Chapter 3 The System for 2055

An underlying consideration in the development and implementation of any future transportation network is the availability of funds. Funding for transportation projects is available through several federal, state, and local funding mechanisms. As with most programs, forecasting the future resources that will be available to meet the long-range transportation needs is a difficult task.

A component of federal transportation legislation requires the long range transportation plan be financially constrained. A financially constrained plan provides sufficient financial information to demonstrate that projects in the plan can be implemented using committed, available, or reasonably available revenue sources, with a reasonable assurance that the federally supported transportation system is being adequately operated and maintained. However, the process of determining whether a long range plan is financially balanced is a challenge with many uncertainties. For example, significant dollars are budgeted in a federal transportation act for federally eligible projects. The Infrastructure Investment and Jobs Act (IIJA) was passed by Congress in 2021, and is authorized through FFY 2026. By the end of that fiscal year, a new bill or an extension will be needed. Federal transportation reauthorizations have based income on projections for the Highway Trust Fund, and some general revenue. The nation faces diminishing revenues going into the trust fund, and future allocations in a series of 2-year, 4-year, or 6-year transportation bills is unknown.

For the purposes of this plan, some general financial forecasting procedures were utilized based on historical experience and conservative estimates. In creating these forecasts, key assumptions have been made about the future transportation funding sources. The most significant assumption relates to the availability of future federal funding. It is assumed throughout this plan that the federal government will continue to fund its existing transportation programs into the future.

Available Revenues

Before any future revenue forecasts can be made, there must be an understanding of a "reasonably available" transportation revenue. "Reasonably available," as defined by federal regulations, includes all those transportation resources for which documentation can be produced to justify that there is a reasonable expectation that the funds from that resource will be available in the future.

The following list outlines some of the financial sources utilized for transportation projects and that were the historical basis for future revenue estimates. The IIJA was authorized in November 2021 and covers FFY 2022 through FFY 2026. The IIJA expanded the number of transportation grants available through the U.S. DOT. The list below is consistent with historical programs the Quad Cities MPA has received, but is not all inclusive of the opportunities that may be present in the future. Funds related to COVID relief are one example, which are above and beyond typically available funds. As another example, there are Federal Transit programs for light rail and bus rapid transit that are not listed. This plan suggests these types of projects would require further study to be viable and fiscally constrained projects in the plan. However, these sources do exist and may be opportunities for planning towards these types of facilities in the future.

IIJA Federal Highway Transportation Assistance Programs

- Congestion Mitigation and Air Quality Improvement Program
- Emergency Relief Program
- Federal Lands Access Program
- Ferry Boat Formula Program
- Highway Safety Improvement Program

- Metropolitan Planning Program
- National Highway Performance Program
- State Planning and Research Program
- Surface Transportation Block Grant
- Transportation Alternatives Set-Aside
- Other Federal Discretionary Dollars

IIJA Federal Transit Transportation Assistance Programs

- Urbanized Area Formula Grants, FTA 5307
- Enhanced Mobility of Seniors and Individuals with Disabilities, FTA 5310
- State of Good Repair Grants, FTA 5337
- Bus and Bus Facilities Program, FTA 5339
- Capital Investment Grants
- Fixed Guideway Capital Investments Grants
- Public Transportation Emergency Relief Program
- Rural Area Formula Grants
- State of Good Repair Grants
- Transit-Oriented Development Planning Pilot
- Metropolitan Planning Grants
- State Planning Grants
- Other Federal Discretionary Dollars

Various State, Local, and Other Funding Resources and Programs

- General Funds
- Special Taxes
- Bonds
- Fares or User Fees
- Other State/Local Resources

Some of these resources are discretionary and/or competitive programs. Further, some projects, because of their scope, may require direct appropriations from federal or state programs. Table 3.1 shows a comprehensive funding by source list from the Quad Cities Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) from FFY 2015-2028. Over $1 billion in funding has been programmed toward transportation projects using federal, state, and local resources during this period of time.

Table 3.1 – – Transportation Improvement Program (TIP) Summary of Programmed Funds FFY2015-2028

Federal Source	Sum of FEDERAL SHARE	Sum of STATE SHARE	Sum of LOCAL SHARE
Not specified	$18,750	$57,272,000	$26,198,750
Bridge Replacement - Urban System	$2,000,000	$ —	$545,000
City Bridge Program	$1,000,000		$1,470,525
Congress Set-aside	$3,000,000	$ —	$600,000
Carbon Reduction Program	$ 175,000		$43,750
Demonstration/ Transportation Alternatives-Regional	$ 598,214	$108,500	$41,054
Congressionally Directed Spending/Earmark	$5,237,500	$187,500	$5,083,000
Federal Railway/Highway Safety Program (Sec 130)	$512,000	$ —	$ —
Highway Bridge Program	$5,627,500	$106,875	$1,460,000
Highway Infrastructure Bridge Funding Program	$618,000	$154,000	
Highway Infrastructure Program	$39,634,138	$5,120,000	$ —
Highway Safety Improvement Program	$39,510,262	$4,157,000	$1,898,804
Iowa Clean Air Attainment Program	$1,199,000	$ —	$299,750

Federal Source	Sum of FEDERAL SHARE	Sum of STATE SHARE	Sum of LOCAL SHARE
Illinois Transportation Enhancement Program	$8,720,000	$ —	$3,227,330
National Corridor Infrastructure Improvement	$1,626,000	$407,000	$ —
National Electric Vehicle Infrastructure	$735,572		$183,893
National Highway Freight Program	$1,600,000	$400,000	
National Highway Performance Program	$1,113,522,420	$176,661,480	$930,000
Planning Funds	$11,268,555	$631,661	$2,185,475
PROTECT	$26,238,800		$6,559,700
RAISE	$46,416,190	$ 2,500,000	$9,149,047
Railroad Safety/Hazard/Protect	$9,178,000	$ —	
Statewide Planning and Research	$200,000	$8,333	$41,667
Safe Routes to School	$950,000	$ —	$125,000
Safe Streets and Roads for All	$160,000	$ —	$40,000
Surface Transportation Block Grant	$72,844,902	$ 5,031,925	$19,144,810
Surface Transportation Program	$112,772,525	$20,020,000	$8,419,736
SWAP-Highway Bridge Program and Surface Transportation Program	$4,420,000	$ —	$1,030,000
Transportation Alternatives Program/Set-Aside	$10,182,743	$ —	$5,070,626
Grand Total	$1,519,966,072	$272,766,274	$93,747,918

Source: Bi-State Regional Commission, 2025

Revenue Forecasting Methodologies

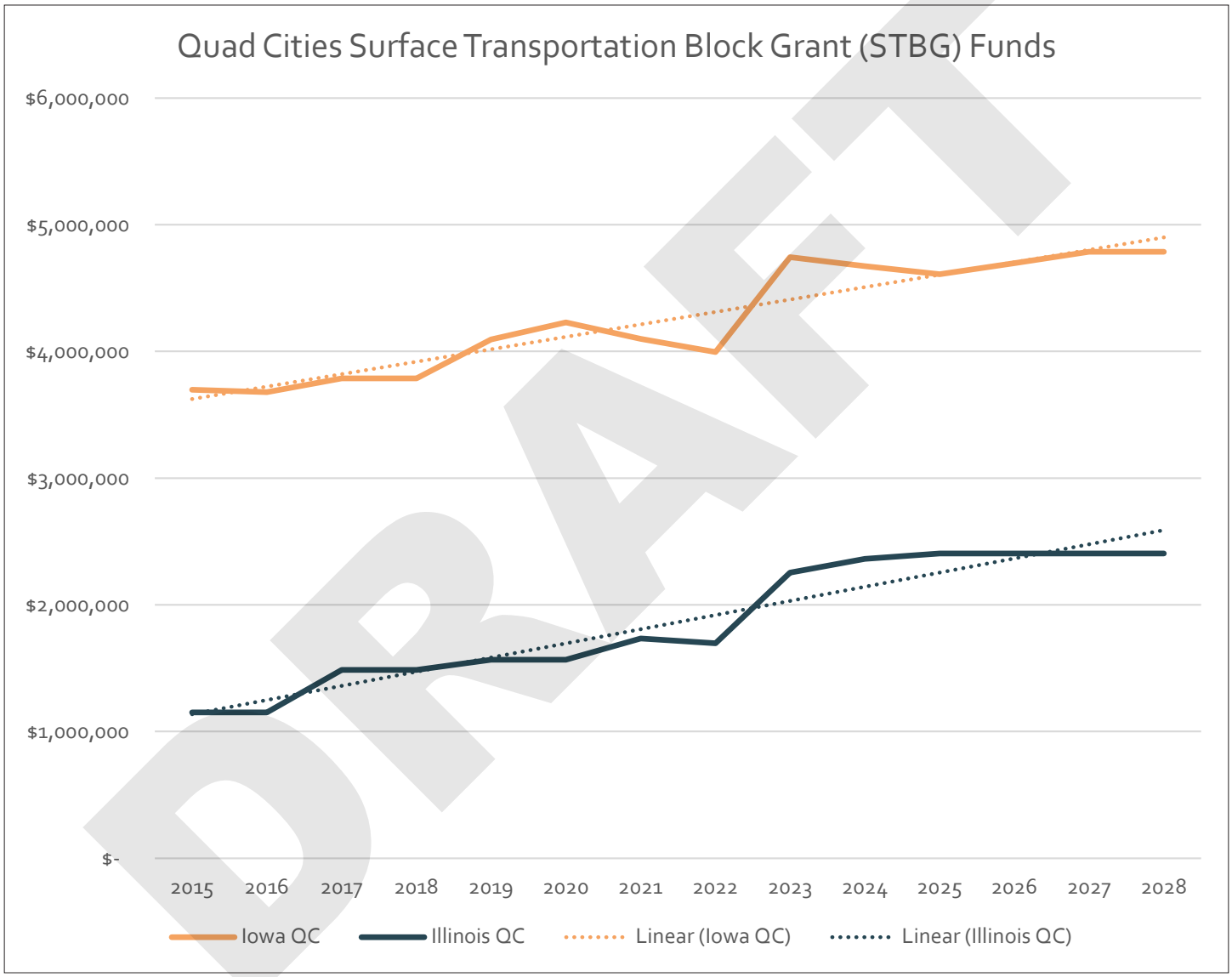
Forecasting future transportation funds can be achieved by a variety of different methodologies. For the purposes of this planning effort, trend line projections were applied to reasonably available transportation revenues for the Quad Cities MPA, based on the FFY2015-FY2028 funding recorded in the respective adopted Transportation Improvement Program (TIP). Figure 3.1 demonstrates the growth of Surface Transportation Block Grant (STBG) funding, including the expected funding targets through FY2028. In keeping with the revenue projections, the period of programmed STBG funds from FFY 2015-2028 was examined for historical trends. During this period, the average annual growth in Iowa Quad Cities STBG funds was 2.15%, and 6.35% in Illinois Quad Cities STBG funds.

Figure 3.2 illustrates annual average transportation funding over this 14-year period by transportation revenue resources, including roadway operations and maintenance, roadway capacity expansion, transit operations and maintenance, and transit capital, and transportation alternatives. These justification categories are determined for each project as they are entered into the TIP to track how funding is historically allocated in the region. By aggregating the projects by categories, revenue projections are less affected by the inconsistency of some funding programs for the purposes of revenue projection.

Unlike Table 3.1, Figure 3.3 does not include state-led projects that are considered revenue neutral in this plan for the purposes of fiscal constraint. The trend line projections provided an annual average for the FFY2025 funding forecasting base year. An annual growth rate of 1.5% annually was applied for the first five horizon years or short-term (2026-2030) of the plan. An annual growth rate of 4.25% annually was applied for the later horizon years or long-term (2031-2055) of the plan. The growth rate for the later years is consistent with historical trends, using locally programmed Surface Transportation Block Grant (STBG) funds.

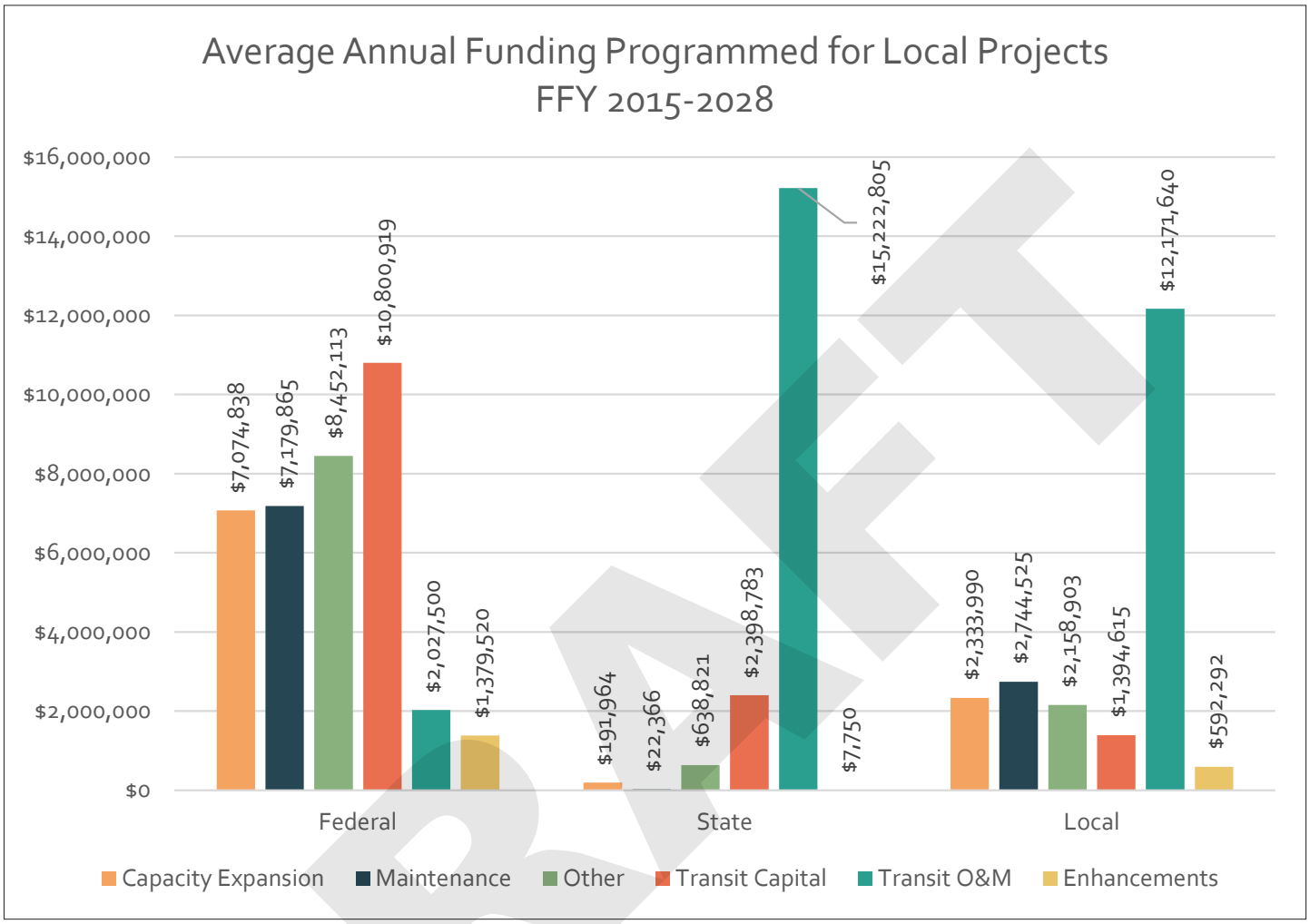
A growth rate of 1.5% for 2026-2030 was used to reflect a conservative approach to revenue in the short term and 4.25% between 2031 and 2055 to reflect historical trends and economic growth. Considering the uncertainty and volatility of the economy, the Transportation Policy Committee and both the Illinois and Iowa Departments of Transportation agreed with the revenue forecasting methodologies and projections. A similar methodology was used in the development of the prior plan.

Figure 3.1 – Quad Cities Surface Transportation Block Grant (STBG) Funds FFY 2015-2028



Source: Bi-State Regional Commission, 2025

Figure 3.2 – FFY2015-2028 Programmed Local Projects (Average/Year)



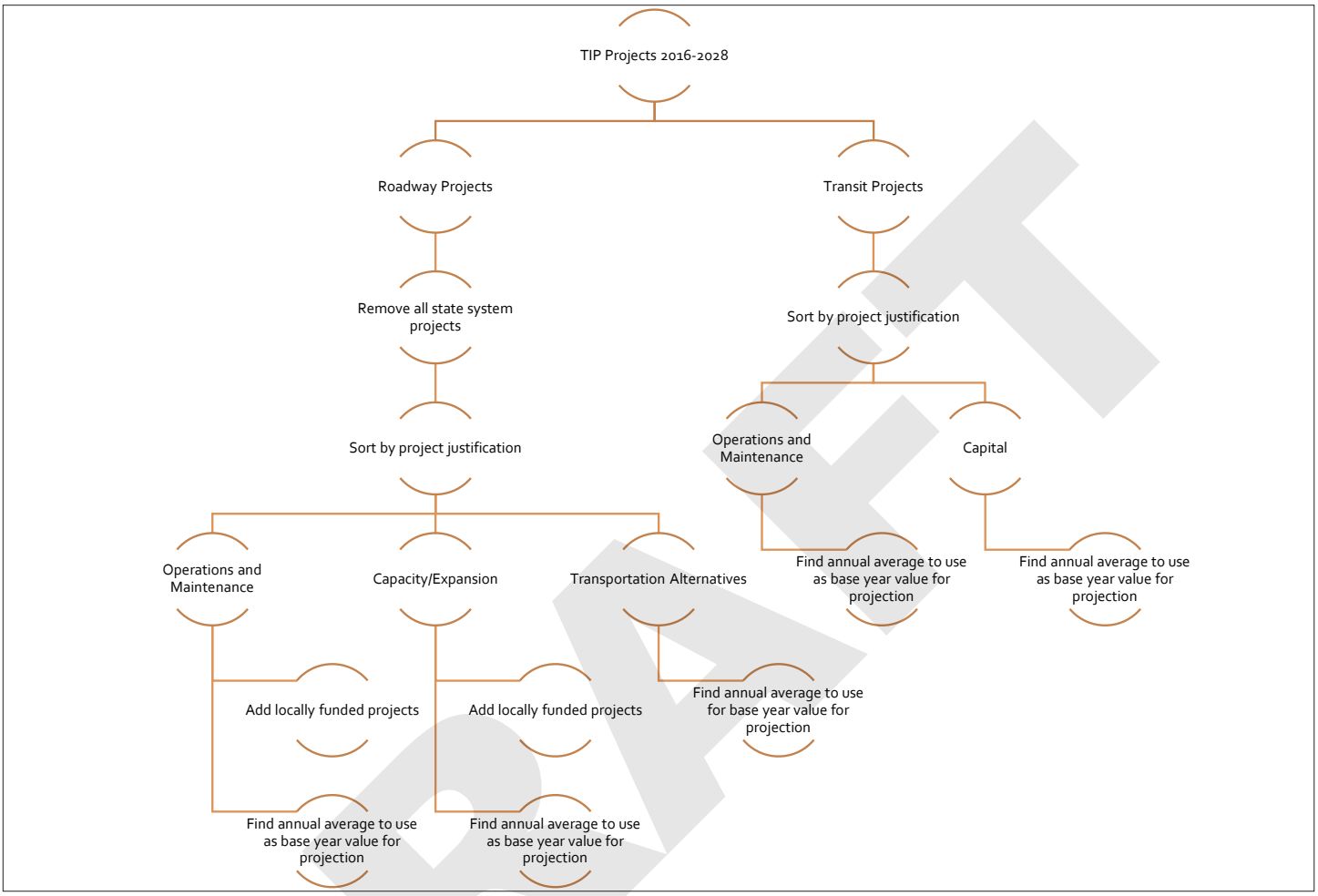
Source: Bi-State Regional Commission, 2025

2055 Revenue Forecasts

The financial resources for the Quad Cities MPA were estimated using a trend line projection method. Table 3.2 summarizes the 2055 revenue forecasts. A total of $1.71 billion was estimated for roadway revenues and $2.39 billion for transit revenues. These forecasts include federal, state, and local funds for both Iowa and Illinois. These forecasts exclude state-lead projects. State projects are considered neutral with regard to fiscal constraint. This provision allows for a realistic analysis of local transportation funding in the metropolitan area.

Based on the last 14 fiscal years of information in the TIP for the Quad Cities, it is projected that federal transportation resources will account for 72.0% of the total roadway dollars along with 12.6% in state resources and 4.4% in local resources. In regard to transit projects, 29.4% of financial resources will be federal, 39.9% will be state, and 30.7% will be local.

Figure 3.3 – Methodology for Establishing Base Year Values for Revenue Projections for Local Road System



Source: Bi-State Regional Commission, 2025

Table 3.2 – 2055 Quad Cities Long Range Transportation Plan Financial Summary for the Local Road System

Transportation Revenue Resources		Federal, State, and Local ($1,000)		
		2025-2035	2036-2055	2025-2055
Roadway	Operations & Maintenance	$322,669	$936,679	$1,259,348
	Expansion	$115,590	$335,548	$451,139
Subtotal Roadway		$438,260	$1,272,227	$1,710,487
Transit	Operations & Maintenance	$409,156	$1,184,731	$1,593,887
	Capital	$203,711	$589,856	$793,567
Subtotal Transit		$612,867	$1,774,587	$2,387,454
Transportation Alternatives	Construction	$23,550	$68,363	$91,913
Subtotal Transportation Alternatives		$23,550	$ 68,363	$91,913
Total Forecasted Transportation Revenue Resources		$1,074,676	$3,115,177	$4,189,853
Transportation Expenses		**Federal, State, and Local ($1,000)**		
		2025-2035	2036-2055	2025-2055
Roadway	Operations & Maintenance	$322,669	$936,679	$1,259,348
	Expansion	$114,003	$326,744	$440,747
Subtotal Roadway		$436,673	$1,263,423	$1,700,095
Transit	Operations & Maintenance	$409,156	$1,184,731	$1,593,887
	Capital	$203,711	$589,856	$793,567
Subtotal Transit		$612,867	$1,774,587	$2,387,454
Transportation Alternatives	Construction	$23,550	$68,363	$91,913
Subtotal Transportation Alternatives		$23,550	$68,363	$91,913
Total Forecasted Transportation Expenses		$1,073,089	$3,106,373	$4,179,462
Financial Differences		**Federal, State, and Local ($1,000)**		
		2025-2035	2036-2055	2025-2055
Roadways		$1,587	$8,804	$10,391
Transit		$0	$0	$0
Transportation Alternatives		$0	$0	$0

Source: Bi-State Regional Commission, 2025

Projected Future Maintenance Expenses

One of the highest priorities in any urban area is maintaining the existing multi-modal transportation network. Maintaining the surface transportation network includes repairing or replacing existing roadways, repairing or replacing existing trails, operating the existing level of transit service, and replacing the existing transit vehicles as they reach their life-cycle cost.

The percentage of funding spent on maintenance activities for roadways and transit activities was determined based on historic trends determined through review of TIPs for the Quad Cities. Regarding roadways, approximately 47.3% of programmed roadway dollars were spent on operations and maintenance activities over the period of FFY2015-2028 for projects listed in the Transportation Improvement Program. This 14-year period saw a few expansion projects (e.g. new construction on Forest Grove Drive in Bettendorf). In keeping with the trend toward system preservation, it was determined that 74.08% of the future roadway expenses in Table 3.2 would be allocated to maintenance and operations.

Individual entities may spend a higher or lower percentage on their maintenance. Examples of major state maintenance projects that are projected to be completed within the timeframe of the plan include the three Mississippi River interstate (74, 80, and 280) bridges cleaning and painting projects, several bridge replacements area wide, interstate patching and resurfacing in the Iowa and Illinois Quad Cities, and repaving U.S. 67/River Drive. Examples of local projects where no right-of-way is needed are bridge replacements on arterials or collectors, and road resurfacing or rehabilitation.

The majority of programmed transit dollars (70%) goes toward maintenance of the system, which includes bus replacements, facility maintenance, and ongoing operations of the systems. Maintenance costs for the trail network have not been quantified. Many communities fund maintenance of existing trails through park maintenance programs, public works, and/or general funds. Currently, trail maintenance is an ineligible use of federal transportation alternatives funding, and are not required to be estimated in this document. Table 3.2 summarizes the 2025-2055 transportation maintenance expenses.

Projected Future Transportation Expenses

In addition to maintaining the existing network, this plan addresses what the local and state jurisdictions consider as their necessary expansion projects for the next 30 years. Table 3.3 shows the planned local projects for all of the roadway network and their total associated costs. This includes expansion projects currently programmed in the TIP. Project costs are inflated to reflect their estimated Year of Expenditure (YOE). Each jurisdiction utilized rates of inflation of 3% and used a linear rate for YOE calculations. Table 3.4 shows roadway network priority projects under state jurisdiction that are not included in the fiscal constraint calculation, as they are considered fiscally neutral in this plan. A full listing of the most recent TIP projects can be found in Appendix B. This listing includes both local and state-led projects.

Table 3.5 calculates the estimated costs associated with proposed trail facilities listed in Chapter 6. Proposed transit and intermodal network projects are outlined in their respective chapters of this document.

It should be noted that the listed roadway projects are divided into short-range (2025-2035) and long-range (2036-2055) timeframes. The two categories serve to illustrate projects that are foreseen as being completed in the short-term, versus those projects that are expected to be completed in the long-term. Combined, all the local roadway expansion projects total approximately $441 million. All the non-motorized trails/facilities total approximately between $153 to $266 million.

Long-Range Transportation Financial Summary

Table 3.2 illustrates the planning area's transportation financial plan. They are divided into categories of financial resources and expenses. The category of "Transportation Revenue Resources" is further divided into the subcategories of roadways, transit, and transportation alternatives. The 2055 Forecasted Revenues were calculated as described earlier in this chapter. Under the category titled "Transportation Expenses"

in Table 3.2, there are several subcategories for expenses including roadways, transit, and transportation alternatives to mirror the resources. Table 3.2 illustrates the planning area "Financial Difference" of these categories as whether or not the projected resources offset the planned expenses of the transportation network and, thus, produce a financially balanced or constrained plan.

From Table 3.2, a difference of approximately $10.4 million remains in roadway projects after subtracting Transportation Expenses from Transportation Revenue Resources. Note that because transit maintenance and expansion expenditures were based on efforts listed in the TIP, local input, and state reported allotments, revenues and expenditures zero out or balance. Thus, the resulting difference reflects the difference in remaining roadway dollars.

Projects may shift between short-range or long-range depending on the project readiness, and actual availability of federal, state, and local funds, as projects move toward implementation and transportation improvement programming. It is not deemed unreasonable that funding could be identified, respectively, in both the short and long-range timeframes. On consultation with local officials and review of their non-federal transportation projects, local funding could be secured through general revenues, bonds, non-DOT grants, and other sources to meet this shortfall. This is demonstrated by successfully completed projects over the past 10 years on the federally-eligible system entirely funded by local governments. Input was gathered on expenditures and projects, such as these from local jurisdictions, often using funds such as Motor Fuel Tax (MFT) in Illinois or Road Use Tax (RUT) in Iowa. These funds were incorporated into the final revenue projections.

Table 3.3 includes the fiscally-constrained local roadway network for 2025-2035 and 2036-2055. These projects are considered those that will add capacity to the roadway network. Capacity projects are those that add lanes, increase the right-of-way, change the traffic direction, or reduce the number of lanes. As an element of determining priority projects to be fiscally constrained, roadway projects were evaluated for improvements to congestion reduction, safety, and pavement conditions. Other criteria included the federal functional classification, favoring higher trafficked roads, and projects identified as a need in the short term. The listing was vetted with the local jurisdictions through the Transportation Technical and Policy Committees. Through 2055, the local capacity-building projects for the local roadway system amount to a $451 million investment.

As part of the fiscal constraint analysis, projects under a state's jurisdiction were treated as fiscally-neutral compared to the local MPO constraint. Table 3.4 lists state roadway projects anticipated within the MPA boundary that would be under the jurisdiction of the Iowa or Illinois Departments of Transportation and planned for the short and long-term periods identified. Through 2055, the state roadway capacity building projects amount to over $1.3 billion in investment in the Quad Cities road network. Map 3.1 illustrates the proposed future locally-constrained and state roadway projects planned in the Quad Cities MPA.

As noted in the future expenses above, Table 3.5 reflects non-motorized trails/path projects identified in Table 6.1 from Chapter 6, and categorizes these into facility type by mileage and cost per type.

Table 3.3 – Local Roadway Network - 2025-2035 and 2036-2055

(Capacity Enhancing or Expansion Projects on Federally Eligible Road System)

Project Location	Project Description	Project Cost	2055 LRTP Priorities		FFC Classification	Performance Measures Effected		
			2025-2035	2031-2055		Congestion	Safety	Pavement Condition
City of Bettendorf, Iowa								
Middle Rd. (south of Forest Grove Dr to south of Hopewell Ave)	Reconstruction; 4 Lanes	$11,990,000	X		Minor Arterial			
Middle Rd. (south of Hopewell Ave to South of 53rd Ave)	Reconstruction; 4 Lanes	$6,325,000	X		Minor Arterial			
Middle Rd. (south of 53rd Ave to south of Crow Creek Rd)	Reconstruction; 4 Lanes	$6,650,000		X	Minor Arterial			X
Forest Grove Dr. (Competition Dr to Wells Ferry Rd)	Reconstruction; 3/4 Lanes	$9,310,000		X	Major Collector			
Criswell Street (Forest Grove Dr. - Valley Drive)	Reconstruction; 3/4 Lanes	$12,650,000		X	Major Collector			
Roundabout at Intersection of Middle Rd. and Indiana Ave. & Middle Rd from north of I-80	New Construction, 2 Lanes	$2,660,000		X	Major Collector			
Indiana Avenue (Middle Rd - Wells Ferry Rd)	Reconstruction; 3/4 Lanes	$9,100,000		X	Major Collector			

Project Location	Project Description	Project Cost	2055 LRTP Priorities		FFC Classification	Performance Measures Effected		
			2025-2035	2031-2055		Congestion	Safety	Pavement Condition
City of Davenport, Iowa								
46th Street (E of Tremont Avenue to Eastern Avenue)	New Construction; 4 Lanes	$11,200,000		X	Major Collector			
Division Street (NW Blvd - Research Parkway)	Widen; 4 Lanes	$14,437,500		X	Minor Arterial		X	X
Eastern Avenue (46th Street - 53rd Street)	Widen; 4 Lanes	$3,524,500		X	Minor Arterial		X	X
Eastern Avenue (53rd Street - 67th Street)	Widen; 4 Lanes	$7,315,000		X	Minor Arterial		X	
Jersey Ridge Road (53rd Street - 67th Street)	Widen; 4 Lanes	$12,075,000		X	Minor Arterial		X	X
Fairmount Street (Locust Street - Kimberly Road)	Widen; 4 Lanes	$4,550,000		X	Major Collector			
Northwest Blvd. (Pine Street-Ripley Street)	Widen; 4 Lanes	$16,160,000		X	Minor Arterial	X	X	X
4th Street (Marquette Street - River Drive) - (Telegraph Road to River Drive)	Two-way conversion	$5,947,866	X		Major Collector		X	X
3rd Street & LeClaire Street/3rd and 4th Streets & River Drive (3rd Street & LeClaire Street/3rd and 4th Streets & River Drive)	Raise and Reconstruct	$6,206,300	X		Minor Arterial		X	X

Project Location	Project Description	Project Cost	2055 LRTP Priorities		FFC Classification	Performance Measures Effected		
			2025-2035	2031-2055		Congestion	Safety	Pavement Condition
Veteran's Memorial and Eastern Roundabout	Construction	$2,226,000	X		Minor Arterial		X	
Veteran's Memorial and Jason Way Realignment	Construction	$7,938,750		X	Minor Arterial		X	X
65th & Frontage Road Roundabout	Construction	$1,995,000		X	Major Collector			X
Brady Street and Veterans Memorial Parkway Left Turn Lanes	Construction	$2,806,300		X	Principal Arterial		X	X
Utica Ridge Road at E 56th, roundabout	Construction	$1,983,750	X		Minor Arterial			
Utica Ridge Road, north of E 56th Street to Forest Grove, widen, 3-Lanes	Widen; 3 Lanes	$2,219,500	X		Minor Arterial			X
City of Eldridge, Iowa								
Blackhawk Trail (S.First St.-Buttermilk Rd.)	New construction	$10,400,000		X	Minor Arterial			
Blackhawk Trail (Buttermilk Rd. - Hillandale Rd.) & Hillendale Rd. (Blackhawk Trail Rd. - Slopertown Rd.)	New construction & Reconstruction-Gravel to Concrete	$18,400,000		X	Arterials			

Project Location	Project Description	Project Cost	2055 LRTP Priorities		FFC Classification	Performance Measures Effected		
			2025-2035	2031-2055		Congestion	Safety	Pavement Condition
Blackhawk Trail Rd. (S. 1st St. to Scott Park Rd)	Reconstruction with Trail	$10,374,000		X	Arterial/Collector			X
S. Buttermilk Rd. (Blackhawk Tr - Slopertown Rd.)	Reconstruction with Trail	$8,778,000		X	Arterial/Local*		X	
S. 1st St. (N. City Limits -Davenport St.)	Reconstruction	$10,192,000		X	Minor Arterial			X
E. LeClaire Rd. (275" E of 16th Avenue - Scott Park Rd.)	Reconstruction	$7,488,000		X	Minor Arterial			
E. LeClaire Rd. (9th Ave. - 275" E of 16th Avenue)	Reconstruction	$5,973,100	X		Minor Arterial		X	X
W. LeClaire Road (N.9th St - N. 2nd St.)	Reconstruction with Trail	$6,169,750		X	Minor Arterial			X
Lincoln Rd. (S. Buttermilk Rd. - S. 1st Street)	Reconstruction	$7,714,000		X	Local*			
Lincoln Rd. (S 1st St - US 61)	Reconstruction	$6,384,000		X	Local*			
City of LeClaire, Iowa								
Holland Street (Cody Rd - W City Limits)	Pave Existing Roadway	$16,747,500		X	Collector			
Cody Road Phase II Street Improvements (Ewing St. to Chestnut St.)	Reconstruction/ Streetscaping	$5,166,609	X		Arterial		X	
Wisconsin Street (Cody Rd - 15th St.)	Reconstruction with Trail	$7,913,490	X		Collector			X

Project Location	Project Description	Project Cost	2055 LRTP Priorities		FFC Classification	Performance Measures Effected		
			2025-2035	2031-2055		Congestion	Safety	Pavement Condition
Scott County, Iowa								
205th Street (Wells Ferry Road to Hwy.67)	Paving	$9,620,750		X	Collector			
East Moline, Illinois								
Barstow Rd. at 172nd Street	Intersection & Turn Lanes	$4,466,000		X	Minor Collector	X		
Barstow Rd. at IL Route 5	Intersection & Turn Lanes	$8,291,680		X	Arterial	X	X	X
4th Avenue at IL Route 5	Intersection & Turn Lanes	$5,981,250		X	Arterial		X	X
Moline, Illinois								
52nd Ave (3rd - 27th Street)	Reconstruction; 3 Lanes	$8,900,360		X	Collector			X
Ave. of the Cities (16th St. to East Moline)	Reconstruction, pedestrian improvements	$14,896,000		X	Minor Arterial		X	
Rock Island, Illinois								
31st Street W (Andalusia Road - 85th Avenue W)	Pave Existing Roadway	$4,408,000		X	Collector			
14th Street W (Ridgewood Road - 92nd Avenue W)	Pave Existing Roadway	$10,208,000		X	Minor Collector			
14th Street W (92nd Avenue W - 102nd Avenue W)	Pave Existing Roadway	$4,872,000		X	Minor Collector			
7th Avenue (38th St. to 45th St.)	Eliminate lanes and convert to 2-way traffic	$522,000		X	Arterial		X	X

Project Location	Project Description	Project Cost	2055 LRTP Priorities		FFC Classification	Performance Measures Effected		
			2025-2035	2031-2055		Congestion	Safety	Pavement Condition
30th Street (5th Ave-18th Ave) - (9th Ave to 18th Ave)	Resurface & Widen; 3 Lanes	$2,127,838	X		Arterial		X	X
11th Street (31st - Blackhawk Rd)	Reconstruct & reduce to 3-lanes	$30,125,200	X		Arterial		X	X
31st Ave (17th St - 24th St)	Resurfacing	$3,990,000		X	Arterial			X
Downtown Street Improvements (16th/23rd Streets & 2nd/3rd Avenue)	Resurfacing & Reconstruction	$6,695,000	X		Major Collector/ Local Street			X
35th Street West and 92nd Ave	Reconstruction and Roundabout reconfiguration	$3,726,960	X		Arterial		X	X
Rock Island County, Illinois								
78th Avenue/ County Hwy. 16 (Rock Island - Milan Parkway - US150	Reconstruction; 3 Lanes	$28,444,976		X	Major Collector	X		
County Hwy. 4 (Barstow Road) FAU 5758 & FAS 2204	Reconstruction	$5,500,880		X	Minor Collector	X		
Case Creek Bridge	Bridge Replacement	$7,841,850	X		Major Collector	X		

Project Location	Project Description	Project Cost	2055 LRTP Priorities		FFC Classification	Performance Measures Effected		
			2025-2035	2031-2055		Congestion	Safety	Pavement Condition
Iowa Quad Cities Total		**$290,591,665**	**$55,951,615**	**$234,640,050**				
Illinois Quad Cities Total		**$150,997,993**	**$50,516,848**	**$100,481,145**				
Grand Total for Local Roadway Network		**$441,589,658**	**$106,468,462**	**$335,121,195**				

Source: Bi-State Regional Commission, 2025

*Footnote: Local * - Federally classified rural minor collectors and local roads will require a change in classification prior to being eligible for federal transportation funding, based on the current transportation regulations. There is a formal process to reclassify roads that will require both MPO and Department of Transportation approvals.*

Table 3.4 – State Roadway Network - 2025-2035 and 2036-2055

(Capacity Enhancing or Expansion Projects on the Federally Eligible Road System)

Project Location	Project Description	Project Cost (in Year of Expenditure)	Transportation Improvement Program FFY26-29 & Notes	2055 LRTP Priorities		FFC Classification
				2025-2035	2036-2055	
State of Illinois						
IL 84 (Rock River to US 6 in Colona)	Reconstruction	$15,000,000	Engineering Underway	X		Arterial
Andalusia Road (IL 92 to US 67, Milan)	Reconstruction; 3 Lanes	$20,000,000	Engineering Programmed		X	Arterial
US 6 (Turner Creek 0.4 mi W of ILL 84(N)	Bridge Replacement	$1,514,100	FY26	X		Arterial
I-74 (Rock River-Avenue of the Cities at IL 5)	Widen; 6 Lanes; Diverging Diamond Interchange	$95,800,000	FY27	X		Interstate
I-80 (At I-74/I-280 Interchange)	Bridge Replacement	$17,000,000	Engineering Underway	X		Interstate
I-80 (Mississippi River, IL 84 & RR; Illinois portion)	Bridge Replacement	$481,000,000	Engineering Underway	X		Arterial
I-80 (Mineral Creek 2.9 mi E of I-74)	Bridge Replacement	$4,400,000	FY27	X		Major Collector
US 67/1st Street (E 4th Ave, Milan - IL 94)	Reconstruction Intersections	TBD	Village Initiated		X	Arterial
US 6/69th Avenue (US 150 - E of Coal Valley/Niabi Zoo Road)	Reconstruction; 3 Lanes	$37,120,000	County Initiated		X	Arterial
IL 92 Relocation (West Interchange at 11th Street), Rock Island	Construct New Interchange	TBD	City initiated		X	Arterial
IL 92 (16th-24th Streets), Rock Island (Zone 1)	Reconstruction, Lane Reduction	TBD	City initiated		X	Arterial
IL 92 Relocation (24th - 44th Streets), Rock Island (Zones 1&2)	Reconstruction; Lane Reductions/Directional Realignments	TBD	City initiated		X	Arterial

Project Location	Project Description	Project Cost (in Year of Expenditure)	Transportation Improvement Program FFY26-29 & Notes	2055 LRTP Priorities		FFC Classification
				2025-2035	2036-2055	
IL 92 Relocation (East Reconfiguration), Rock Island/Moline (Zone 2)	4th/6th & 5th/7th Aves 2-Way Conversion; Reconstruction; Connectors	TBD	City initiated		X	Arterial
IL 92 (IL 84 N in Silvis to 48th Street Moline)	Reconstruction	$44,100,000	Engineering Underway	X		Arterial
IL 84 (IL 92 in Silvis to IL 5)	Reconstruction	$11,000,000	Engineering Underway	X		Arterial
IL 92 (Fancy Creek E of Andalusia)	Bridge Replacement	$1,700,000	Underway	X		Arterial
27th St/I-280 (Rock River/52nd Ave to Airport Rd in Moline)	Bridge Replacement	$51,600,000	Underway	X		Arterial
	Illinois Total	$780,234,100		$723,114,100	$57,120,000	
Major Bridges						
U.S. 67 Bridge over Mississippi River	Crossing Improvement	TBD	Study Underway	X		Arterial
	Major bridge projects			$0	$0	
State of Iowa						
Kimberly Road (Fairmont Street)	Roundabout	$2,270,000	City initiated		X	Arterial
Raise Brady and Harrison Railroad tracks near River Drive	Crossing Improvement	$18,160,000	City initiated		X	Arterial
I-80 and Middle Road	Interchange Upgrade	$66,072,890	Underway	X		Interstate
I-80 Mississippi River Bridge (Iowa portion)	Bridge Replacement	$210,000,000	Engineering Underway	X		Interstate
I-74 North Section (Middle Road to North of 53rd St)	Reconstruction	$246,675,000	City initiated	X		Interstate
Interstate 80 and IA 130 Interchange EB Parallel Acceleration Lane	Ramp Improvement	$2,695,000	Underway	X		Interstate

Project Location	Project Description	Project Cost (in Year of Expenditure)	Transportation Improvement Program FFY26-29 & Notes	2055 LRTP Priorities		FFC Classification
				2025-2035	2036-2055	
IA461/Business 61 Duck Creek, 0.4 miles S. of U.S.6 Davenport	Bridge Replacement	$4,702,500	Underway	X		Arterial
US 61 & I-280 Interchange	Ramp Improvement	$4,042,500	Underway	X		Arterial
	Iowa Total	$554,617,890		$534,187,890	$20,430,000	
	Grand Total for Illinois and Iowa	$1,334,851,990		$1,257,301,990	$77,550,000	

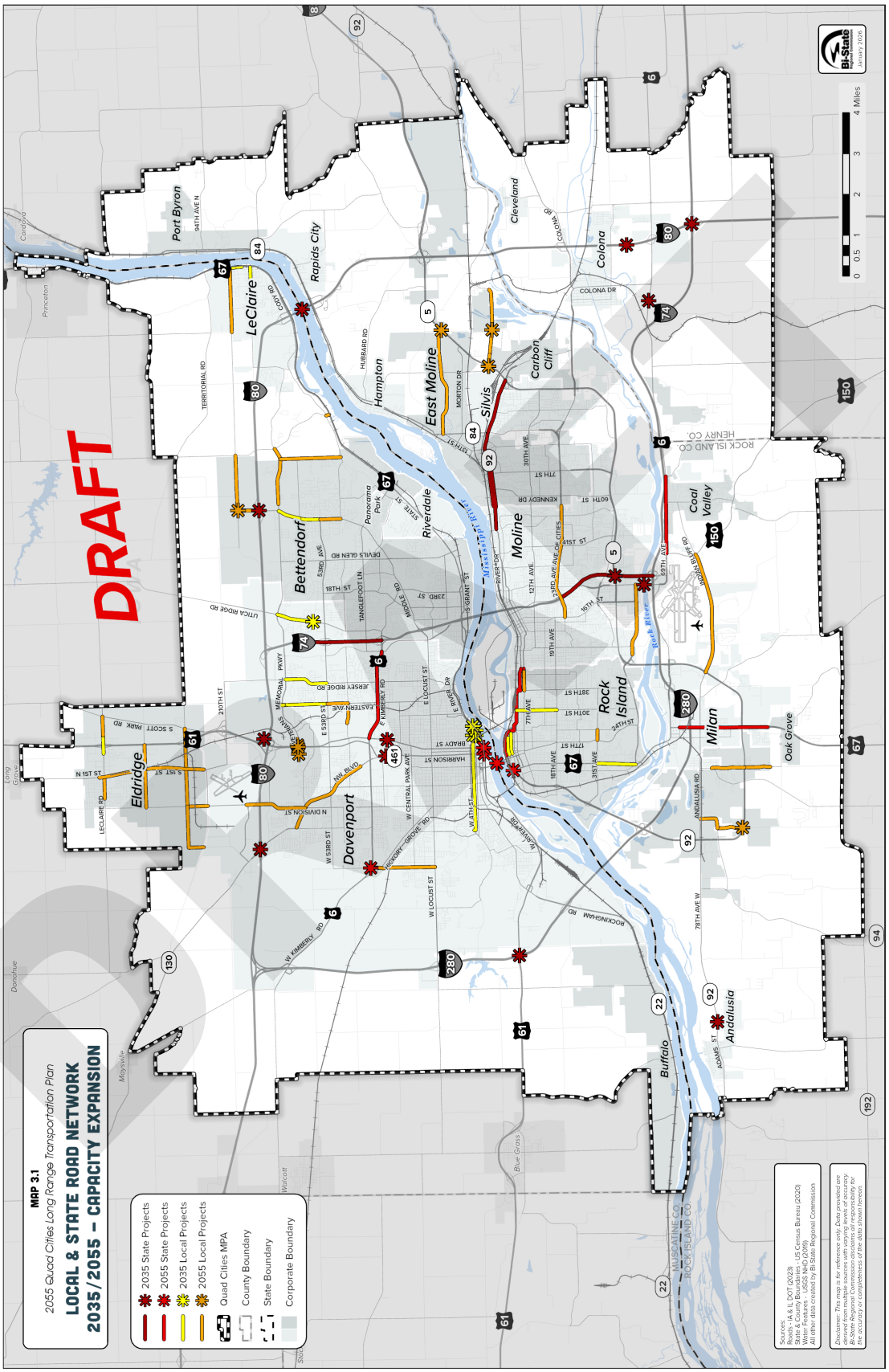
Source: Bi-State Regional Commission, 2025

Table 3.5 – Estimated Cost of Bicycle and Trail Facilities

Facility Type*	Approximate Miles by Facility Type (2025-2055)	Estimated Cost/Mile (2025-2055) *Iowa City Bicycle Master Plan costs	2025-2055 Costs	Estimated Cost/Mile (2025-2055) *IA DOT Bicycle and Pedestrian Long Range Plan Costs	2025-2055 Costs
Shared Roadways	49.8	$5,000	$248,850	$22,303	$1,110,027
Bike Lane	160.4	$133,003	$21,330,983	$133,003	$21,330,983
Separated Trail	164.1	$800,000	$131,240,000	$1,475,904	$242,122,023
Total	**374.2**		**$152,819,833**		**$264,563,033**

Source: Bi-State Regional Commission, 2025

**Estimated Costs based on the* Iowa City Bicycle Master Plan, *2017, and* Iowa DOT Bicycle and Pedestrian Long Range Plan, *2025, and adjusted for inflation. The latter plan does not include estimated costs for bike lane projects. Therefore, the same costs were used from the Iowa City plan.*


DRAFT
MAP 3.1
2055 Quad Cities Long Range Transportation Plan
LOCAL & STATE ROAD NETWORK
2035/2055 – CAPACITY EXPANSION
2035 State Projects
2055 State Projects
2035 Local Projects
2055 Local Projects
Quad Cities MPA
County Boundary
State Boundary
Corporate Boundary
Bi-State Regional Commission
January 2025
0 0.5 1 2 3 4 Miles
Sources:
Routes - IA & IL DOT (2023)
State & County Boundaries - US Census Bureau (2020)
Water Features - USGS - NHD (2019)
All other data sources by Bi-State Regional Commission
Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of any data shown hereon.
Davenport
Bettendorf
Eldridge
LeClaire
Port Byron
Rapids City
Hampton
East Moline
Silvis
Carbon Cliff
Cleveland
Colona
Riverdale
Moline
Rock Island
Milan
Coal Valley
Oak Grove
Andalusia
Buffalo
Panorama Park
MUSCATINE CO
ROCK ISLAND CO
HENRY CO

Major Projects

The Federal Highway Administration (FHWA) defines major projects in its 2014 Financial Plans Guidance as those projects receiving federal financial assistance with an estimated total cost of $500 million or more or having been identified by the FHWA as being a major project. These projects may include those requiring a substantial amount of state program resources, having a high level of public or congressional attention, or having extraordinary implications for the national transportation system. Projects with an estimated total cost exceeding $100 million, but not designated by FHWA as a major project, also must have an Initial Financial Plan and Annual Updates.

Major projects require significant resources. They are coordinated with the statewide long-range transportation plans and statewide transportation improvement programs. This coordination will evaluate the impact to the states' transportation capital program during the period of analysis covered by the financial plan. Per FHWA guidance, a major project financial plan should be submitted and approved by FHWA before authorization of federal-aid funding for mainline project construction.

I-80 Mississippi River Bridge and Corridor Reconstruction

It is recognized that the I-80 bridge is functionally obsolete and in need for reconstruction or replacement. ILDOT completed Phase I Engineering in 2025 for the reconstruction of the I-80 Mississippi River Bridge corridor. The project boundary is from I-88 at the I-88 and I-80 interchanges in Illinois to just east of the Middle Road interchange in Bettendorf, Iowa. The bridge is not sufficient to carry the average 35,500 (2024) vehicles that cross daily, and requires increasingly costly maintenance. ILDOT has estimated a $480 million investment is required to replace the bridge. The bridge replacement is expected to address the need for expanded capacity and redundancy at this crossing of the Mississippi River with wider lanes and shoulders which do not currently exist on the bridge. Construction is expected to begin in 2028 with a new eastbound structure, followed by construction of the westbound structure. A three-year construction period is anticipated. The Illinois Department of Transportation is the lead agency on the bridge and corridor reconstruction.

IADOT has conducted a number of studies in and around the I-80 corridor. This includes an I-80 PEL study from just west of the 80th Avenue overpass to just east of the SW 35th Street bridge in Scott County, which was initiated, but not completed. An existing condition report of I-80 in Scott County was prepared in October 2016. Earlier studies include an Interchange Justification Report at Middle Road, Bettendorf (April, 2014), a Categorical Exclusion at Middle Road interchange (May, 2014), and a U.S.6/Kimberly Road technical memo (2008). In 2024, a report with a range of initial alternatives, from just west of the I-280 interchange to the overpass at SW 35th Street, was prepared for further evaluation and analysis. Alternatives selected for both the I-80 bridge and corridor projects will need to be coordinated for continuity.

I-74 Mississippi River Bridge and Corridor Reconstruction

The keystone of the I-74 Corridor Reconstruction project, the new Mississippi River Bridge, was opened in December 2021 and marked the culmination of decades of planning, engineering, and construction. Approaches, a multiuse path, decorative lighting, and many other elements were completed as part of this major project. At the opposite ends of the project, south of Avenue of the Cities in Moline and north of Middle Road in Bettendorf, I-74 retains its four-lane character. Work to expand the southern extent is expected to be begin in FFY2027. The last remaining component of the corridor project, the northern section, has not currently secured funding.

U.S. 67/Centennial Bridge Corridor Reconstruction

The Centennial Bridge between Davenport, Iowa and Rock Island, Illinois first opened in 1940. The bridge is a nationally registered historic structure and is seen as an iconic representation of the Quad Cities. It also has been identified as one of the most structurally deficient bridges in Iowa. The bridge and its components are aging beyond their expected useful life, and require substantial time and financial investments to keep the bridge open and in safe condition. In 2025, the ILDOT began conducting preliminary engineering and envi-

ronmental studies to examine an array of alternatives for the future of the structure and the corridor. A kick-off meeting occurred in April 2025 with the establishment of a technical advisory group and citizen advisory group to provide feedback on the engineering studies. Narrowing of alternatives is expected in 2026 to then move to a preferred alternative for future design.

Quad Cities- Chicago Passenger Rail

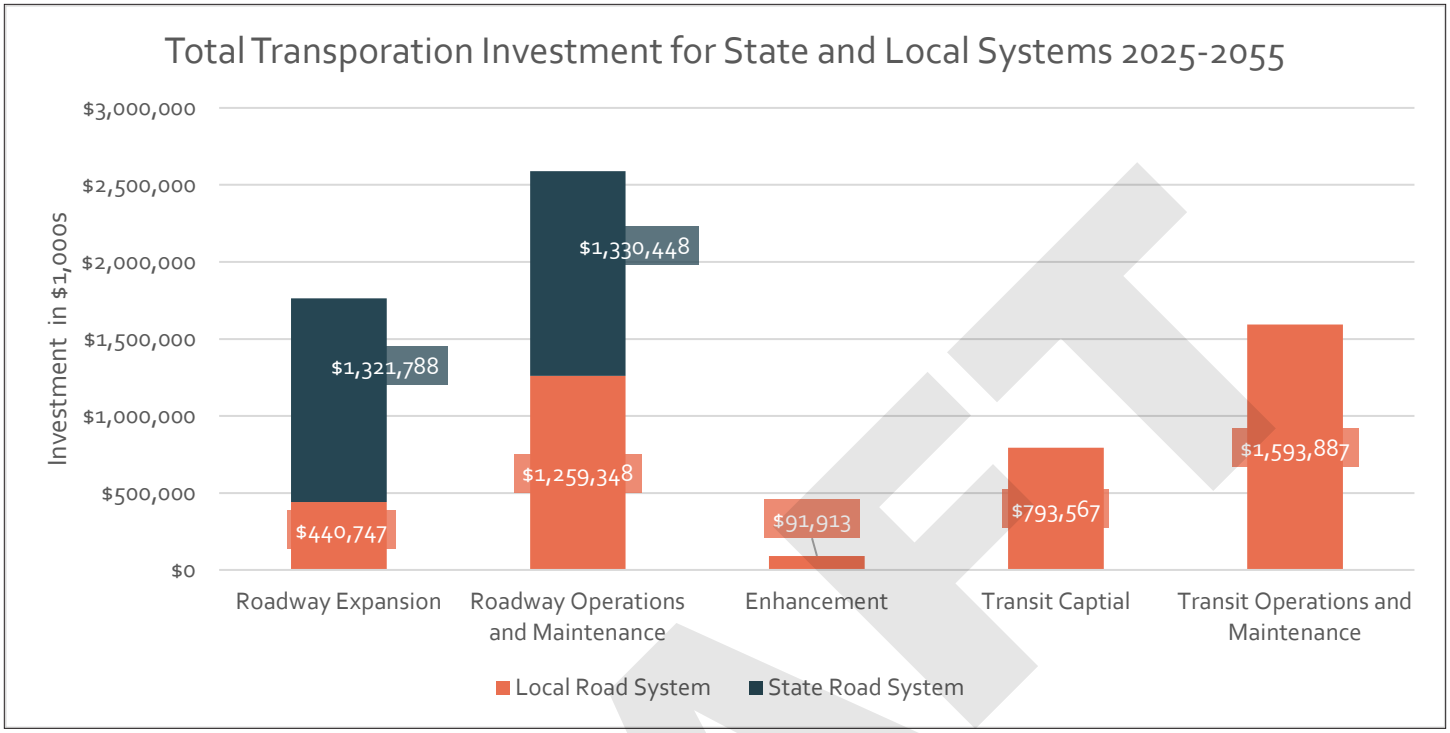
Two thirds of the 219.5-mile route is completed for improved rail connections between Quad Cities and Chicago. Through 2018, there have been $177 million in Federal Railroad Administration funds and $45 million in state funds awarded to this project. Rail improvements are necessary prior to initiation of passenger service. A rail station, The Q in Moline, is constructed, and waiting for the segment between Wyanet and Moline, Illinois to be constructed prior to initiation of service. The Illinois Department of Transportation (DOT) has signed preliminary engineering plans agreeing on improvements for passenger rail service. These plans are under review by the Federal Railroad Administration (2025). Illinois DOT staff is also working toward a service development plan, and will be required to secure NEPA environmental clearance prior to final design and construction. There is an estimated shortfall of $250 million to finish the project.

In December 2025, the State of Illinois passed the Northern Illinois Transit Authority Act creating a new regional authority to oversee public transit entities in the Chicago area, providing funding to stabilize transit statewide, and allowing downstate capital funds to be used for intercity rail capital projects. Preliminary engineering and construction engineering will be required before construction can begin.

Total Transportation Investment

Investment in transportation in the Quad Cities will consist of local, state, and federal expenditures. Estimates are shown in Figure 3.4 amounting to over $6.8 billion in investment through 2055, excluding costs being developed for the U.S. 67/Centennial Bridge corridor reconstruction. Of this total, $4.2 billion is estimated to come from local sources, while $2.7 billion comes from state sources. It will take coordination with local, state, and federal partners to achieve the projects in this plan. Additionally, this plan discusses air, rail, and river transportation. Funding for these modes are derived from other federal sources as well as state and private sources. While important coordination of projects will be needed, a cost analysis is not part of the scope of this planning effort.

Figure 3.4 – Total Transportation Investment for State and Local Systems Network 2025-2055



Source: Bi-State Regional Commission, 2025

Unmet Needs and Further Study Needs

Through the fiscal constraint analysis, it was determined that there is currently no reasonable expectation for several projects to be constructed, given the existing funding sources for these projects. Chapter 7 examines freight improvements to the locks and dams, and the U.S. Army Corps of Engineers has assessed the costs associated with these upgrades. However, funding for implementing improvements to the navigation system has not been allocated.

Additionally, there are unmet needs in transit, which restrict geographic coverage, hours of service, and the replacement of vehicles. Federal, state, and local funds barely suffice to meet current demands. Furthermore, there is a limited amount of funding available for building and maintaining trails and sidewalks, which are often financed with local funds, with federal grants being secured occasionally if at all eligible.

Unmet Needs

Table 3.6 lists road projects that were vetted in this transportation planning process and determined to be lesser priority overall compared to those in the fiscally-constrained Table 3.3. If funding were to become available, there remains interest in completing these projects. These projects are typically lower in federal functional classification from collectors to currently either local or non-classified roads. These projects would require an amendment to the long-range transportation plan if funding became available before the next plan update. Amendments are typically reserved for more significant projects where traffic or economic development opportunities may require an off-cycle update. Chapter 1 outlines the plan revision process. Map 3.2 shows the location of these unmet roadway needs.

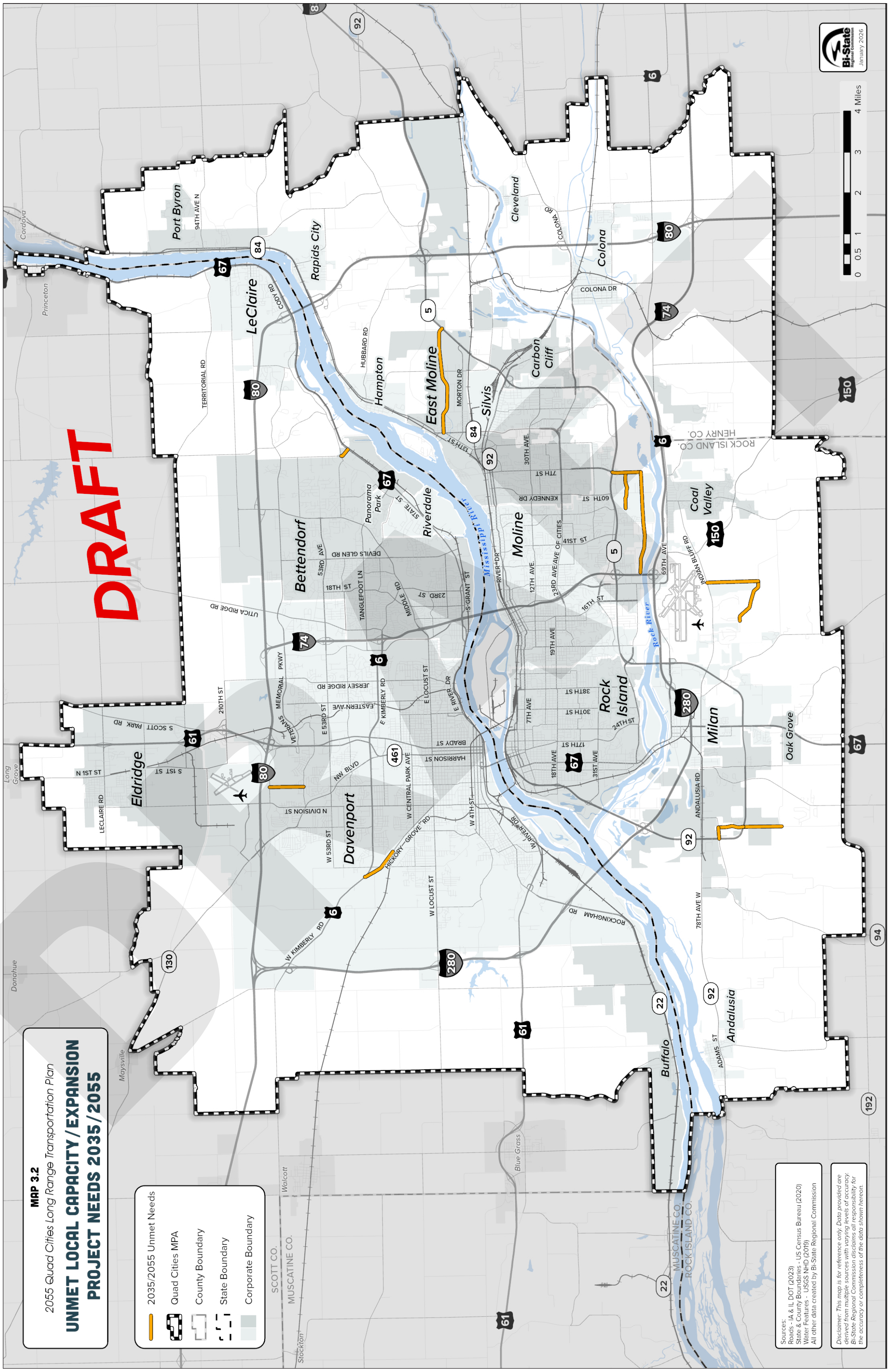
Table 3.6 – Unmet Roadway Project Needs

(Capacity Enhancing or Expansion Projects on the Federally Eligible Road System)

Project Location	Project Description	Project Cost	2055 LRTP Priorities		FFC Classification
			2025-2035	2036-2055	
City of Bettendorf, Iowa					
Criswell Street (Valley Drive - U.S. 67)	New Construction; 3/4 Lanes	$3,675,000		X	Major Collector
City of Davenport, Iowa					
Hickory Grove Rd. (Hillandale Rd - Kimberly Rd)	Widen; 3 Lanes	$17,955,000		X	Minor Arterial
Marquette Street (61st Street - 76th Street)	New Construction; 2 Lanes	$3,835,000	X		Local (Planned Collector)
Scott County, Iowa					
Intersection of F55 (210th St) and Jersey Ridge Rd	Intersection Re-construction with Roundabout	$1,000,000	X		Minor Arterial
City of East Moline, Illinois					
4th Avenue (19th St-IL Rte 5)	Resurfacing	$3,737,500	X		Major Collector
City of Moline, Illinois					
47th Avenue (53rd Street - 70th Street)	New Construction; 2 Lanes	$4,068,763		X	Local (Planned Collector)
Rock River Boulevard (I-74 - 70th Street)	New Construction; 2 Lanes	$17,014,825		X	Local (Planned Collector)
70th Street (John Deere Road - 52nd Ave.)	New Construction; 3 Lanes	$4,142,740		X	Local (Planned Collector)
72nd Street (78th Avenue - 100th Avenue)	Reconstruction; 2 Lanes	$3,442,913		X	Local (Planned Collector)
100th Avenue (55th Street - 72nd Street)	Reconstruction; 3 Lanes	$4,944,656		X	Local (Planned Collector)
City of Rock Island, Illinois					
35th Street W (92nd Avenue W - 106th Avenue W)	Pave Existing Road-way	$8,120,000		X	Collector/Local
35th Street W (85th Avenue W - 92nd Avenue W)	Pave Existing Road-way	$10,672,000		X	Collector/Local
85th Avenue W (31st Street W - 92nd Avenue W)	Pave Existing Road-way	$5,336,000		X	Minor Arterial
Iowa Quad Cities Total		**$25,465,000**	**$3,835,000**	**$21,630,000**	
Illinois Quad Cities Total		**$61,479,396**	**$3,737,500**	**$57,741,896**	
Grand Total for Local Roadway Network		**$86,944,396**	**$7,572,500**	**$79,371,896**	

Source: Bi-State Regional Commission, 2025

*Footnote: Local * - Federally-classified rural minor collectors and local roads will require a change in classification prior to being eligible for federal transportation funding, based on the current transportation regulations. There is a formal process to reclassify roads that will require both MPO and DOT approvals.*


MAP 3.2
2055 Quad Cities Long Range Transportation Plan
UNMET LOCAL CAPACITY/EXPANSION PROJECT NEEDS 2035/2055
2035/2055 Unmet Needs
Quad Cities MPA
County Boundary
State Boundary
Corporate Boundary
DRAFT
Davenport
Bettendorf
Eldridge
LeClaire
Port Byron
Rapids City
Hampton
East Moline
Silvis
Carbon Cliff
Colona
Cleveland
Moline
Rock Island
Milan
Coal Valley
Oak Grove
Andalusia
Buffalo
Riverdale
Panorama Park
Mississippi River
Rock River
SCOTT CO.
MUSCATINE CO.
ROCK ISLAND CO.
HENRY CO.
0 0.5 1 2 3 4 Miles
Bi-State
January 2026

Projects Requiring Additional Study

Transportation projects of a scope that will require prior planning before being listed as a fiscally constrained project are shown in Table 3.7 as illustrative projects or projects requiring additional study. These projects are considered conceptual, requiring detailed analyses including costs in year of expenditure dollars. Therefore, these projects are not fiscally constrained as part of this document. They may also require a location or feasibility analysis and later detailed engineering plans. A location map of these projects requiring additional study is shown as Map 3.3.

Understanding the typical project development process for transportation initiatives is crucial in identifying projects that may require further study. By grasping the steps involved in moving from concept to construction, valuable insight can be gained. A major construction project, such as a new highway, can take anywhere from 5 to 20 years to complete. For instance, the West Rock River Bridge (Veteran's Memorial Bridge at Carr's Crossing) in the Illinois Quad Cities took nearly 30 years to finish. The I-74 bridge and its corridor took approximately 20 years to complete.

From securing funding to project completion, a typical roadway or highway project includes several major phases:

- Feasibility Study (Pre-engineering Process)
- Engineering Phase I (with Environmental Impact Statement-EIS)
- Engineering Phase II (with plan preparation)
- Land Acquisition
- Utility Relocations
- Environmental Mitigation
- Construction (Bridge, Grading, Paving, and Other) Lighting and Signing

Each of these phases also includes bidding and contract negotiations. Trails and other construction or facility projects utilizing federal funds utilize a similar phased approach. Other transportation improvements, such as transit or aviation, would require a different set of steps for implementation that may involve procurement for buses or other equipment.

As projects become more fully studied, costs refined, and funding identified, they can be amended into the long-range transportation plan or added in a subsequent five-year update.

Table 3.7 – Projects Requiring Additional Study

Project Location	Project Description	Type of Study	Issue	FFC Classification
Roadway				
East Mississippi River Bridge (Bettendorf-East Moline)	New Construction, Assume 4-Lanes	Feasibility	Access	Arterial
Mississippi River Rail Bridge	New Construction	Engineering	Reliability	N/A
East Rock River Bridge (estimated John Deere Road connector to Hwy.12 at U.S. 6) with potential interchange at I-74/I-280, Rock Island and Henry Counties	New Construction, Assume 4-Lanes	Feasibility	Access	Arterial
I-80 Reconstruction and Widening (estimated Mississippi River to Walcott), Iowa Quad Cities	Reconstruction, 6-Lanes	Engineering	Capacity	Interstate
I-80/I-74 Interchange, Davenport	Reconstruction, Add north leg	Feasibility	Access	Interstate
I-80/U.S. 61 Interchange, Davenport	Reconstruction	Feasibility	Reliability	Interstate/ Other Principal Arterial
New I-80 Interchange, LeClaire	New Construction	Feasibility	Access	Interstate
I-280/U.S. 6 Kimberly Road Interchange Relocation, Davenport	Shift Interchange South with Realignment of Kimberly Road (Fairmount to I-280)	Location Analysis Completed; Feasibility	Reliability	Interstate
I-88 Interchange at 248th Street, Rock Island County/East Moline	New Construction	Feasibility	Access	Interstate
IL 92 Corridor (10th Street - 48th Street, Moline)	Reconstruction	Engineering	Reliability	Arterial
Andalusia Road-Indian Bluff Road Corridor	Reconstruction, 3-to-5 lanes	Engineering	Capacity/Access	Arterial
East-West Arterial along 120th Avenue thru N. 1700 Avenue (Turkey Hollow Road to Co. Hwy 12/E. 200th Street), Rock Island and Henry Counties	New Construction, 4-Lanes with multi-use trail and frontage roads	Engineering	Access	Arterial
Non-Roadway				
Intermodal container, bulkload port and consolidation facilities	New Construction	Feasibility	Multi-modal or Single Mode Access	Multi-Modal Freight
IL-92 Corridor Bus Rapid Transit	New/Enhanced Transit Service	Feasibility	Modal Alternative	Transit
Avenue of Cities Bus Rapid Transit	New/Enhanced Transit Service	Feasibility	Modal Alternative	Transit
John Deere Road Bus Rapid Transit	New/Enhanced Transit Service	Feasibility	Modal Alternative	Transit
Mississippi River to Rock River Bus Rapid Transit	New/Enhanced Transit Service	Feasibility	Modal Alternative	Transit

Source: Bi-State Regional Commission, 2025;

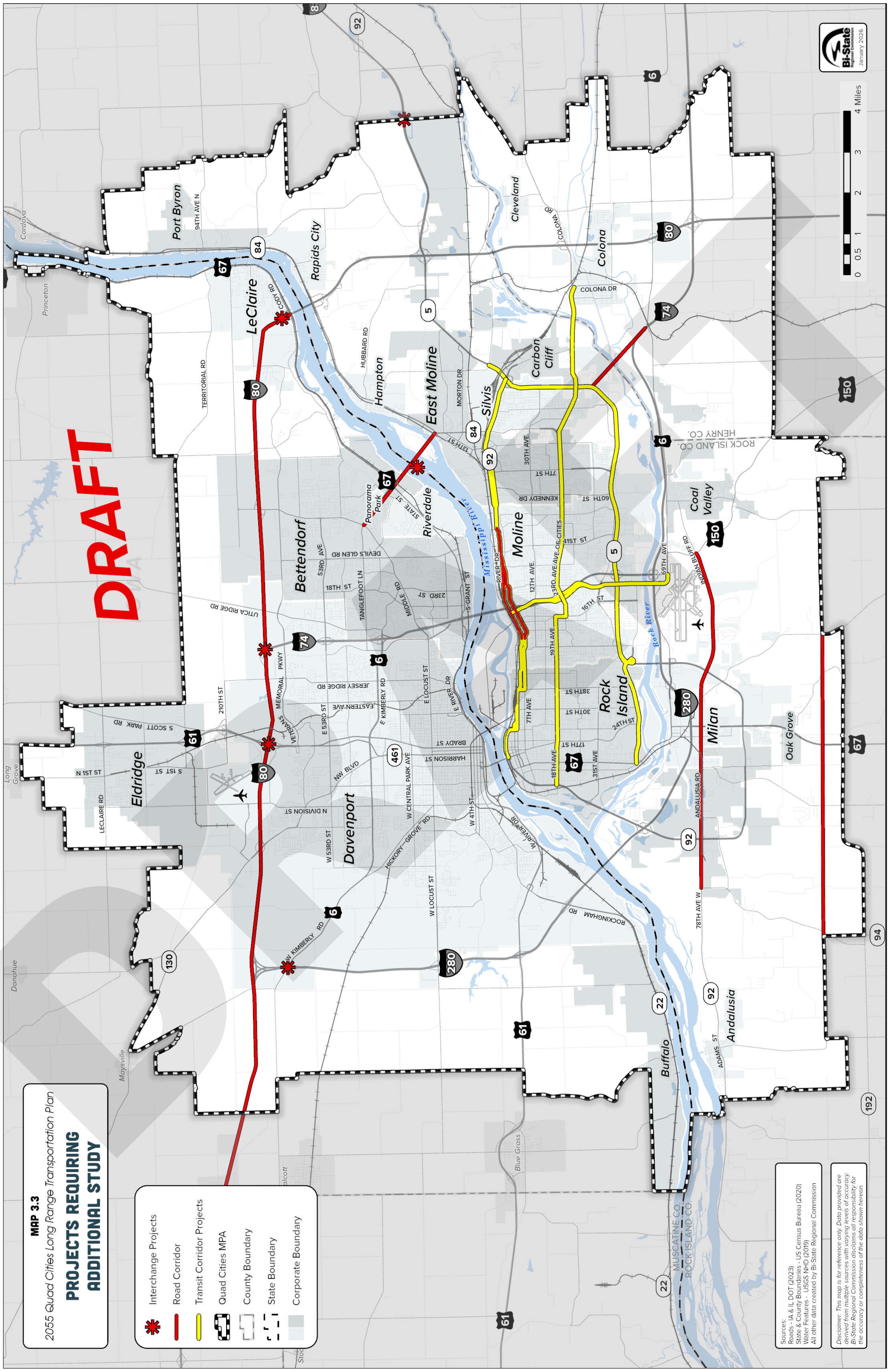
The following listing describes a general concept for each project requiring additional study as identified in Table 3.7:

- **Mississippi River Major Investment and Mississippi River Rail Crossing Studies –** Concept is to examine the current Mississippi River crossings from I-280 to I-80 and determine optimum transportation investment for highway and rail traffic. With aging structures, there may be multiple needs that a newly-constructed I-74 crossing alone will not be able to accommodate.
    - **East Mississippi River Bridge –** Concept for a highway bridge across the Mississippi River between Bettendorf, Iowa and East Moline, Illinois between I-74 and I-80. Will require feasibility study.
    - **Mississippi River Rail Bridges –** Concept to replace turn-of-the century rail bridges with new construction to improve system reliability, performance, and meet freight demands. Will require engineering study. Feasibility study completed in 2020.
- **East Rock River Bridge –** Concept for a bridge across Rock River east of I-74 and west of IL-84/Colona Road to connect IL-5 with U.S. 6. This could be connected to I-74/I-280 via an interchange. Will require feasibility study and an interchange justification study if feasible.
- **I-80 Reconstruction and Widening –** Iowa Quad Cities – Engineering study for expanding I-80 to 6 lanes from the Mississippi River to Walcott, IA. A Planning and Environmental Linkages (PEL) analysis has been completed. Will require engineering study.
- **I-80 Interchange Reconstruction at I-74 –** Davenport – Concept to reconstruct interchange and provide access to the north. Will require a feasibility study and an interchange justification study if feasible.
- **I-80/U.S. 61 Interchange –** Davenport – Concept to reconstruct the interchange to improve current system reliability. Will require feasibility study and an interchange justification study if feasible.
- **I-80 New Interchange –** LeClaire – Concept to construct a new interchange at the western city limits of LeClaire, west of I-80/U.S. 67, in the vicinity of 257th Avenue. Will require feasibility study followed by an interchange justification study with local jurisdiction taking the lead.
- **I-280 New Interchange in Vicinity of Iowa Interstate Railroad Bridge –** Davenport – Concept to construct new interchange that may coincide with realignment of West Kimberly Road with an extension west to I-280. The concept would be to close the current Kimberly Road at the I-280 interchange in lieu of a new interchange south of the current one in the vicinity of the Iowa Interstate Rail Road Bridge. Will require a feasibility study and an interchange justification study if feasible.
- **I-88 New Interchange at 248th Street –** East Moline/Rock Island County – Concept to construct a new interchange to accommodate future industrial development. Will require a feasibility study and an interchange justification study if feasible.
- **IL 92 Corridor (10th Street -48th Street, Moline) –** Concept to reconstruct roadway with lane reductions and intersection improvements to accommodate pedestrian, bicycle, transit, and freight movements. An alternatives analysis was completed in February 2020 – IL 92 Corridor Study Alternatives and Strategies Summary. Zones 3 and 4 would need additional study, as the concepts from the plan were not part of the modeled traffic analysis in this long-range transportation plan. Will require an engineering study to

further the corridor study concepts identified in this segment.

- **Andalusia Road/78th Avenue/County Highway 16/Indian Bluff Road (Turkey Hollow Road –** U.S. 150) – Planning study completed in 2025. Concept to provide greater turning movement capacity to industrial-commercial areas for airport industrial-commercial development, and residential and recreation access on the south side of the road. Will require an engineering study to further the corridor study concepts.
- **East-West Circulator Arterial South –** Illinois Quad Cities – Concept to develop a south beltway or parkway along 120th Ave. through N 1700 Ave. (Turkey Hollow Road to Co. Hwy 12/ E. 200th St.). Will require engineering analysis and additional coordination between multiple jurisdictions. A preferred alignment study was completed in 2010.
- **Intermodal container, bulk load port in the region, and consolidation facilities –** Concept to construct an intermodal container and bulk load port facility in the Bi-State Region with both rail and river access. Also examine potential single mode, such as truck consolidation facility(ies). Will require feasibility studies. The Rock Island Regional Port District is developing a port master plan that may further its existing river terminal capabilities.
- **Bus Rapid Transit**
  - **IL-92 Corridor –** Concept to develop either bus rapid transit or passenger service on new light rail along IL-92 in the Illinois Quad Cities. Will require feasibility study.
  - **Avenue of the Cities –** Concept to develop a bus rapid transit system along Avenue of the Cities in the Illinois Quad Cities. Will require feasibility study.
  - **John Deere Road –** Concept to develop a bus rapid transit system along John Deere Road and Blackhawk Road in the Illinois Quad Cities. Will require feasibility study.
  - **Mississippi River to Rock River –** Concept to develop a bus rapid transit system along 19th/27th Streets corridor in Moline. Will require feasibility study.

It is essential to identify projects that require further study. Funding will need to be obtained to assess whether these concepts will address future transportation needs and if their benefits will outweigh their costs. Through engineering and feasibility analyses, it will be determined whether to include these projects in the long-range transportation plan.


MAP 3.3
2055 Quad Cities Long Range Transportation Plan
PROJECTS REQUIRING ADDITIONAL STUDY
Interchange Projects
Road Corridor
Transit Corridor Projects
Quad Cities MPA
County Boundary
State Boundary
Corporate Boundary
DRAFT
Bi-State Regional Commission
January 2026
0 0.5 1 2 3 4 Miles
Davenport
Bettendorf
Rock Island
Moline
East Moline
Silvis
Milan
Riverdale
LeClaire
Eldridge
Port Byron
Rapids City
Hampton
Carbon Cliff
Colona
Cleveland
Coal Valley
Oak Grove
Andalusia
Buffalo
Panorama Park
Mississippi River
Rock River
HENRY CO.
ROCK ISLAND CO.
MUSCATINE CO.
Sources:
Roads - IA & IL DOT (2023)
State & County Boundaries - US Census Bureau (2020)
Water Features - USGS NHD (2019)
All other data created by Bi-State Regional Commission
Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.