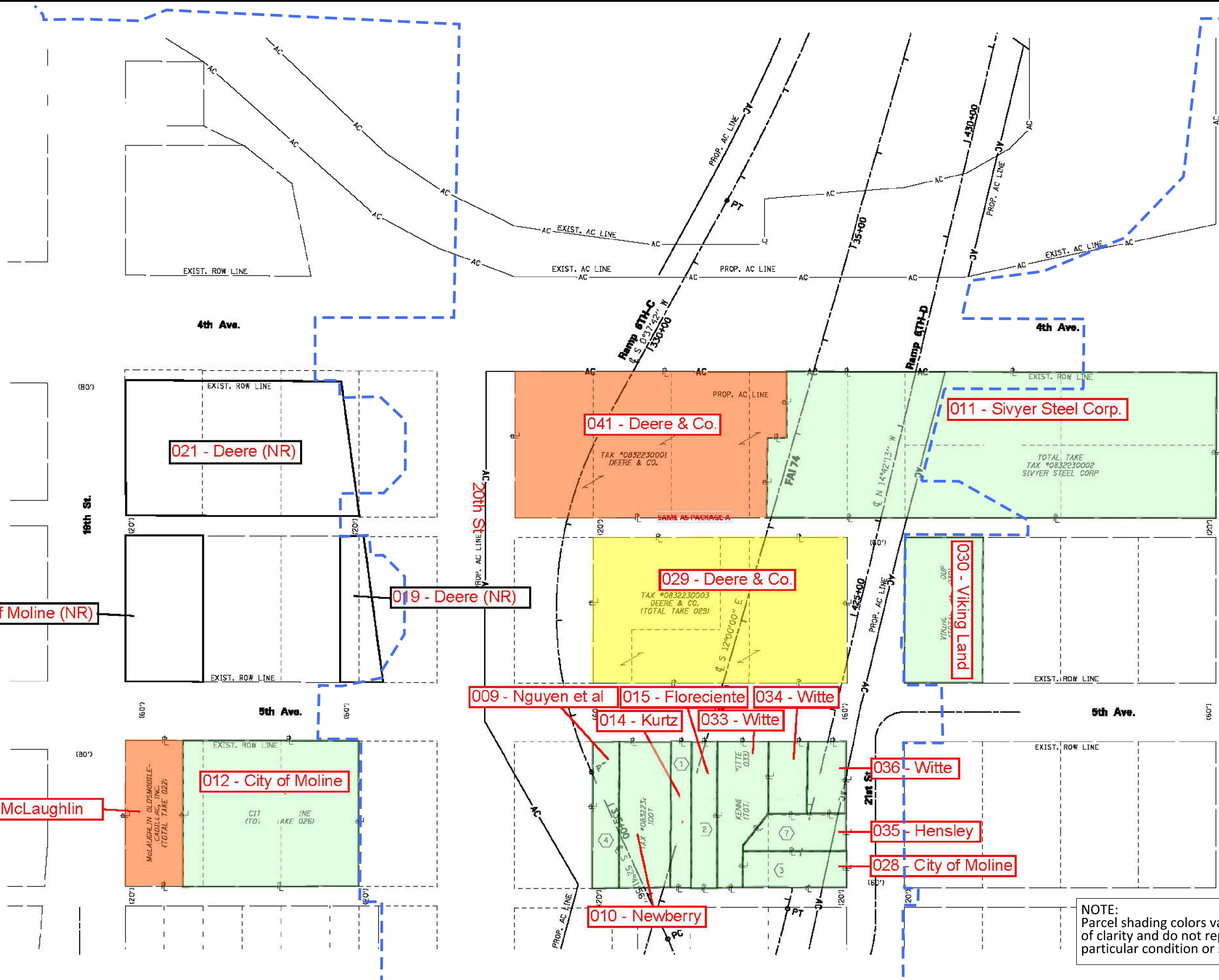
050 (NR)

037 (NR)

006 - City of Moline

047 - Financial Dist Prop HQ

048 - Spiegel



020 - City of Moline (NR)

021 - Deere (NR)

019 - Deere (NR)

041 - Deere & Co.

011 - Sivyer Steel Corp.

029 - Deere & Co.

030 - Viking Land

009 - Nguyen et al

015 - Floreciente

034 - Witte

014 - Kurtz

033 - Witte

036 - Witte

035 - Hensley

028 - City of Moline

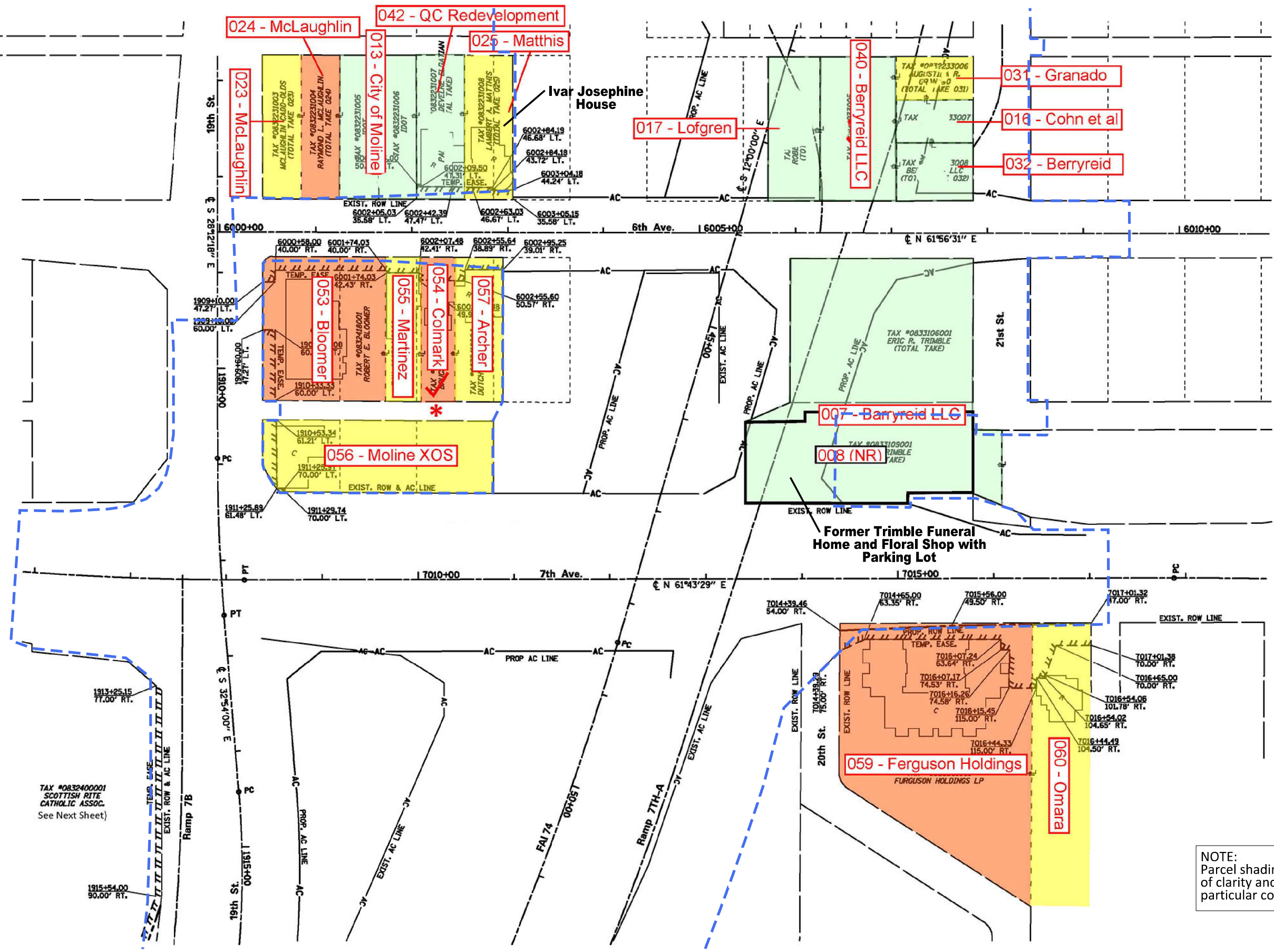
022 - McLaughlin

012 - City of Moline

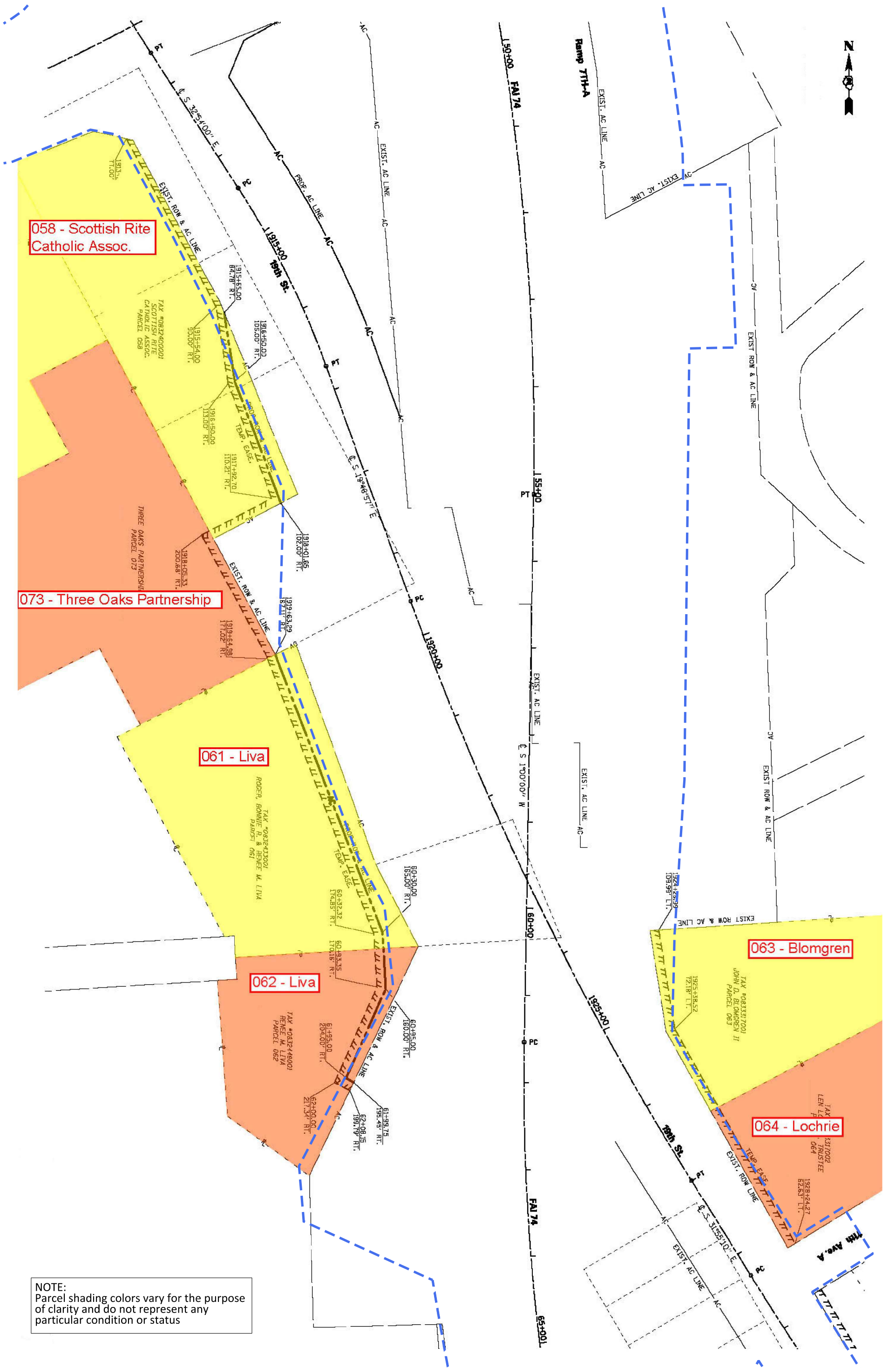
010 - Newberry

NOTE:
Parcel shading colors vary for the purpose
of clarity and do not represent any
particular condition or status

- ① DAVID E. KURTZ (TOTAL TAKE 014)
- ② FLORECIENTE PARTNERS (TOTAL TAKE 015)
- ③ THE CITY OF MOLINE (TOTAL TAKE 028)
- ④ 1007
- ⑤ THE CITY OF MOLINE (TOTAL TAKE 036)
- ⑥ KENNETH W. WITTE (TOTAL TAKE 034)
- ⑦ JENNIFER E. HENSLEY (TOTAL TAKE 035)



NOTE:
Parcel shading colors vary for the purpose of clarity and do not represent any particular condition or status



058 - Scottish Rite Catholic Assoc.

073 - Three Oaks Partnership

061 - Liva

062 - Liva

063 - Blomgren

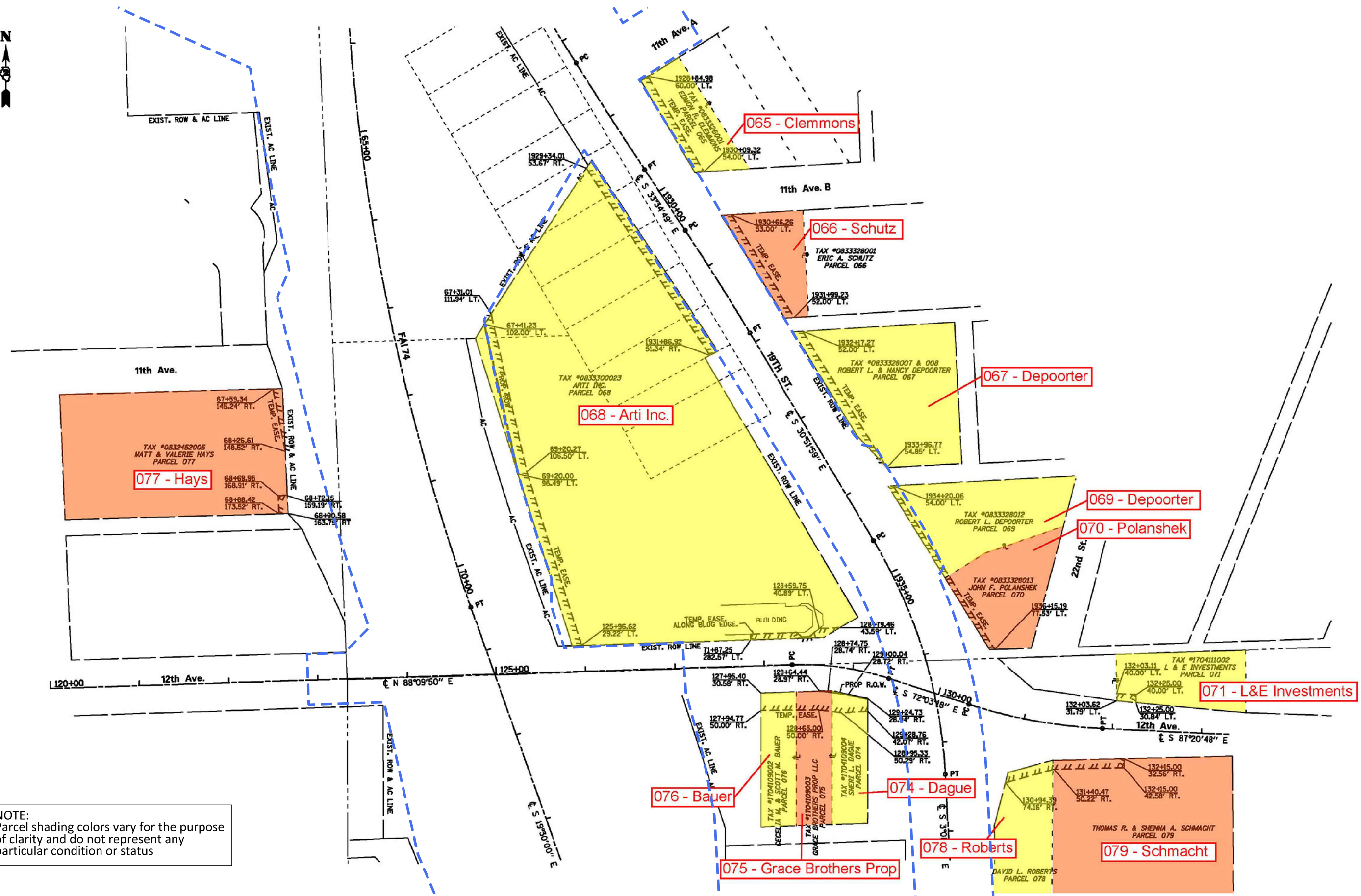
064 - Lochrie

NOTE:
Parcel shading colors vary for the purpose of clarity and do not represent any particular condition or status

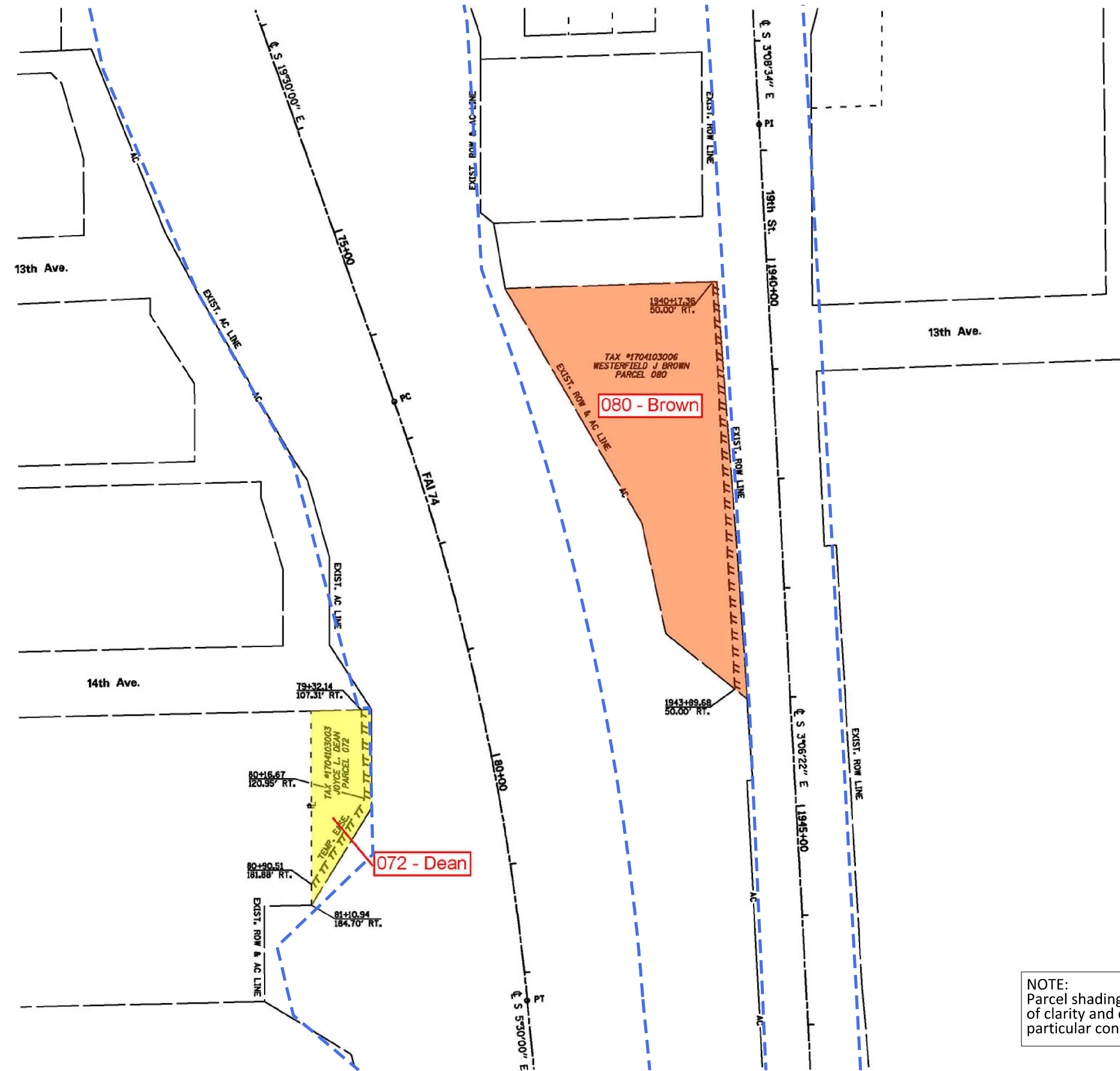


— — — — — FEIS Construction Limits

FIGURE S-3D
FEIS Construction Limits with ROW Acquisition

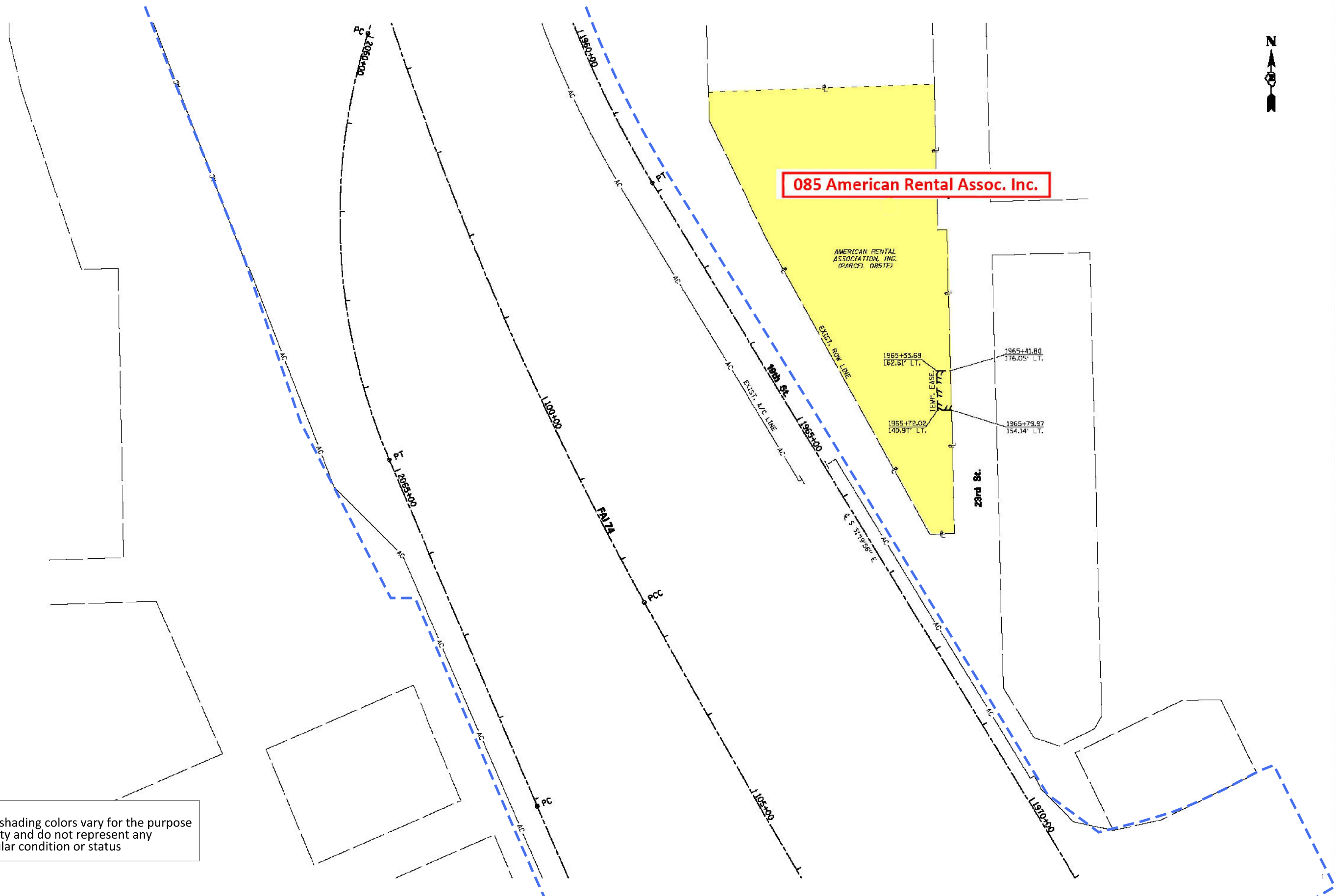


NOTE:
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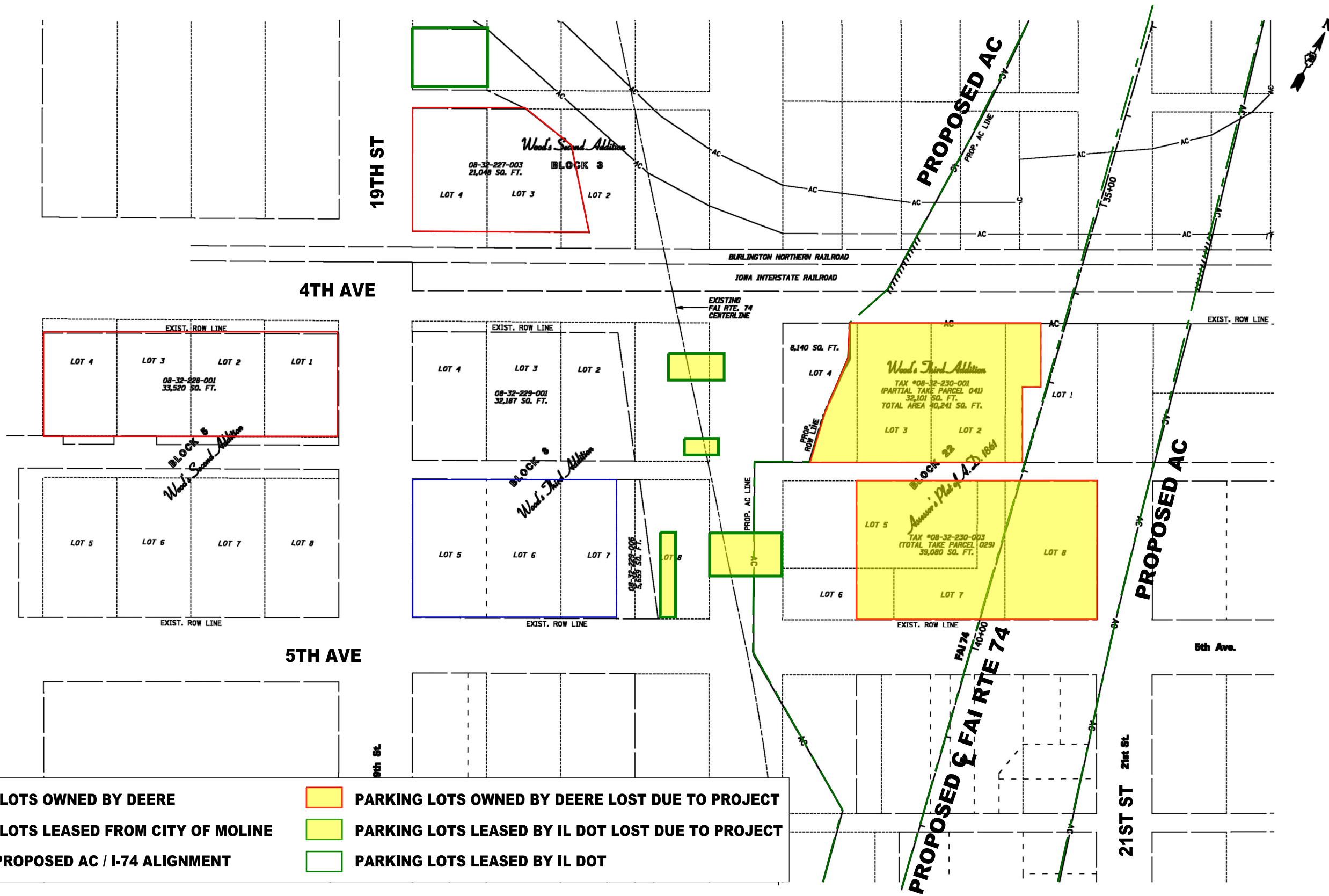
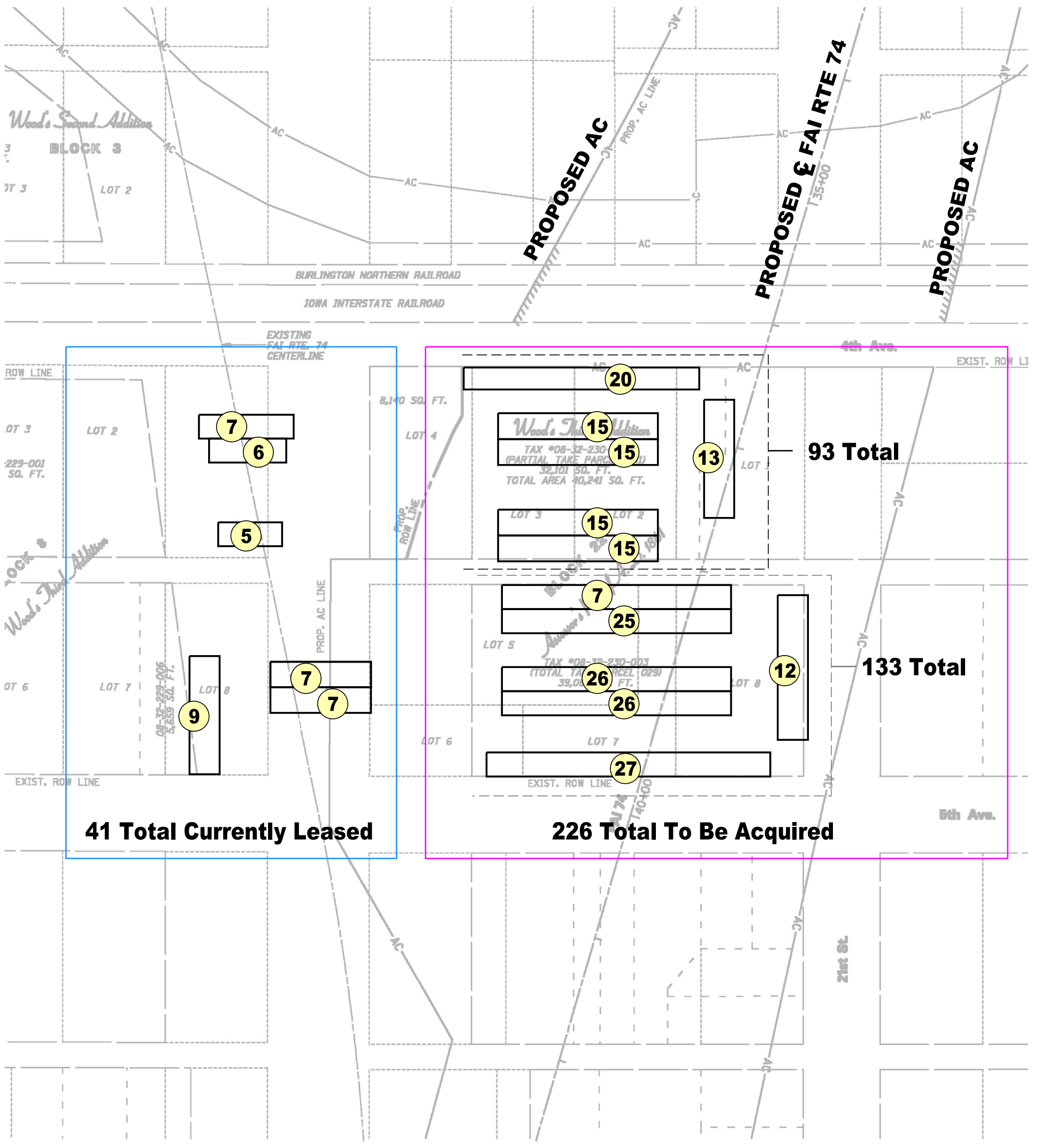


Table S-4
John Deere Parking Alternatives Analysis

	Environmental	Safety	Estimated Cost	Convenience	Maintenance	Number of Stalls	Deere Preference
Existing Condition	No additional impacts	Well-lit with visibility for users traversing between lot and building	N/A	Located adjacent to Deere property	Standard lot pavement, landscaping and limited lighting and security camera maintenance	226	N/A
Option 1	No additional impacts	Pedestrian tunnel could be safety hazard due to areas of reduced visibility; additional hardware/lighting will be required to enhance security	\$400,000	Increased distance and security concerns for employees traversing area between building and lot	Pedestrian tunnel would require structural maintenance as well as increased maintenance for resulting lighting, security and drainage elements	177	Not favorable
Option 2	Work near Josephson House – SHPO finding of No Adverse Impact	Adjacent to existing leased parking; no additional safety concerns	\$1,220,000	Closest proximity to building and currently-leased parking area	Standard lot pavement, landscaping and lighting maintenance	223	Preferred option
Option 3	Aesthetic concerns due to height of structure	Enhanced security systems would be necessary possibly including guards (at Deere's future cost)	\$7,600,000	Close proximity but vehicle queuing could be problematic during shift changes	Substantial structural maintenance as well as cleaning, lighting, electrical, elevators, and other elements of multi-level garage upkeep. Continual cost associated with guards and inspection requirements.	303*	Not favorable
Option 4	No additional impacts	Users would cross railroad and 4 th Avenue to access	\$350,000	Near Deere building but railroad/4 th Avenue crossing necessary; unavailable for at least 4 years, until completion of project	Standard lot pavement, landscaping and lighting maintenance	322	Infeasible due to unavailability until completion of project

*Accommodates displacement of 226 stalls due to I-74 project and 77 stalls located within footprint of parking garage proposed within this option

Note: Portions of any or all of these options may be implemented to ensure that replacement provisions are provided for all impacted stalls.

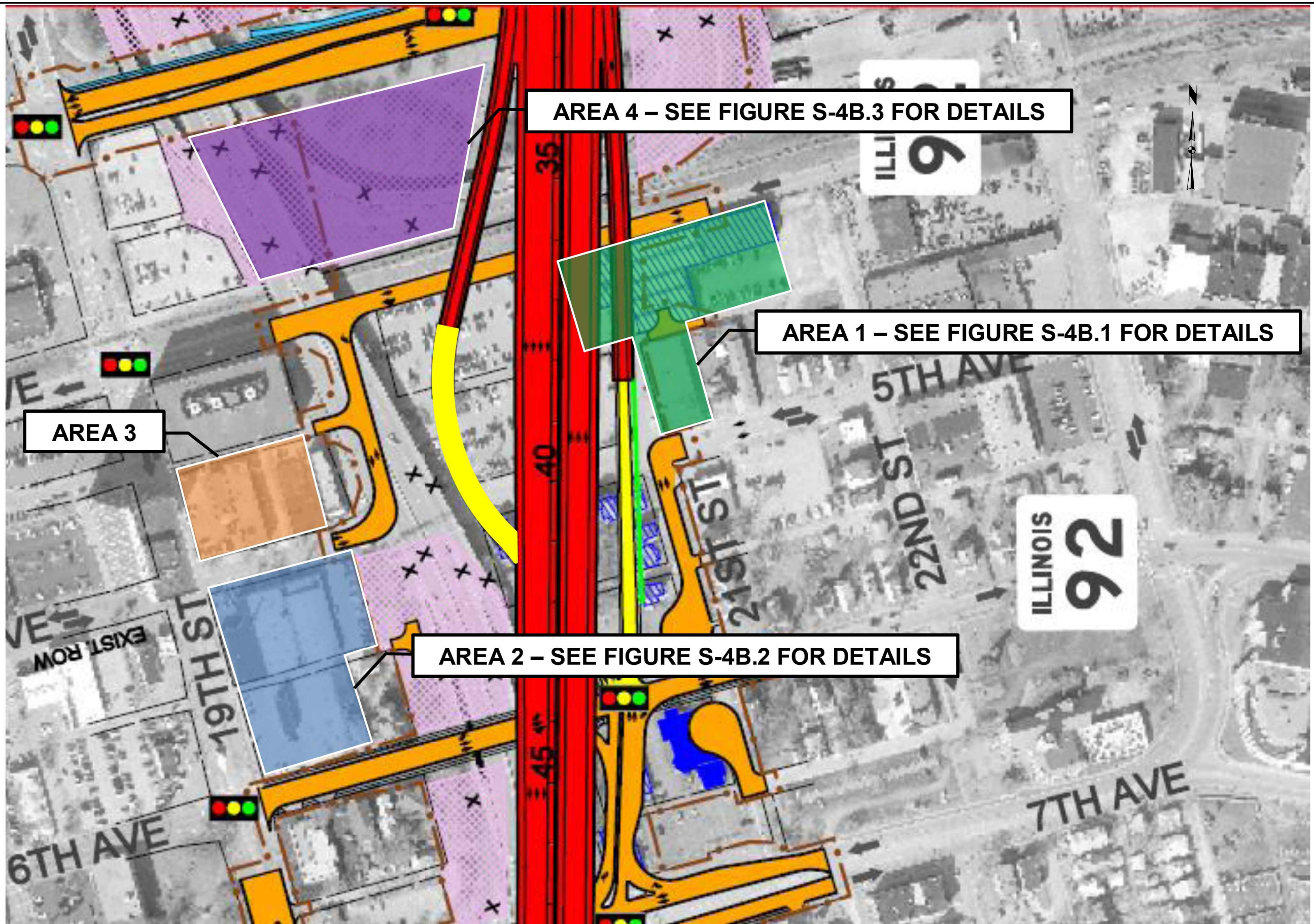


LEGEND

9 Number Of Parking Spaces

Total Stalls Impacted 267 (41+226)



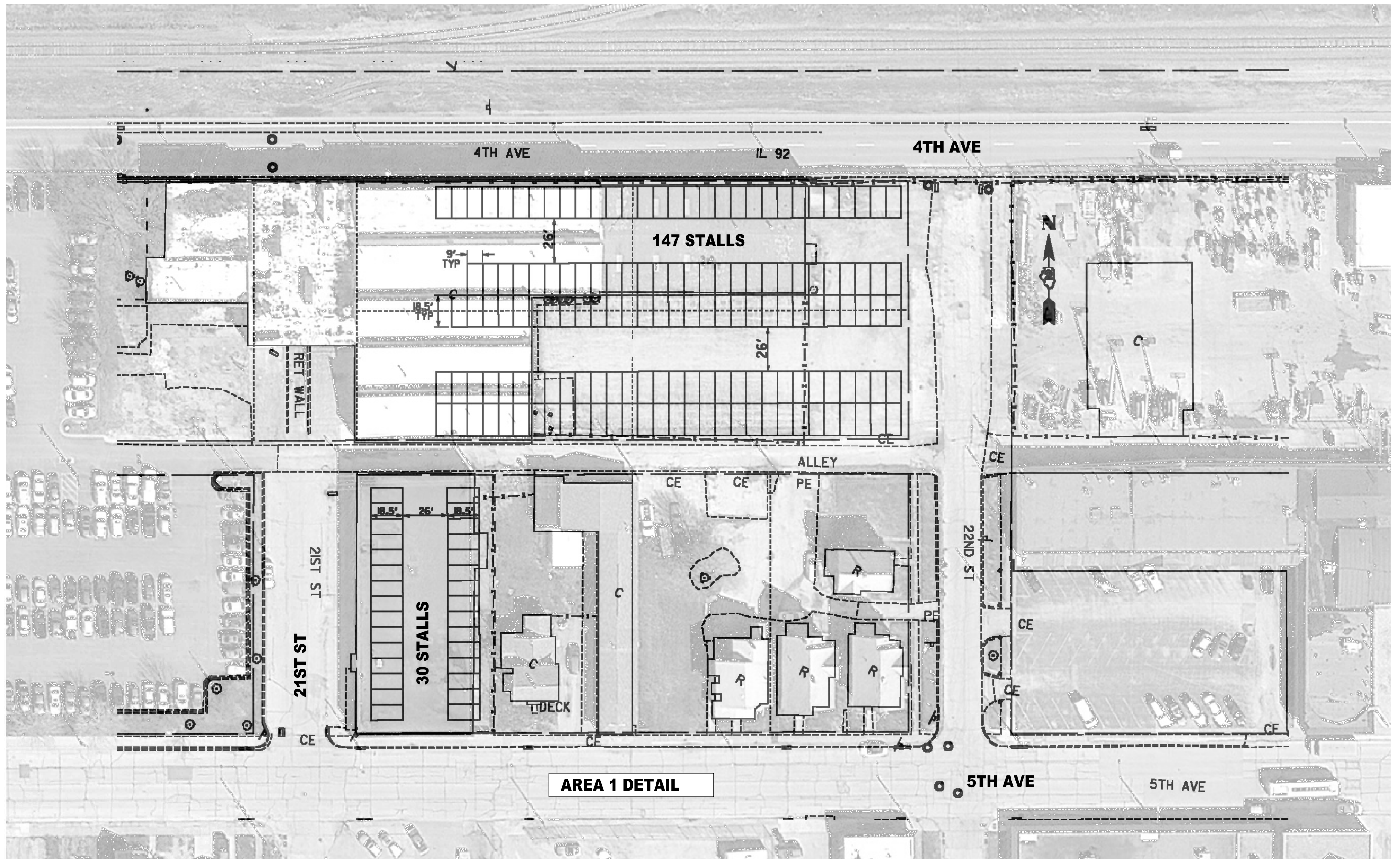


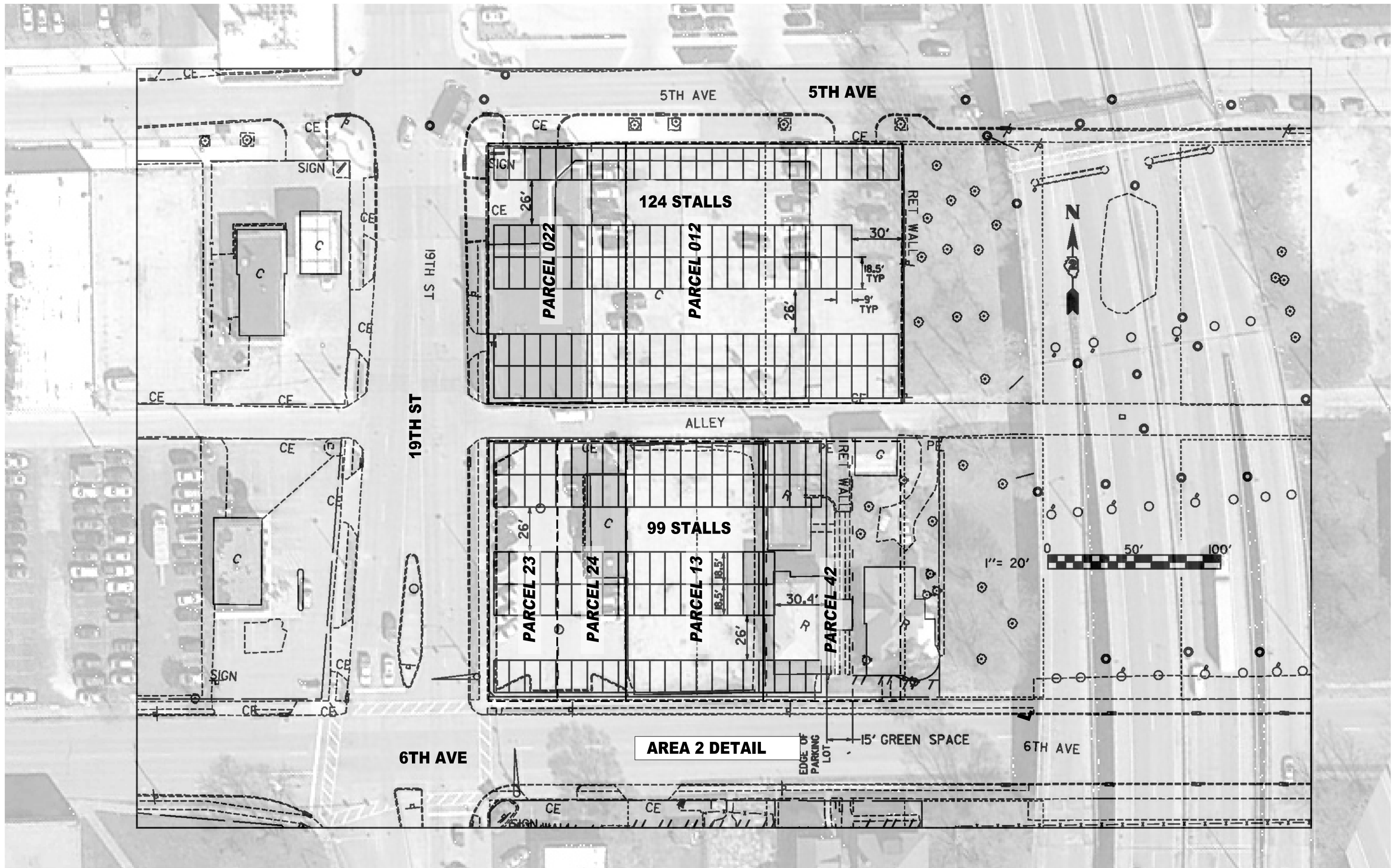
AREA 4 – SEE FIGURE S-4B.3 FOR DETAILS

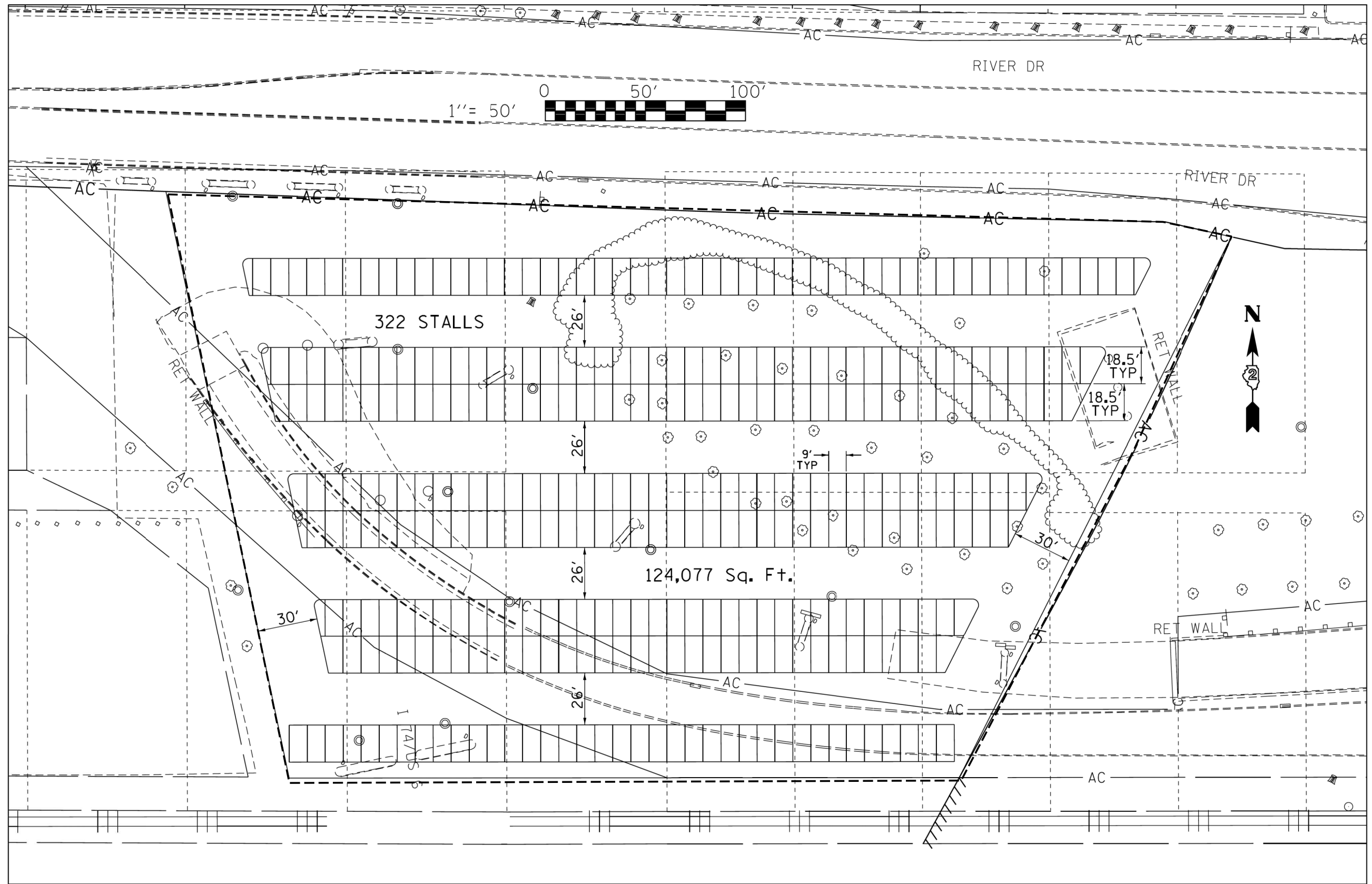
AREA 1 – SEE FIGURE S-4B.1 FOR DETAILS

AREA 3

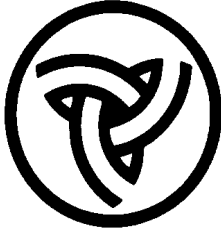
AREA 2 – SEE FIGURE S-4B.2 FOR DETAILS







ATTACHMENT A



Illinois Department of Transportation

Memorandum

To: Paul A. Loete Attn: Kevin F. Marchek
From: John D. Baranzelli By: Brad H. Koldehoff
Subject: No Adverse Effect – Architectural Resources
Date: November 24, 2015

**Rock Island County
Moline
I-74 Quad Cities Project
Job #P-92-032-01
IDOT Sequence #9724**

In accordance with Section 106 of the National Historic Preservation Act of 1966 and Section 4(f) of the National Transportation Act of 1966, and in coordination with the Federal Highway Administration (FHWA), the Illinois State Historic Preservation Officer (SHPO) has concurred with IDOT's finding that the above referenced project, as currently designed, will have *No Adverse Effect* on historic architectural properties, see attached letter.

Please coordinate with my office: (1) any project design changes that may impact historic architectural properties and (2) the design of the greenspace along the west side of the C. Ivar Josephson House. The owners of this historic property, Mr. & Mrs. Matthis, must be consulted about the design of this space, as well as the space on the east side of their property along current I-74 (see attached email).

To complete the Section 106 process, archaeological resources within the Area of Potential Effect (APE) must be identified, evaluated for the National Register of Historic Places, and project impacts assessed. The Illinois State Archaeological Survey (ISAS) has completed their investigations, and their draft report will be submitted for IDOT review next month. The Section 106 process will be completed when the SHPO concurs with the findings of this study.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED
NOV - 6 2015
007100802
Preservation Services

Rock Island County
Moline
I-74 Quad Cities Project
Job #P-92-032-01
IDOT Sequence #9724

November 6, 2015

IHPA REVIEW

H/A _____
AC _____
AR _____
File _____

FEDERAL – SECTION 106 PROJECT

NO ADVERSE EFFECT – ARCHITECTURAL RESOURCES

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701

Dear Dr. Leibowitz:

In continuing consultation with your office and the Federal Highway Administration (FHWA) for the above referenced project, the Illinois Department of Transportation (IDOT) proposes to begin construction in 2017.

However, final adjustments to the project design require expanding the limits of the Area of Potential Effect (APE). Thus, pursuant to Section 106, we have reevaluated the project's effects on architectural resources. The identification of archaeological resources is ongoing as parcels become available for field investigations. Potential impacts to archaeological resources will be coordinated with your office in the near future.

In terms of architectural resources, we have (1) assessed potential effects to known historic properties and (2) identified and assessed effects to (new) architectural resources that fall within the expanded limits of the APE. These new resources fall within the expanded APE, but fall outside of the limits of 2002 APE and architectural survey. Therefore, these resources must be evaluated for eligibility to the National Register of Historic Places (NRHP) and for project effects. With this letter (and attached documents), we are seeking concurrence from the State Historic Preservation Officer (SHPO) for a finding of **No Adverse Effect** for historic architectural properties and agreement that the Section 4(f) temporary exception criteria have been satisfied.

A. Known Historic Properties

Through the NEPA and Section 106 process we previously identified the following architectural properties that are eligible for the NRHP:

1. **Davenport, Rock Island and North Western Railroad Depot, 2021 River Drive**
2. **Knights of Pythias Lodge Hall, 2011 6th Avenue**
3. **Eagle Signal Building, 202 20th Street**
4. **C. Ivar Josephson House, 1925 6th Avenue**
5. **Scottish Rite Cathedral, 1800 7th Avenue**
6. **Thomas/Lewis/Wilson House, 604 21st Street**

The first two properties listed above will be adversely impacted by the project. A Memorandum of Agreement was ratified May 21, 2008, which stipulated that both buildings would be documented to Level III Illinois Historic American Building Survey standards prior to removal. This documentation was completed in coordination with your office.

The four remaining properties will not be adversely affected by the project:

- **Eagle Signal Building:** A local road project was initiated in the summer of 2014 in preparation of the I-74 project. This local project involved reconstruction of 3rd Avenue pavement; new ramp connections for the proposed new river bridges; relocation of the Great River Trail shared multi-use path; and installation of a new sanitary sewer line. Construction activities required a temporary occupancy along the south boundary of the property. This gravel parking area was returned to its pre-existing condition or better; the Eagle Signal Building was not touched; and no property was permanently transferred to IDOT. The construction had no adverse effect on this historic property (see attached supporting documents Part I).
- **C. Ivar Josephson House:** This historic property will not be directly impacted. Adjacent buildings have been and will be removed for the construction of a parking lot to mitigate the loss of parking resulting from the I-74 project. The building removals will not cause an adverse effect to

the setting of the Josephson House because its setting has already been significantly altered. Starting in the 1950s the area became a mixed commercial/residential neighborhood, with a trend toward increasing commercial use. By the 1970s, with the original construction of I-74, the area became primarily commercial. In front of the Josephson House, the profile of 6th Avenue will be raised approximately 4.5 feet, which will bring the street up its original elevation prior to the construction of the original (now existing) I-74 bridge approach. The residential building immediately west of the Josephson House, known as the George Benson House, will be removed, and a greenspace will be installed between the Josephson House property line and the parking area (see attached supporting documents Part II). These actions cause no adverse effect to the property.

- **Scottish Rite Cathedral:** IDOT plans to replace existing curb and gutter along 7th Avenue. Work along 19th Street adjacent to the existing Cathedral parking lot will require the acquisition of a small amount of new right-of-way (0.085 acres) at the southeast corner of the property, which is primarily hilly and wooded, and a temporary easement (0.092 acres) along the entire eastern edge of the parking lot. The work in this area involves the construction of a new southbound I-74 entrance ramp. The project will not directly impact the Scottish Rite Cathedral, nor will it change its setting. Thus, the project will cause no adverse effect to this historic property (see attached supporting documents Part III).
- **Thomas/Lewis/Wilson House:** The scope of work near and around this property has not changed from the original plans. IDOT will not acquire any right-of-way or temporary easement from this historic property. The street in front of the Wilson House will be closed for safety and geometric reasons and a cul-de-sac will be constructed west of the property. The street will be moved further away from the Wilson House. This action will not result in an adverse effect. This summary is provided for informational purposes only (see attached supporting documents Part IV).

B. New Historic Properties

In total, 23 buildings fall within expanded APE, and the NRHP eligibility of each building was evaluated. Two buildings are eligible for the NRHP: 916 19th Street and 2028 7th Avenue. However, neither property will be adversely affected by the

project. Hence, a finding of no adverse effect has been made (see attached supporting documents Part V).

C. Concurrence

In coordination with the FHWA, IDOT requests the concurrence of the SHPO in our Section 106 **No Adverse Effect** determinations described above.

The following historic properties described in this effect determination will require permanent right-of-way and temporary easement:

- Scottish Rite Cathedral (0.085 acres permanent, 0.092 acres temporary)
- 2028 7th Avenue (4,225 square feet permanent, 784 square feet temporary)

FHWA intends to make a Section 4(f) *de minimis* impact determination based on your written concurrence in our Section 106 determination that the project will have **No Adverse Effect** on these historic properties.

We also request SHPO agreement, as the official with jurisdiction on historic properties, that the Section 4(f) temporary occupancy exception criteria (23 CFR 774.13(d)(1-4)) have been satisfied for the following properties as documented in the attached:

- Eagle Signal Building (252 square feet)
- C. Ivar Josephson House (568 square feet)
- 916 19th Street (2,178 square feet)

Please provide your written concurrence with the above determinations within 30-days.

Sincerely,

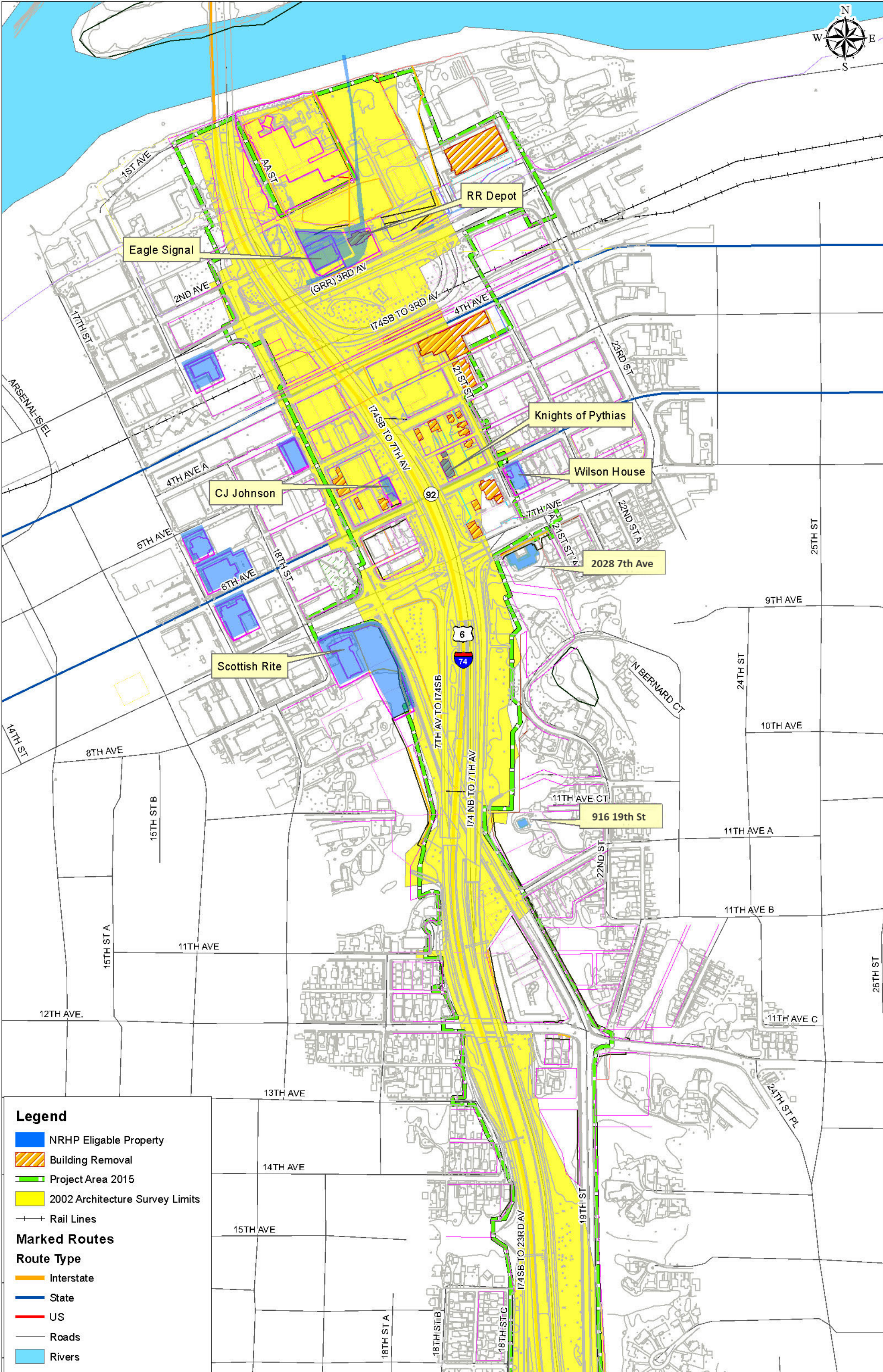
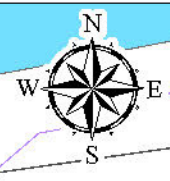


Brad H. Koldehoff
Cultural Resources Unit
Bureau of Design & Environment

CONCUR

By: R. Heibowitz
Deputy State Historic Preservation Officer

Date: 11/23/15 JSH



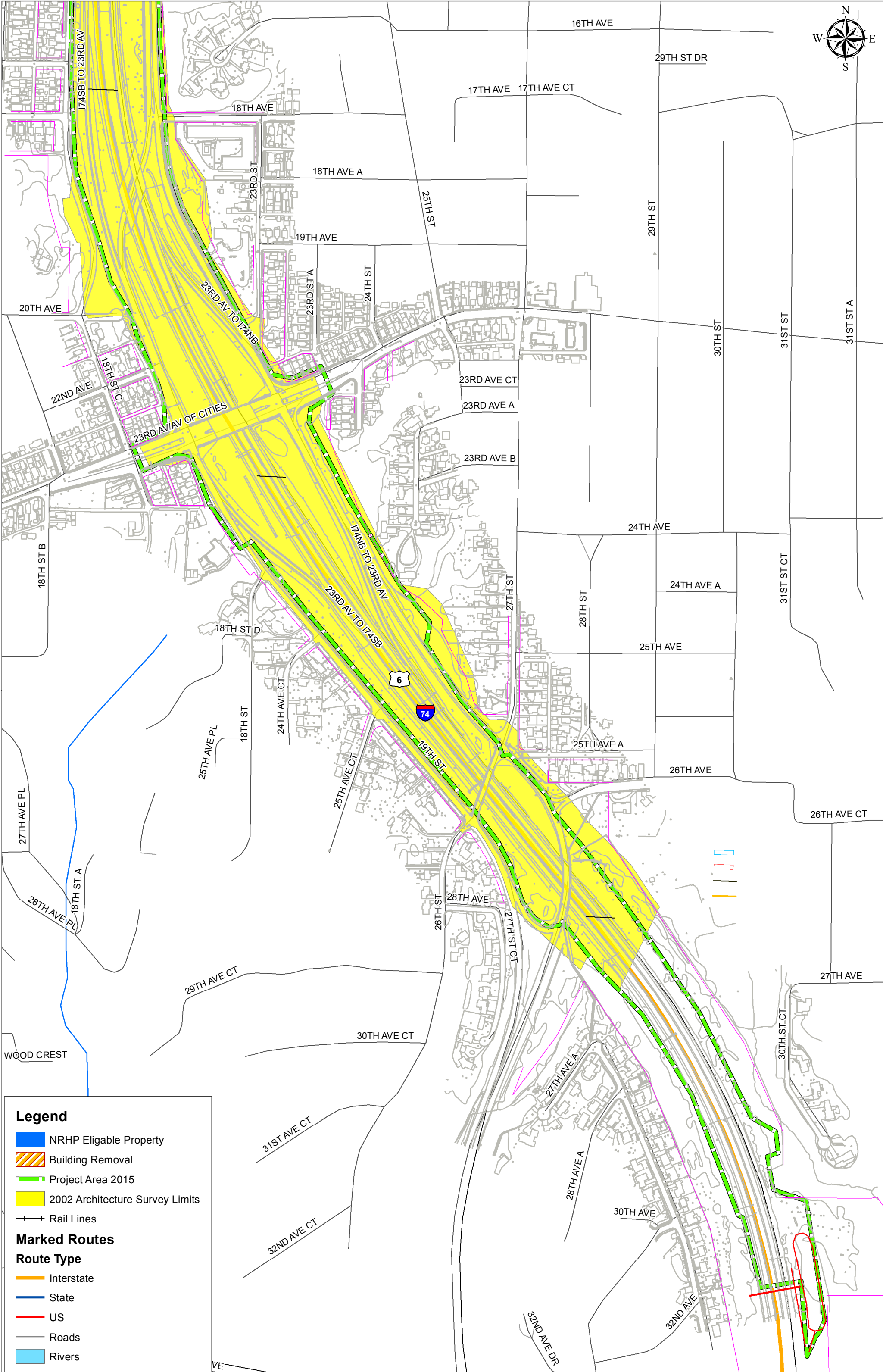
Legend

- NRHP Eligible Property
- Building Removal
- Project Area 2015
- 2002 Architecture Survey Limits
- Rail Lines






Marked Routes

Route Type

- Interstate
- State
- US
- Roads
- Rivers



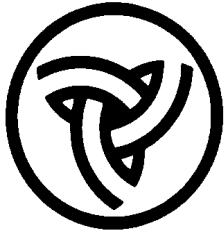
Legend

-  NRHP Eligible Property
-  Building Removal
-  Project Area 2015
-  2002 Architecture Survey Limits
-  Rail Lines

Marked Routes

Route Type

-  Interstate
-  State
-  US
-  Roads
-  Rivers



Illinois Department of Transportation

Memorandum

To: Paul A. Loete Attn: Kevin F. Marchek
From: Maureen Addis By: Brad H. Koldehoff
Subject: No Archaeological Resources Affected
Date: March 7, 2016

Rock Island County
Moline
I-74 Quad Cities Project
Job #P-92-032-01
IDOT Sequence #9724

In accordance with Section 106 of the National Historic Preservation Act of 1966 and Section 4(f) of the National Transportation Act of 1966, and in coordination with the Federal Highway Administration (FHWA), the Illinois State Historic Preservation Officer (SHPO) has concurred with IDOT's finding of *No Archaeological Resources Affected* for the above referenced project, see attached letter. No archaeological sites were identified that warrant National Register consideration or that warrant preservation in place.

This SHPO concurrence concludes Section 106/4(f) coordination for this project, with the exception of the following commitments related to architectural resources (see also attached memo):

Please coordinate with my office: (1) any project design changes that may impact historic architectural properties and (2) the design of the greenspace along the west side of the C. Ivar Josephson House. The owners of this historic property, Mr. & Mrs. Matthis, must be consulted about the design of this space, as well as the space on the east side of their property along current I-74.

A handwritten signature in black ink that reads 'Brad Koldehoff'.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

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Preservation Services

Rock Island County
Moline
I-74 Quad Cities Project
Job #P-92-032-01
IDOT Sequence #9724
ISAS Log #15014
IHPA Log #007100802

December 18, 2015

IHPA REVIEW

3/2/16
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H/A _____
AC [Signature]
AR _____
File _____

FEDERAL – SECTION 106 PROJECT

NO ARCHAEOLOGICAL PROPERTIES AFFECTED

2 copies
+ CD Drawd.

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701

CONCUR

By: Rachel Leibowitz
Deputy State Historic Preservation Officer

Date: 3-7-16

Dear Dr. Leibowitz:

In continuing consultation with the Federal Highway Administration (FHWA) and your office for the above referenced project, the Illinois Department of Transportation (IDOT) proposes to begin construction in 2017.

Consultation with your office begin in 2002 (see attached letter dated November 19, 2002), but archaeological field investigations were not completed until recently. Impacts to architectural resources eligible for the National Register of Historic Places (NRHP) have already been coordinated with office (see attached letter dated November 6, 2015).

Enclosed are copies the Archaeological Survey Report completed by Illinois State Archaeological Survey personnel concerning archaeological resources potentially impacted by the project. Because the 724-acre Area of Potential Effect (APE) is covered by a mature urban landscape, the survey team primarily employed targeted test excavations guided by archival research, geomorphological studies, and parcel access (landowner permission, hazards materials, and surface obstructions).

The survey resulted in the identification of one Woodland Tradition site (11RI820) and numerous Euro-American Tradition features and artifacts representing the mixed remnants of repeated episodes of urban development and redevelopment. The identified resources are not eligible for the NRHP because they lack integrity and information potential. Moreover, it is unlikely the APE contains unidentified archaeological resources that could yield important information about the prehistory or history of the area.

In coordinated with the FHWA, we request the concurrence of the State Historic Preservation Officer in our determination that no archaeological properties subject to protection under Section 106 of the National Historic Preservation Act of 1966 will be affected by the project. In accordance with 36 CFR Part 800.3(c)(4), the FHWA will proceed to the next step in the Section 106 process if we do not receive a response from your office within 30 days.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad H. Koldehoff", with a long horizontal flourish extending to the right.

Brad H. Koldehoff
Cultural Resources Unit
Bureau of Design & Environment



Illinois Department of Transportation

Memorandum

To: Paul A. Loete Attn: Kevin F. Marchek
From: John D. Baranzelli By: Brad H. Koldehoff
Subject: No Adverse Effect – Architectural Resources
Date: November 24, 2015

**Rock Island County
Moline
I-74 Quad Cities Project
Job #P-92-032-01
IDOT Sequence #9724**

In accordance with Section 106 of the National Historic Preservation Act of 1966 and Section 4(f) of the National Transportation Act of 1966, and in coordination with the Federal Highway Administration (FHWA), the Illinois State Historic Preservation Officer (SHPO) has concurred with IDOT's finding that the above referenced project, as currently designed, will have *No Adverse Effect* on historic architectural properties, see attached letter.

Please coordinate with my office: (1) any project design changes that may impact historic architectural properties and (2) the design of the greenspace along the west side of the C. Ivar Josephson House. The owners of this historic property, Mr. & Mrs. Matthis, must be consulted about the design of this space, as well as the space on the east side of their property along current I-74 (see attached email).

To complete the Section 106 process, archaeological resources within the Area of Potential Effect (APE) must be identified, evaluated for the National Register of Historic Places, and project impacts assessed. The Illinois State Archaeological Survey (ISAS) has completed their investigations, and their draft report will be submitted for IDOT review next month. The Section 106 process will be completed when the SHPO concurs with the findings of this study.

A handwritten signature in cursive script that reads "Brad H. Koldehoff".

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

APPENDIX A

Newell, Deeann [DOT]

To: Keen, P C [DOT]
Cc: Swenson, Mark A [DOT]; Rost, James [DOT]; Hofer, Brad [DOT]; Marler, Scott [DOT];
 Donovan, Matt [DOT]; Rick, Douglas [DOT]; Schnoebelen, Jim [DOT]; Matulac, Donna
 [DOT]; Musgrove, Wes [DOT]
Subject: NEPA Reevaluation Completion (NE40) - IM-074-1(122)0--13-82

To: Office of Contracts **Effective Date:** December 11, 2014
Attn: PC Keen **REF:** Scott County, Iowa and Rock Island County,
 Illinois
From: DeeAnn L. Newell
Office: Location and Environment
Subject: Staff Notification of NEPA Reevaluation (NE40) - IM-074-1(122)0--13-82

This is to inform you that the Record of Decision for I-74 from S of 23rd Ave in Moline to N of 53rd St in Davenport in Scott County, Iowa and Rock Island County, Illinois and has been validated and includes the changes identified through the Operational Independence Study and the Accelerated Construction Scheme. The reevaluation only reviewed the environmental effects on the **Iowa** side of the project. A separate review will be completed at a later date for the **Illinois** environmental impacts and will require a separate reevaluation (NE40). This NE40 has been completed and is valid for the following project:

County: Scott
 PIN: 03-82-074-010
 Project Number: IM-074-1(122)0--13-82
 Location: S of 23rd Ave in Moline to N of 53rd St in Davenport
 Type of Work: Preliminary Engineering
 Project Directory: 8207401003

Please add a **NE40 with an Actual Finish of 12/11/14.**

The NEPA clearance document can be found in ERMS as follows:

Area: Highway
 Cabinet: Environmental
 Search Group: NEPA
 Drawer: NEPA Document
 NEPA ID: 562



DeeAnn L. Newell | NEPA Section Leader

 Iowa Department of Transportation | Office of Location and Environment
 800 Lincoln Way | Ames, Iowa 50010
 Phone: 515-239-1364 | Email: DeeAnn.Newell@dot.iowa.gov

Newell, Deeann [DOT]

From: Andrew.Wilson@dot.gov
Sent: Thursday, December 11, 2014 10:25 AM
To: Newell, Deeann [DOT]
Cc: Rost, James [DOT]; Hofer, Brad [DOT]; Mike.LaPietra@dot.gov; dennis.bachman@dot.gov
Subject: RE: NEPA Reevaluation - IM-074-1(122)0--13-82
Attachments: I-74 NEPA Re-evaluation Memorandum 20141205Iowaside.pdf

DeeAnn,

FHWA has reviewed the attached NEPA re-evaluation memo for the upcoming Iowa work on the I-74 project, and we concur that the original ROD for the project is still valid.

Thanks,

Andy Wilson

Program Delivery Engineer
 FHWA-Iowa Division
 (515) 233-7313

From: Newell, Deeann [DOT] [<mailto:DeeAnn.Newell@dot.iowa.gov>]
Sent: Friday, December 05, 2014 1:33 PM
To: Wilson, Andrew (FHWA)
Cc: Rost, James [DOT]; Hofer, Brad [DOT]
Subject: NEPA Reevaluation - IM-074-1(122)0--13-82
Importance: High

County: Scott
 PIN: 03-82-074-010
 Project Number: IM-074-1(122)0--13-82
 Location: S of 23rd Ave in Moline to N of 53rd St in Davenport
 Type of Work: Preliminary Engineering
 Project Directory: 8207401003

Andy,

According to CFR 23 771.129 (c), after approval of the ROD, FONSI, or CE designation, the applicant shall consult with the Administration prior to requesting any major approvals or grants to establish whether or not the approved environmental document or CE designation remains valid for the requested Administration action. The Iowa DOT has completed a NEPA Reevaluation Technical Memorandum documenting changes that have occurred since the signing of the ROD on 4/29/2009.

Two principle changes included an Operational Independence Study and an Accelerated Construction Scheme. These changes were reviewed to determine any changes to the environmental impacts as described in the FEIS/ROD.

Due to changes in the project on the Illinois side of the river, this reevaluation only covers the environmental impacts in Iowa. A separate review will be completed at a later date for the Illinois environmental impacts.

The review identified 15 areas that were outside of the original clearance. It had been determined that these changes would have no additional environmental impacts except for a wetland in Area A. Even though the existing wetland would remain intact, the acres will be included in the wetland mitigation.



DeeAnn L. Newell | NEPA Section Leader

Iowa Department of Transportation | Office of Location and Environment
800 Lincoln Way | Ames, Iowa 50010
Phone: 515-239-1364 | Email: DeeAnn.Newell@dot.iowa.gov

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 53rd 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 12th 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 & 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 & a City of Moline official & 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 & 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 & 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"> <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> <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> <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>

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"> <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> <i>2. We are also considering routing any traffic from the Quad City Airport desiring to go to Iowa onto I-280.</i> <i>3. 19th St and the River Drive ramp to the existing bridge will remain open to westbound local traffic destined for Bettendorf.</i> <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>

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 th St had questions regarding how close the new Kimberly Rd/13 th 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 th St is removed. He is at the NE quadrant of State St and 11 th 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 th St if 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 14th St. The bigger impact will be when the Brown St/14th 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 14th St temporary pavement.</i>

Summary of Comments	Summary of Iowa DOT Responses
<p>The owners of the business east of 15th 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 http://www.iowadot.gov/autotrails/bakerbridge.html).</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

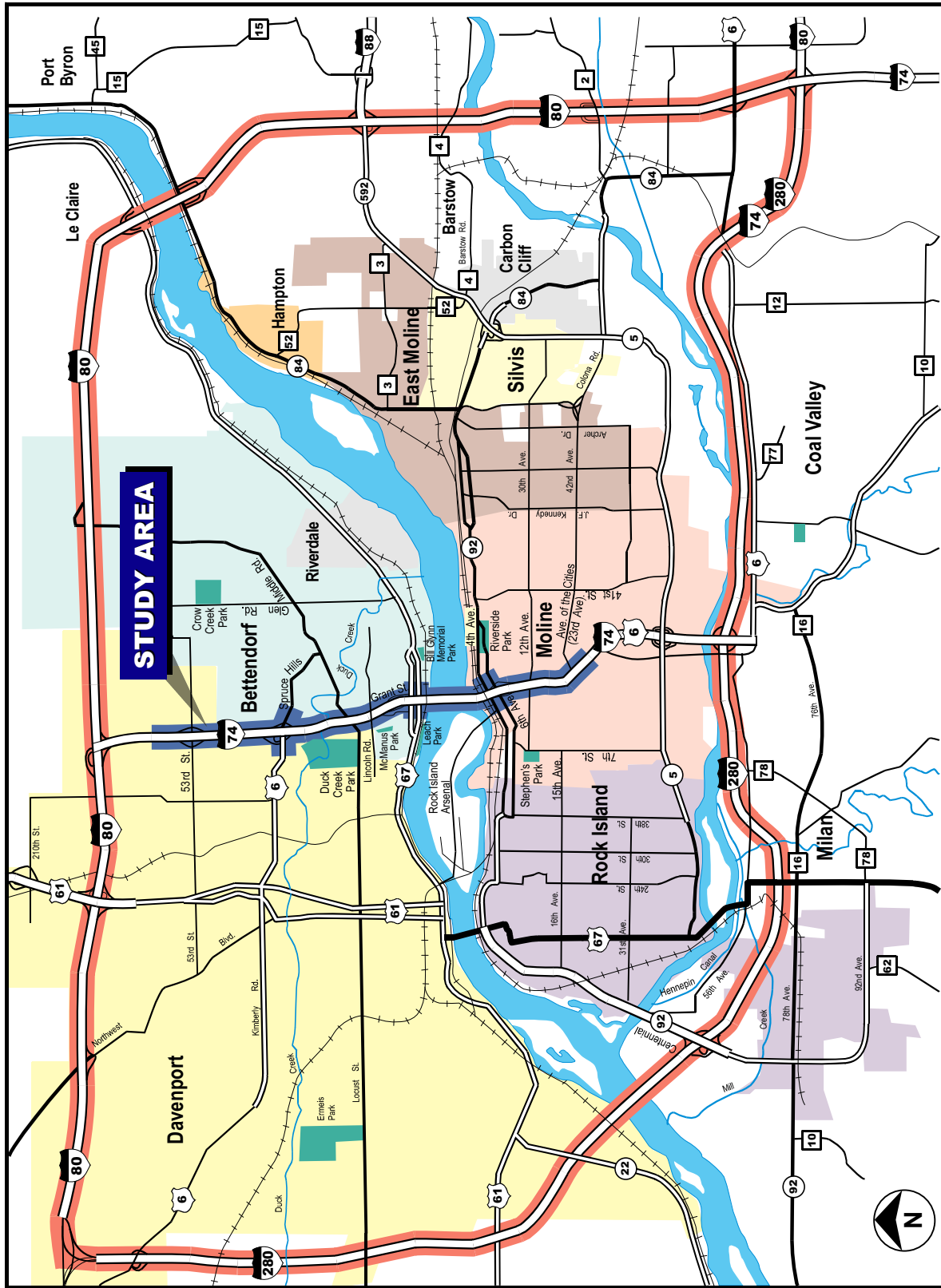
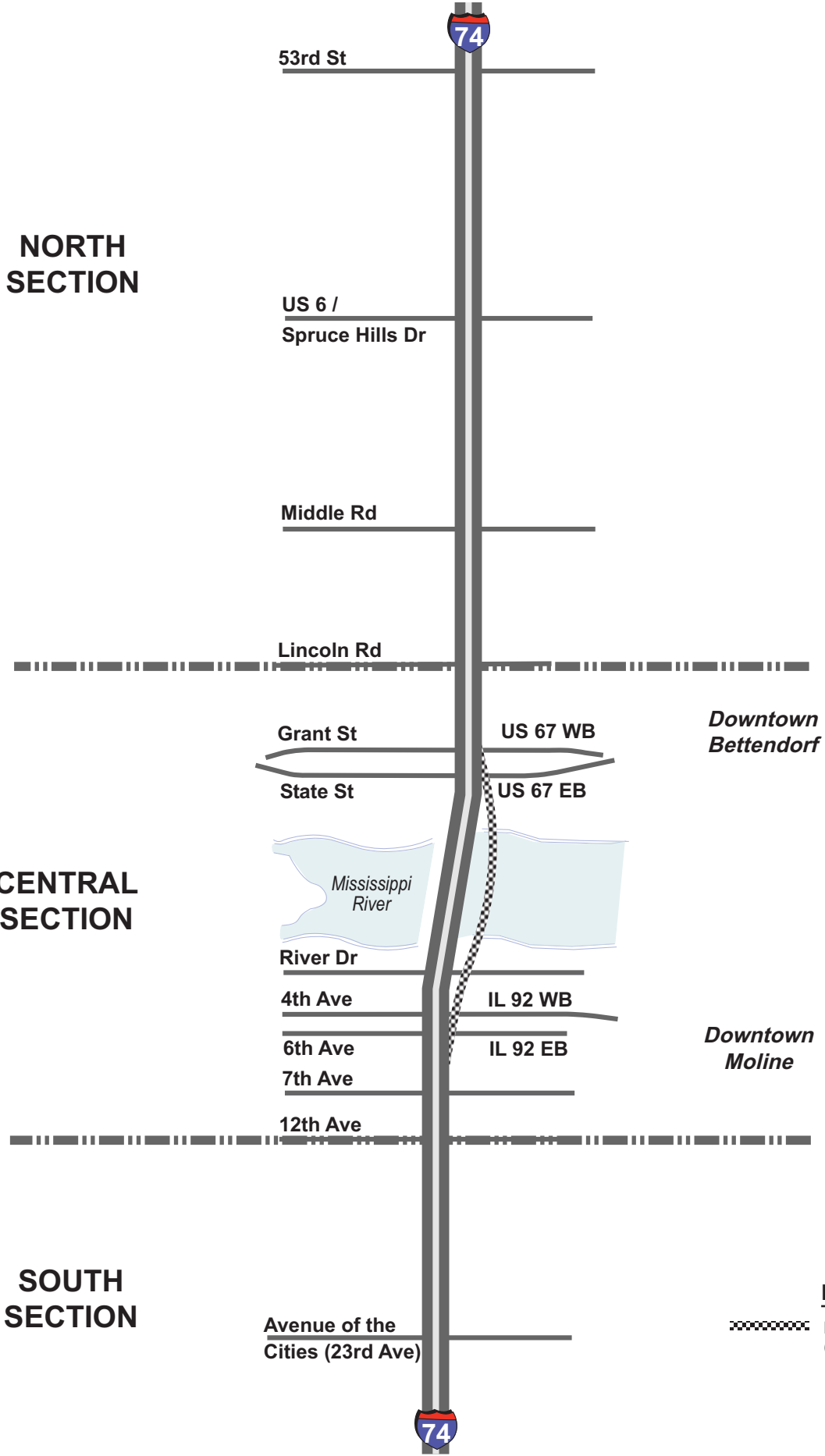


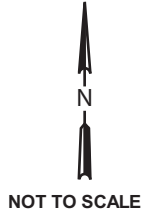
Figure S-1 I-74 Iowa-Illinois Corridor Study
Location Map



NORTH SECTION

CENTRAL SECTION









SOUTH SECTION



LEGEND
 - - - - - F Alignment Alternative (Preferred)




Figure S-2
Project Sections

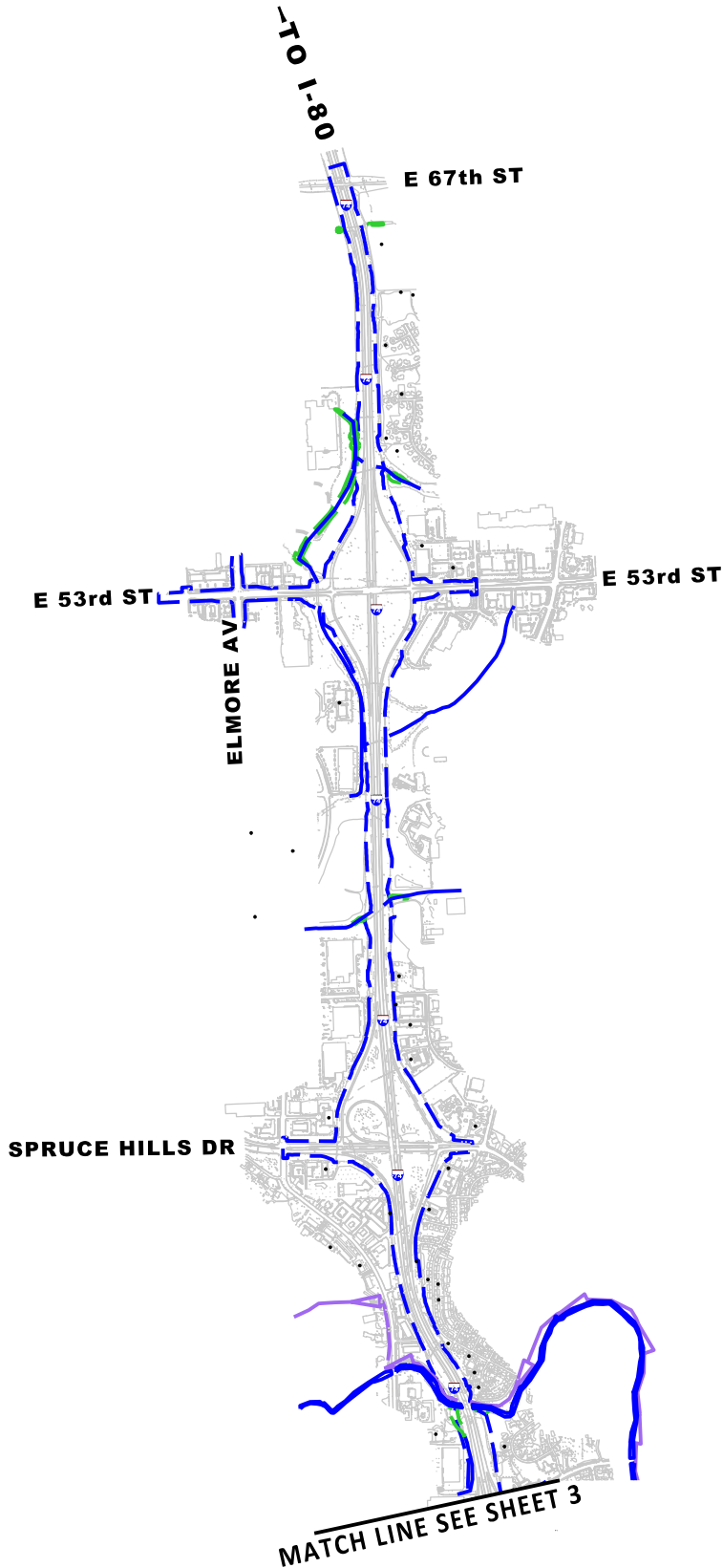
ENVIRONMENTAL RESOURCE LEGEND

-  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




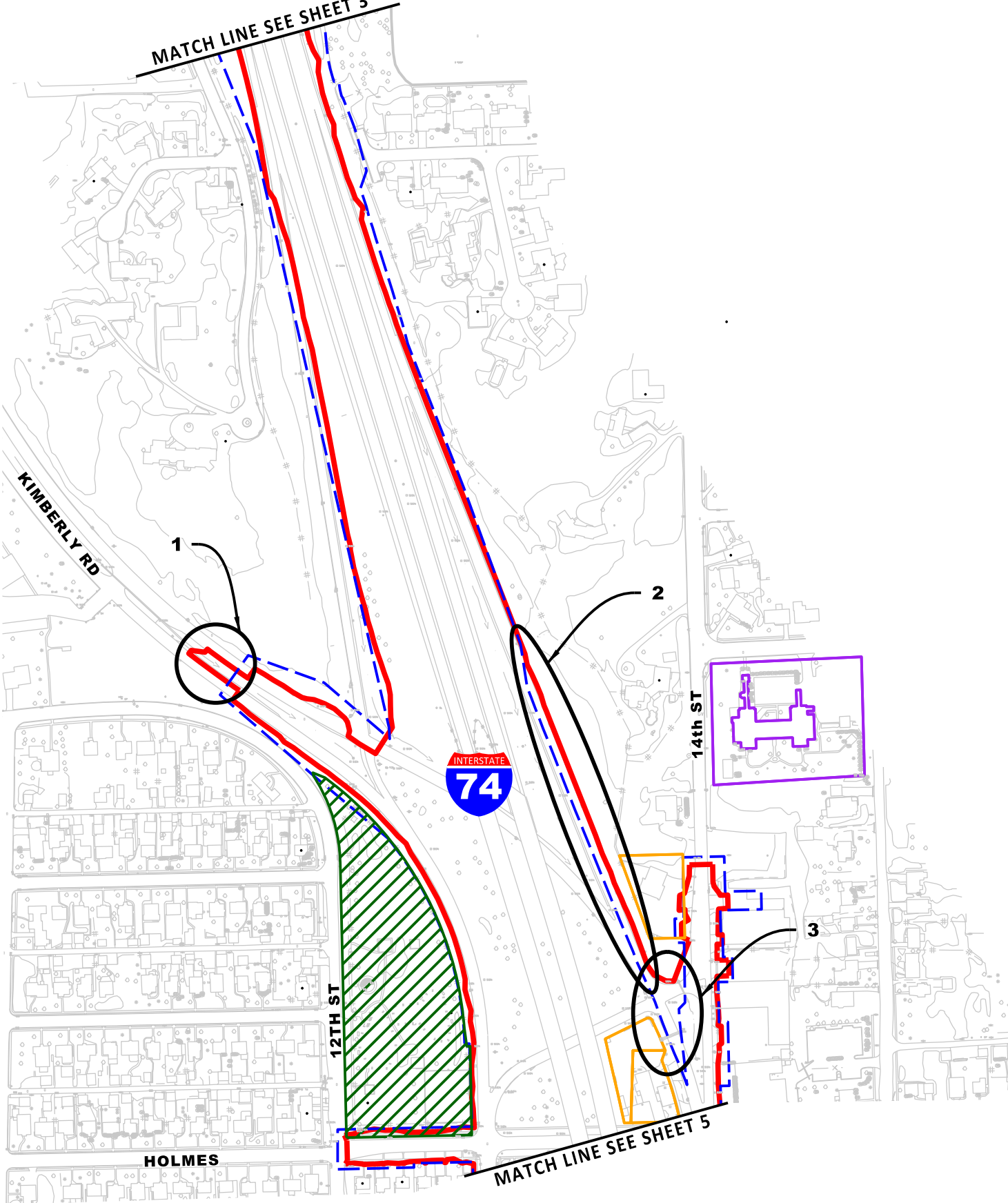
-  EXPANDED CENTRAL SECTION CONSTRUCTION LIMITS
-  FEIS CONSTRUCTION LIMITS
-  D-5 CONSTRUCTION LIMITS

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



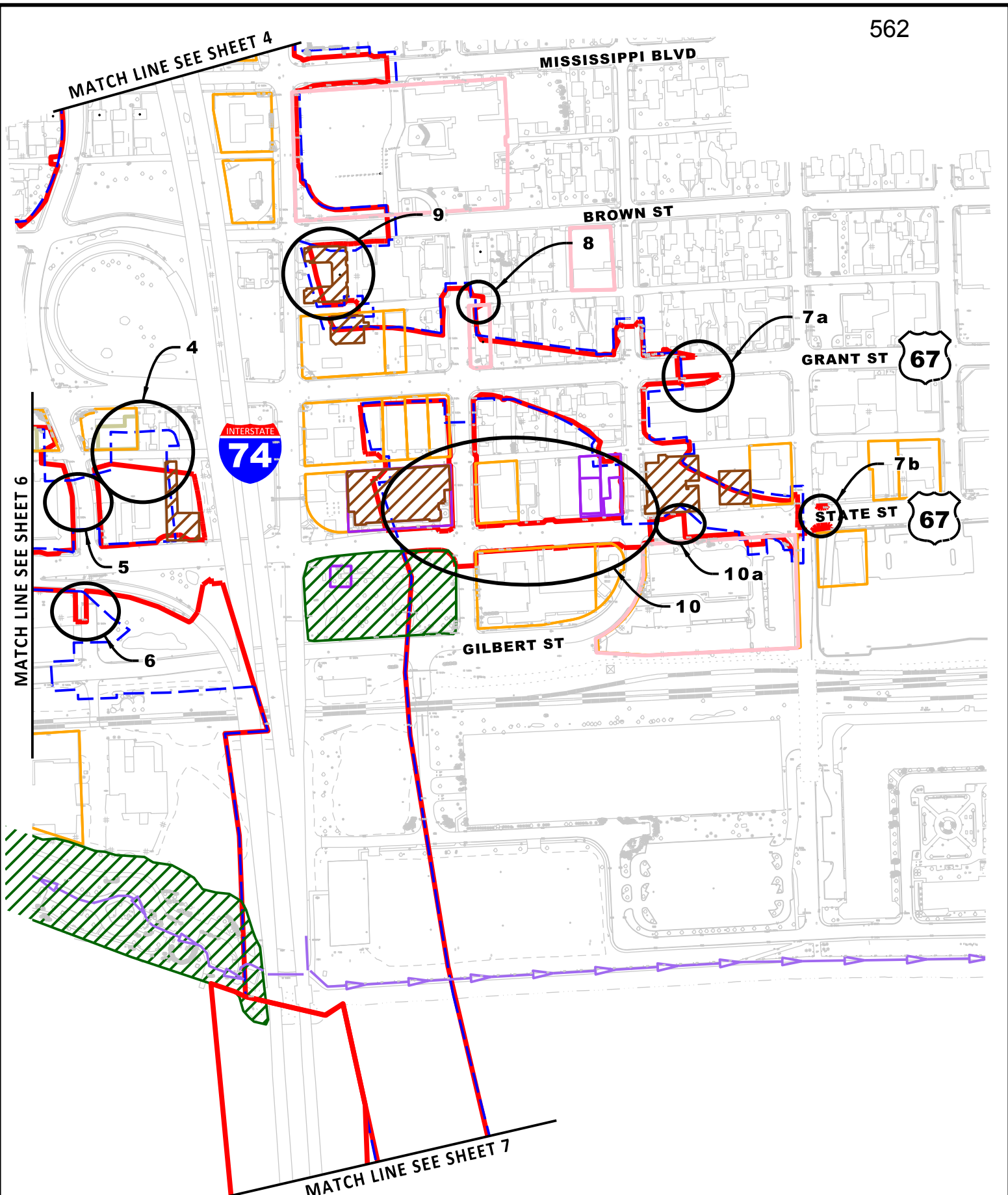
LEGEND

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

FIGURE S-3

PROPOSED EXPANDED CENTRAL SECTION WITH NEPA PREFERRED ALTERNATIVE

MATCH LINE SEE SHEET 4



MATCH LINE SEE SHEET 6

MATCH LINE SEE SHEET 7

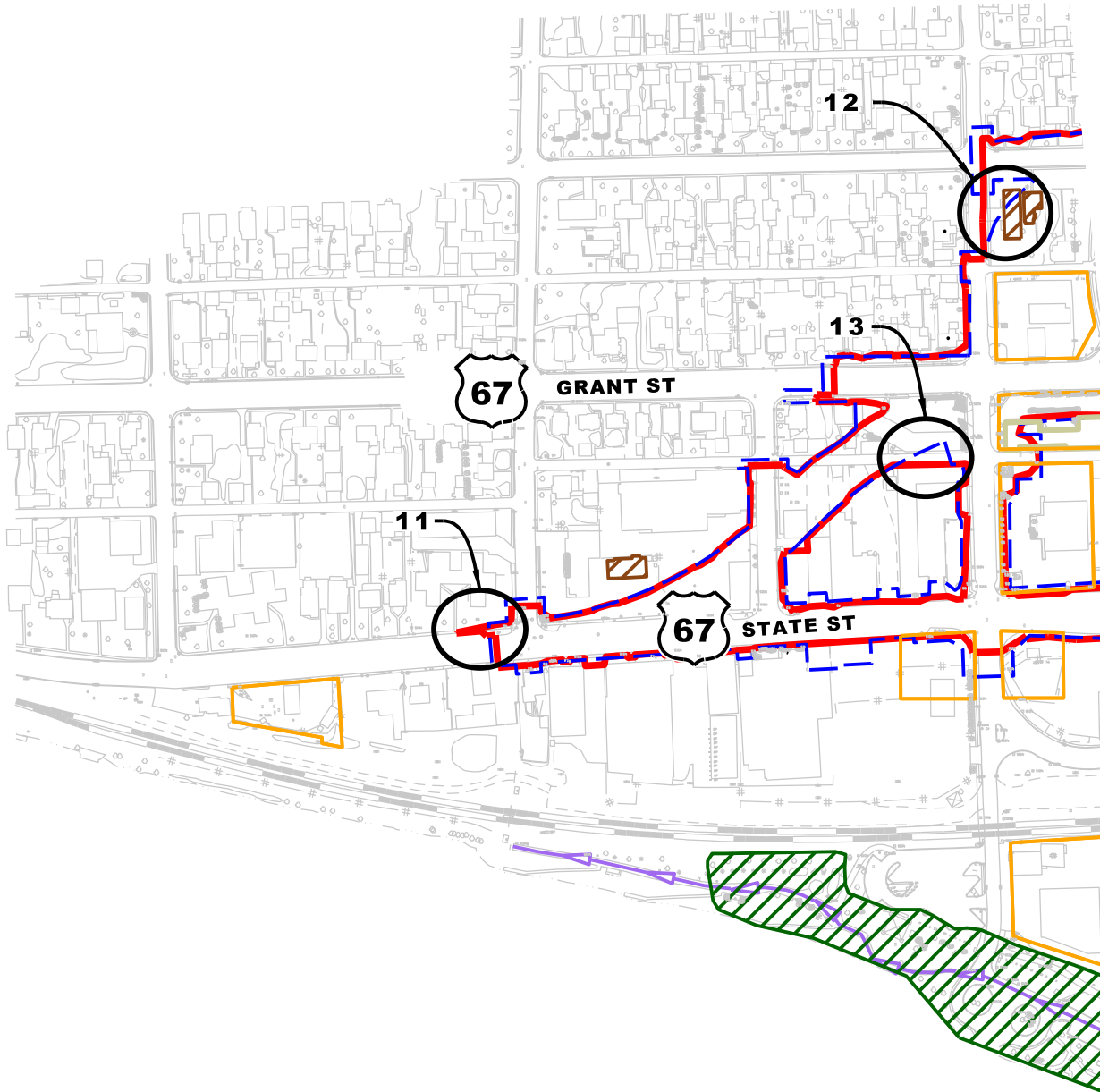


LEGEND

- 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



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

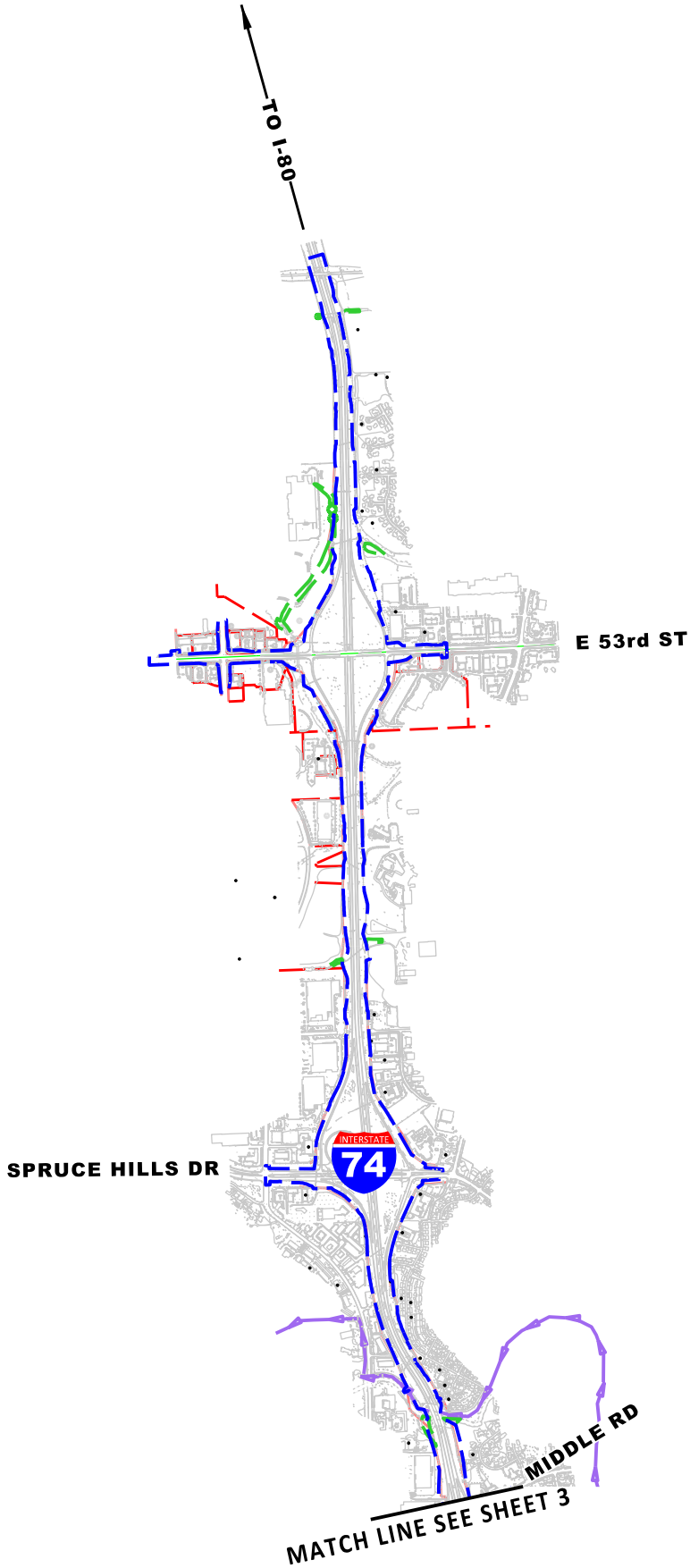
PROPOSED EXPANDED CENTRAL SECTION WITH NEPA PREFERRED ALTERNATIVE

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

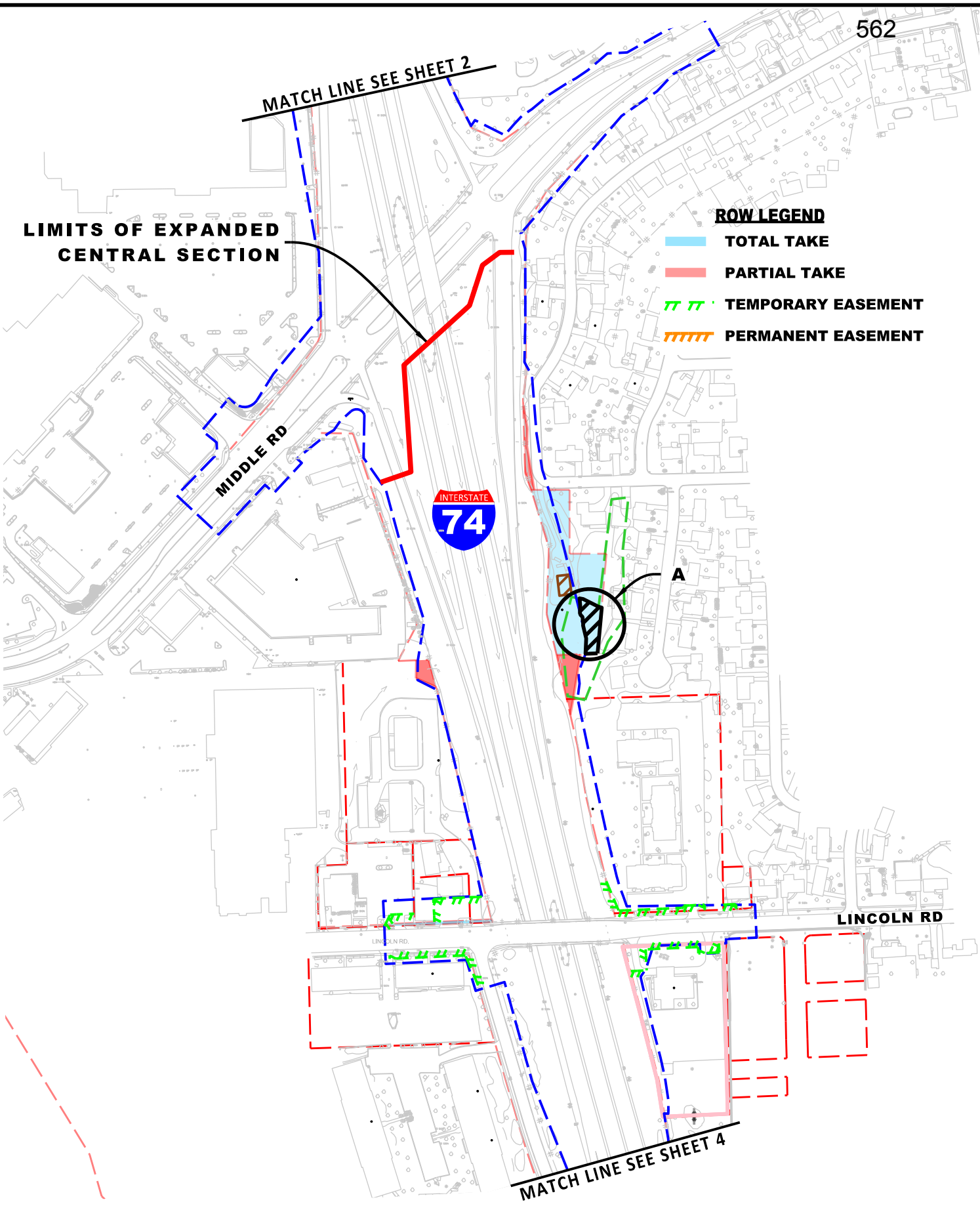
FIGURE S-4
FEIS CONSTRUCTION LIMITS WITH ROW ACQUISITION

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

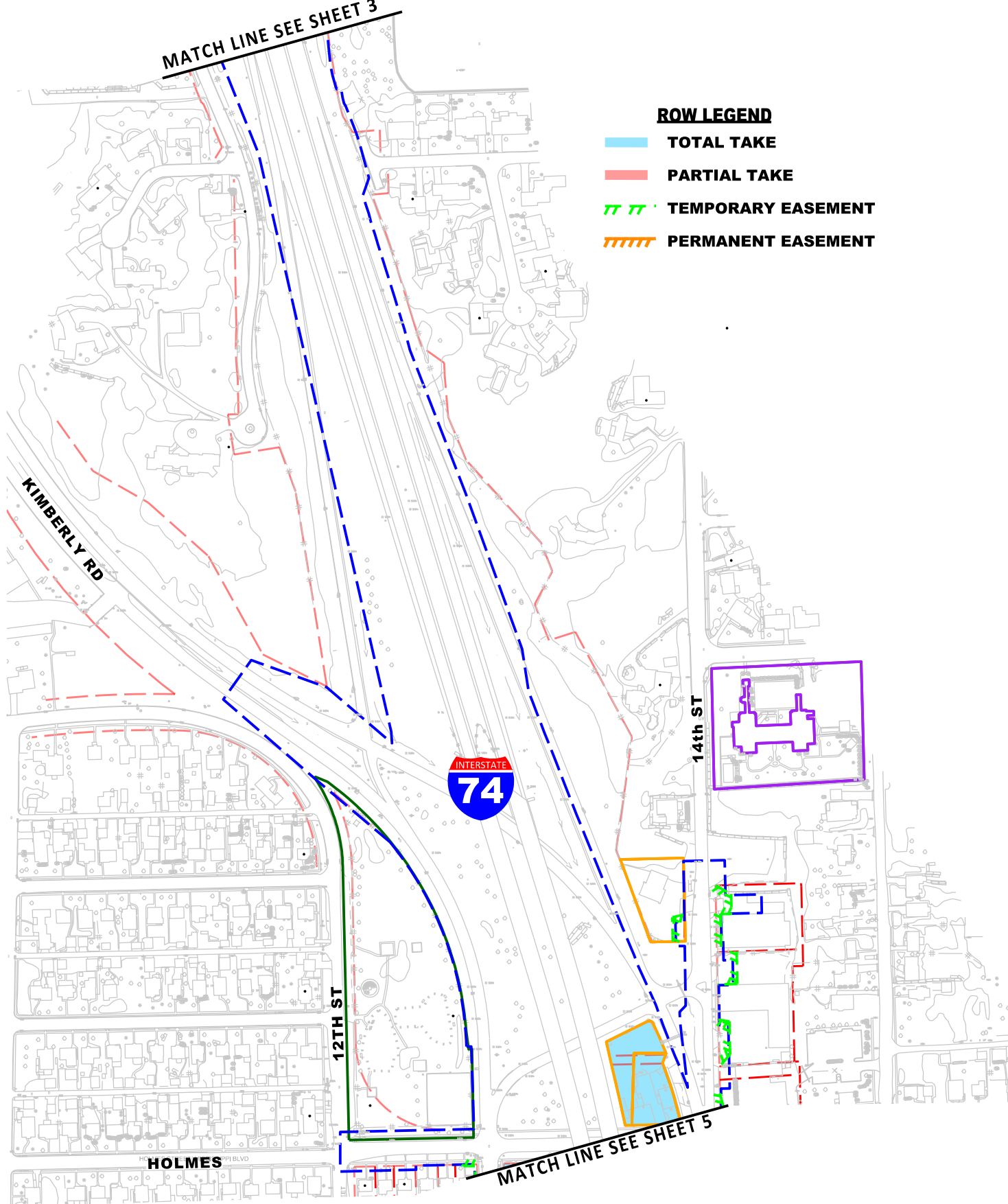
FIGURE S-4

FEIS CONSTRUCTION LIMITS WITH ROW ACQUISITION

MATCH LINE SEE SHEET 3

ROW LEGEND

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



MATCH LINE SEE SHEET 5



LEGEND

- - - FEIS CONSTRUCTION LIMITS
- - - EXISTING ROW

FIGURE S-4

FEIS CONSTRUCTION LIMITS WITH ROW ACQUISITION

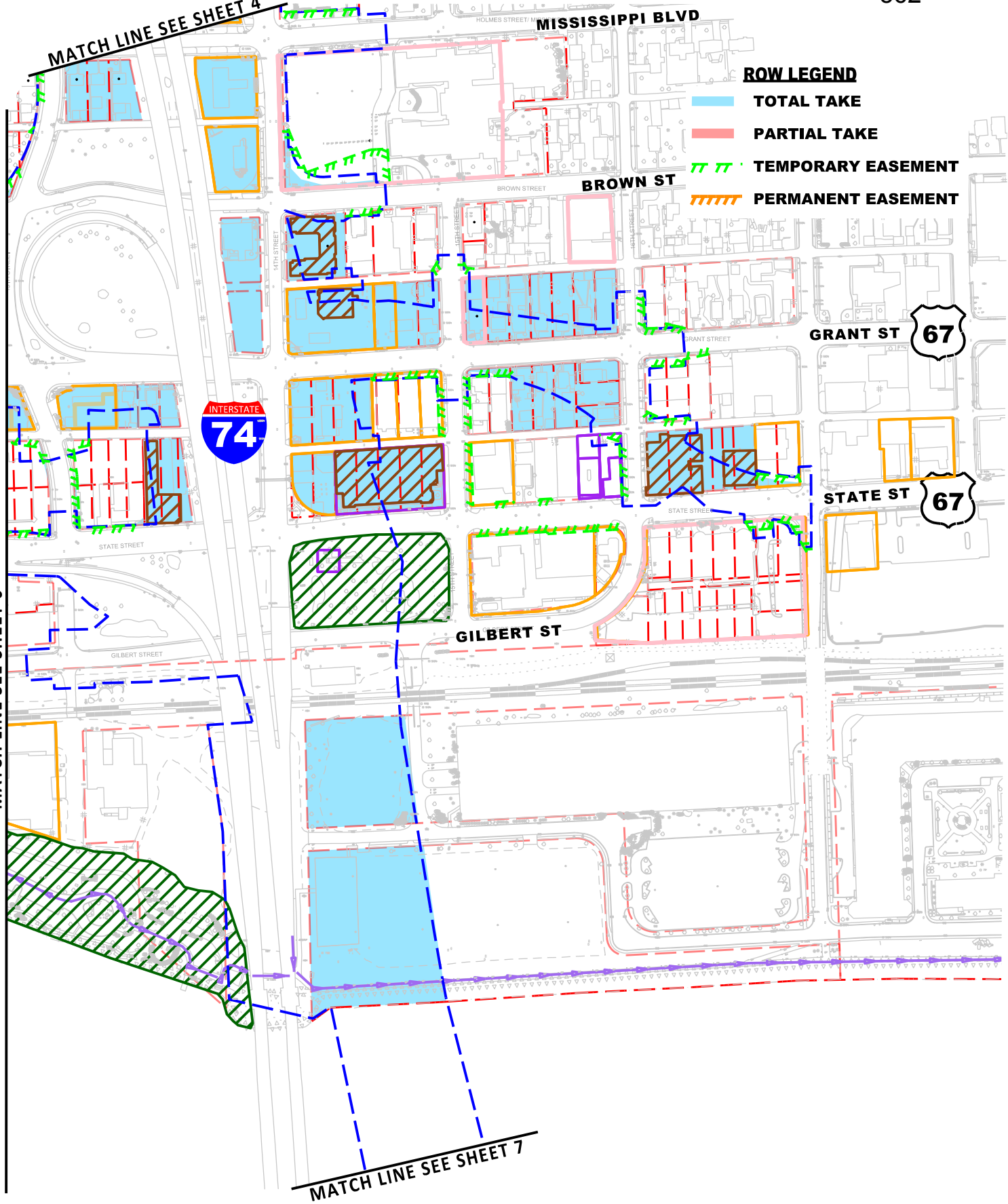
MATCH LINE SEE SHEET 4

MATCH LINE SEE SHEET 7

MATCH LINE SEE SHEET 6

ROW LEGEND

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

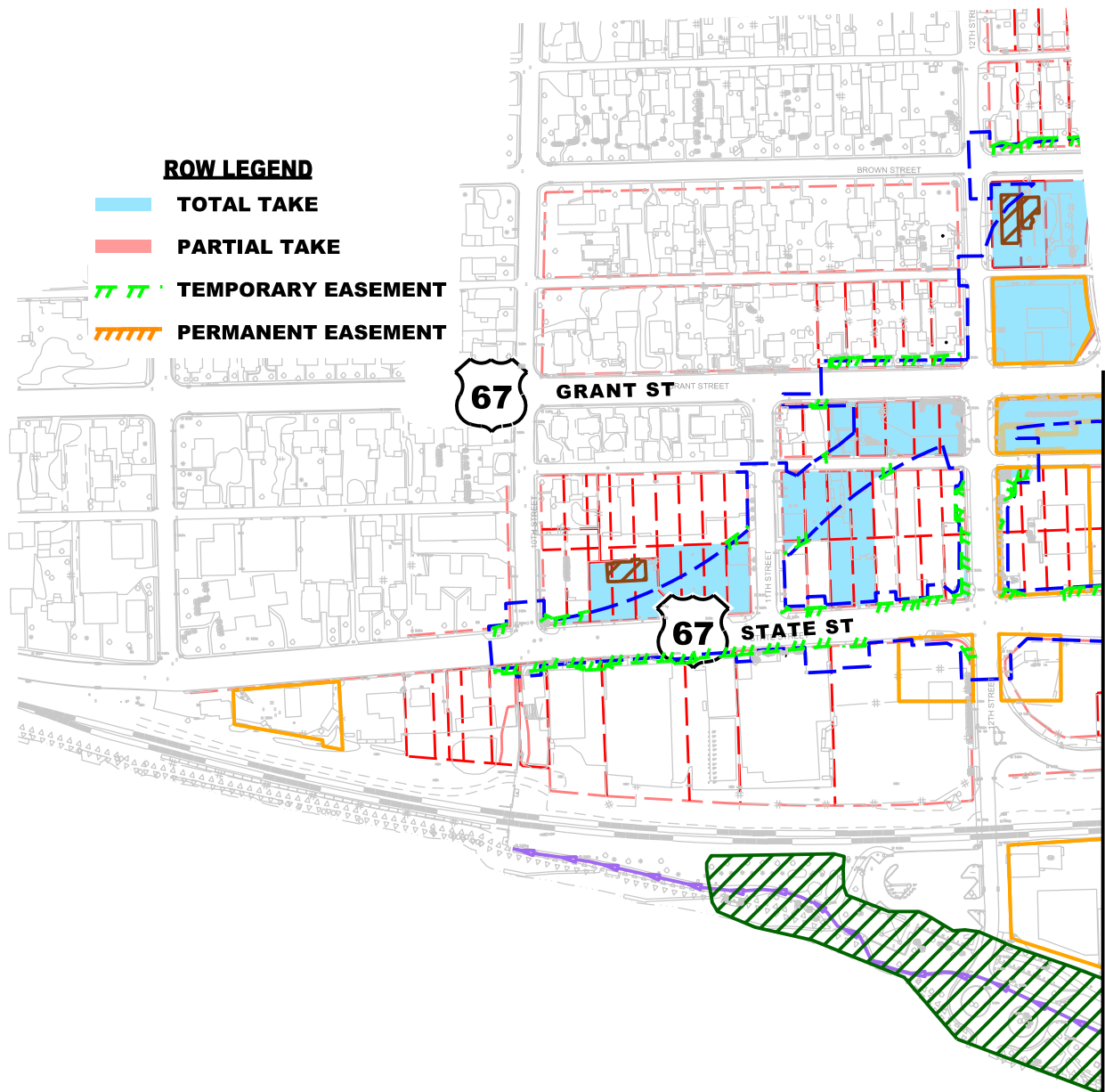


LEGEND

- FEIS CONSTRUCTION LIMITS
- EXISTING ROW

FIGURE S-4

FEIS CONSTRUCTION LIMITS WITH ROW ACQUISITION



ROW LEGEND

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

LEGEND

- FEIS CONSTRUCTION LIMITS
- EXISTING ROW





FIGURE S-4

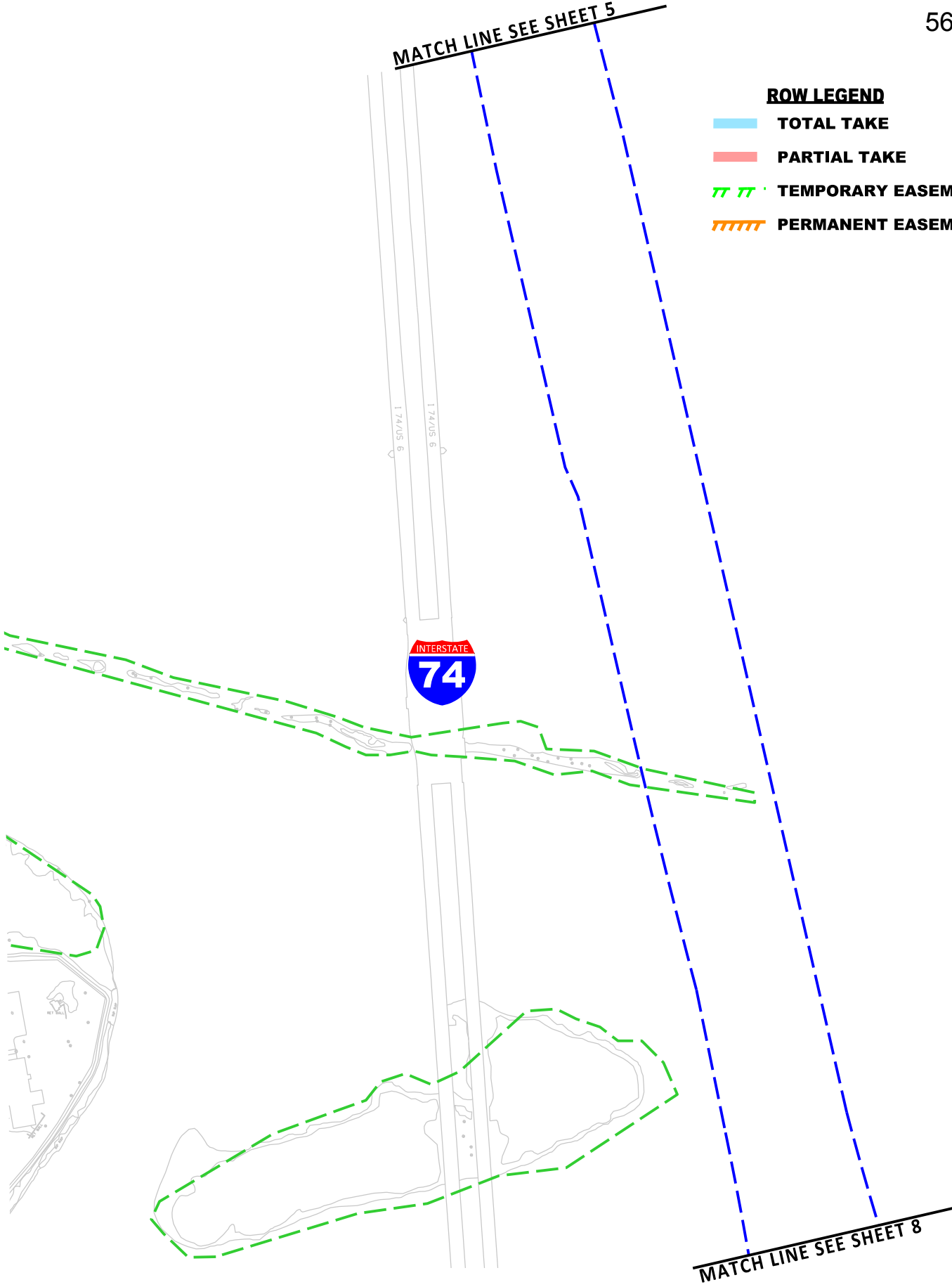
FEIS CONSTRUCTION LIMITS WITH ROW ACQUISITION



MATCH LINE SEE SHEET 5

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