

*Quad Cities
I-74 Corridor Project
and other Mississippi River Crossings Efforts*

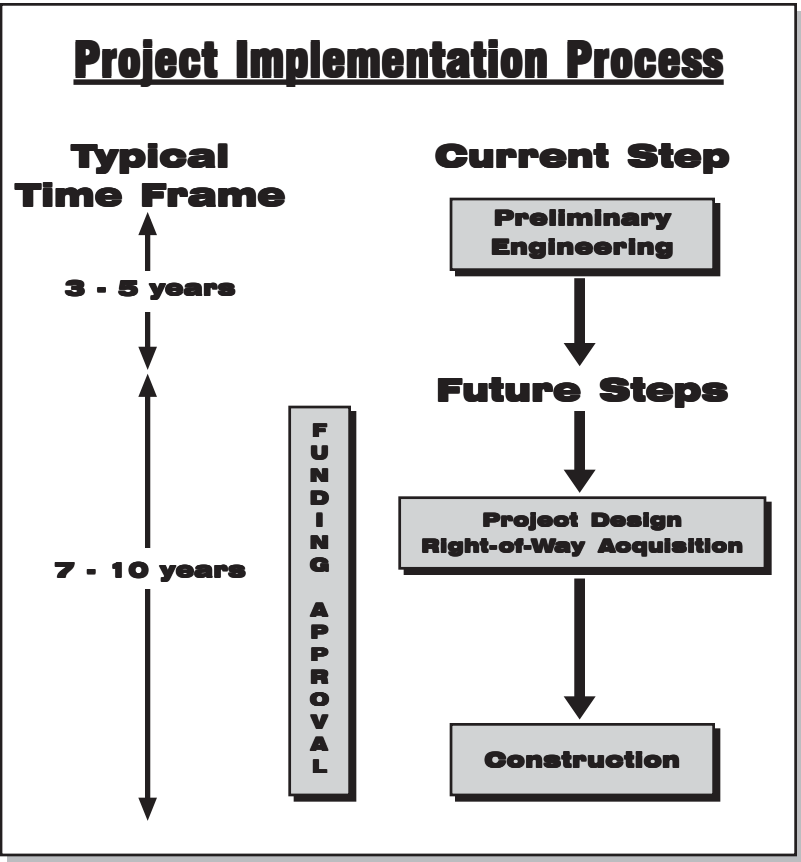
Needs & Strategies

Background: Mississippi River crossings continue to be the highest priority in the Quad Cities as we seek to exhibit a large market population of 375,000. Over 170,000 vehicles cross the Mississippi River on an average day. To examine Quad Cities crossing needs, a study was conducted from 1996 to 1998 which culminated in the identification of three crossing needs in the Quad Cities. These included removal of the tolls on the Centennial Bridge, the widening of the Interstate 74 bridge and construction of a new bridge halfway between the existing I-74 and I-80 bridges to address access needs in the eastern portion of the Quad Cities. (See River Crossings map on back.)

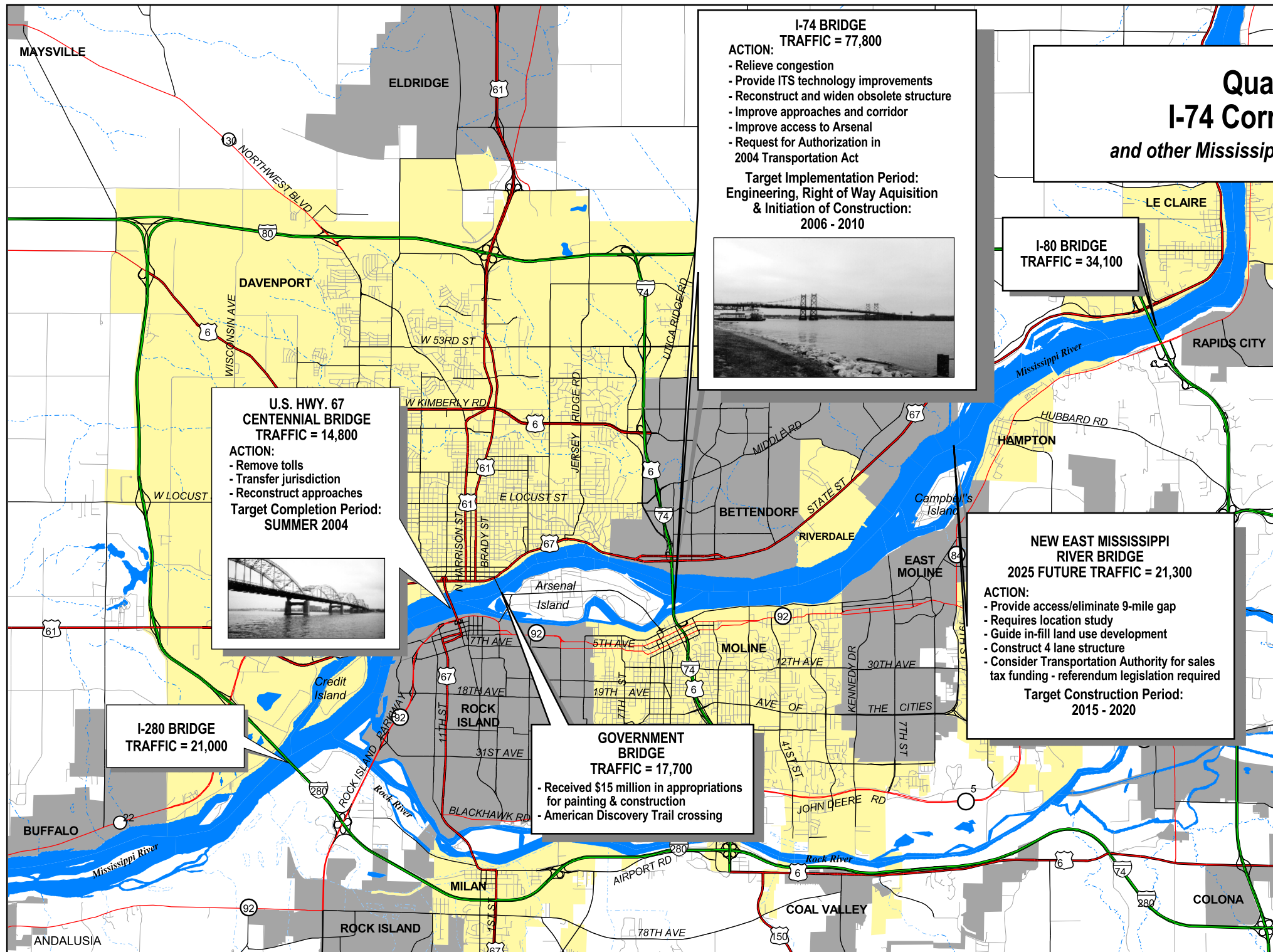
Centennial Bridge: Iowa and Illinois DOT's have been working with the Cities of Davenport, IA and Rock Island, IL to take over ownership of the Centennial Bridge (U.S. 67). Removal of tolls on the bridge will allow the bridge to be more fully utilized alleviating traffic on other crowded bridges. In fact, traffic on the I-74 bridges is expected to be relieved by 5,000 vehicles a day. Tolls were removed in 2003 with the completion of the approach work expected by 2004.

Interstate 74 Bridge: The number of crossings on I-74 is 77,800 per day; the bridges were built for approximately 48,000 vehicle crossings per day. The I-74 Corridor Study began in June 2000, and a steering committee comprised of state and local officials is working together to resolve the critical issues of access and business impact. The greatest challenge will be funding for construction. Local officials need to work hand-in-hand with state and federal officials to acquire the remaining funds needed for the I-74 project and to insure the project is included in the next federal transportation authorization acts.

Implementation of this project will be complicated: a new wider bridge structure will be needed, along with major changes to interchanges. Projects of this complex nature take time. The final environmental impact statement is expected to be complete by 2006. Final project design, right-of-way acquisition and construction will likely take seven to ten years.



New East Bridge: A new bridge between East Moline and Bettendorf is recognized primarily as a local responsibility by the DOT's as it isn't on the state or federal highway system and is not part of the National Highway System. Also, the project does not address problems in the I-74 corridor but provides access in an area where there is a 9-mile crossing gap. The Quad City local governments have agreed, through the Transportation Policy Committee, to consider the feasibility of creating a transportation authority that may utilize a locally imposed sales tax to construct the bridge and address other roadway needs. A public survey of 1,000 adults in Scott and Rock Island Counties showed that over 70 percent of persons surveyed supported this concept. The East Bridge costs, along with a financial feasibility analysis, have been studied. In addition, legislative language to form a Metropolitan Authority is being revised and may be considered in future legislative sessions.



Quad Cities I-74 Corridor Project *and other Mississippi River Crossing Efforts*

I-80 BRIDGE
TRAFFIC = 34,100

