US 67 CENTENNIAL BRIDGE
Corridor Project

US 67 (Centennial Bridge) Corridor Project

WELCOME

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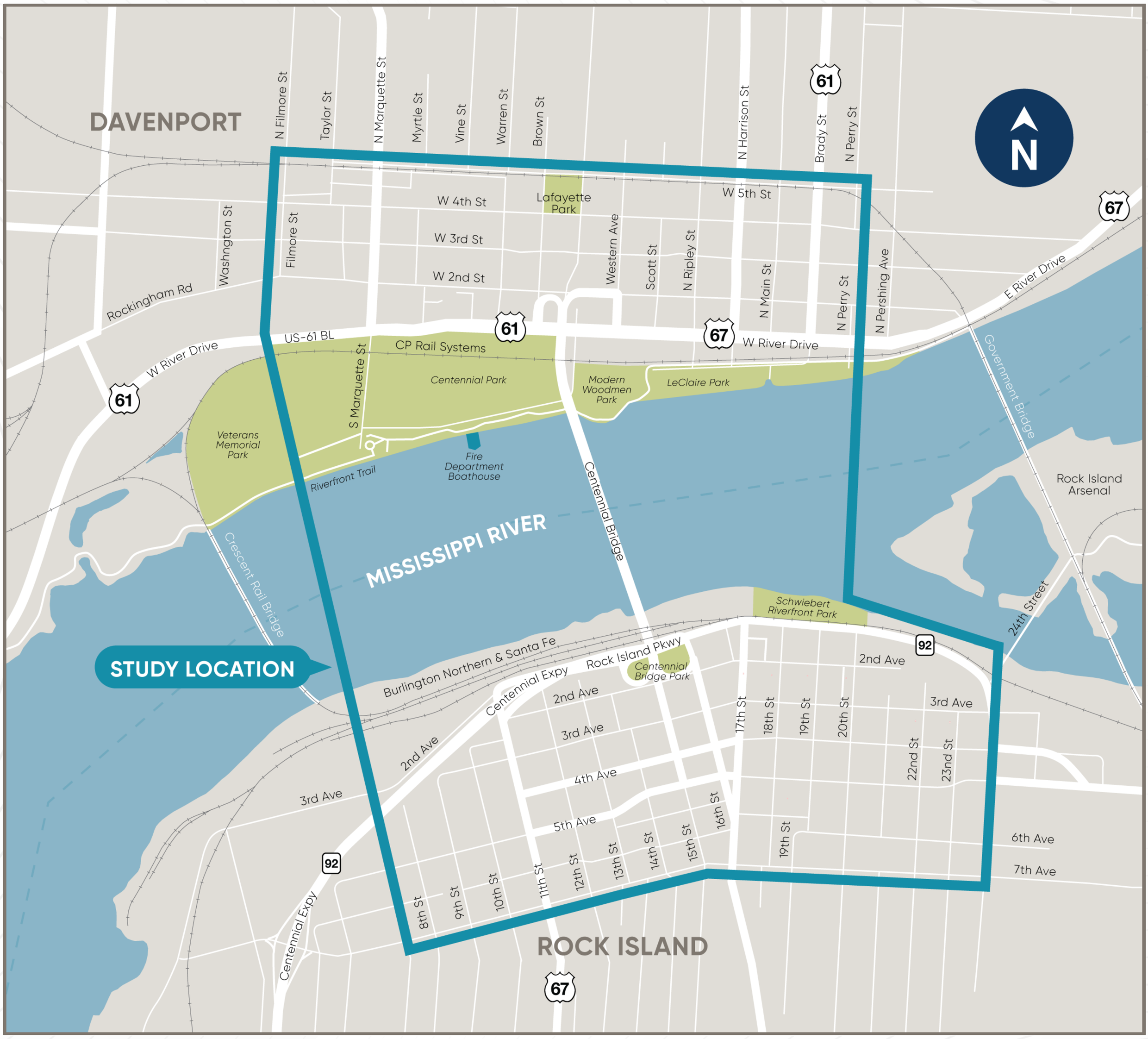
US 67 CENTENNIAL BRIDGE Corridor Project

Study Location



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US 67 CENTENNIAL BRIDGE Corridor Project

Project Need



Built in 1940, the Centennial Bridge is **reaching the end** of its useful life



Frequent costly bridge **inspections and maintenance required**



Bridge and roadway **deficiencies identified**



Current **design standards not met**



Load capacity **does not meet current criteria**



Crash trends identified at multiple locations



Insufficient pedestrian/bicycle access and safety



High flooding risk on the Davenport side of the bridge



Insufficient facilities to accommodate transit

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Project Purpose

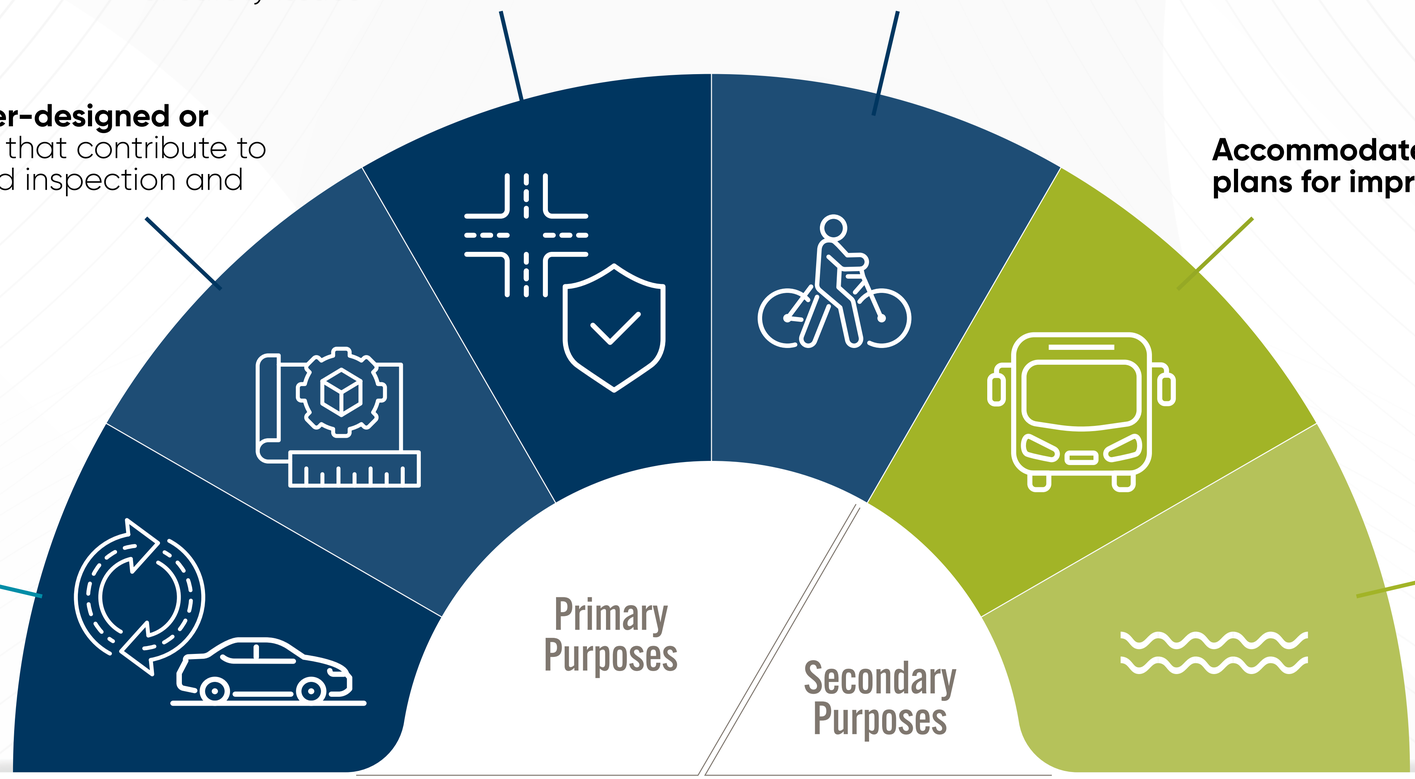
US 67 CENTENNIAL BRIDGE Corridor Project

Eliminate or reduce roadway geometric deficiencies where they are a contributing cause of safety issues

Improve pedestrian/bicycle connectivity across the Mississippi River

Eliminate or reduce under-designed or non-redundant features that contribute to load posting or increased inspection and maintenance burden

Accommodate local improvement plans for improved transit service



Sustain for the long term a bridge across the Mississippi River between the downtowns of Rock Island and Davenport that meets the motorized and non-motorized river crossing needs through the study area

Reduce the likelihood of roadway flooding along US 67 corridor

Study Process

US 67 CENTENNIAL BRIDGE Corridor Project

PROJECT DEVELOPMENT & IMPLEMENTATION PROCESS



WE ARE HERE

Phase I Project Schedule

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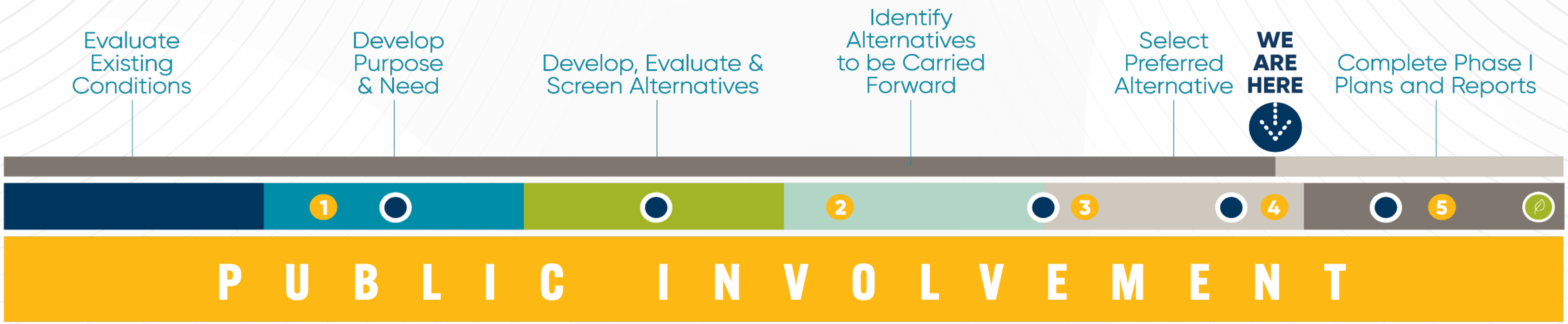

- PUBLIC MEETING/HEARING
- TECHNICAL ADVISORY GROUP & COMMUNITY ADVISORY GROUP MEETINGS
- FINAL PROJECT REPORT
- PROJECT PROGRESS

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Community and Public Involvement

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Technical Advisory Group (TAG)

A group of technical experts & agency representatives providing guidance and insight on the project's design and implementation

Community Advisory Group (CAG)

A representative group of community organizations and leaders who can provide input on behalf of their organizations

Public Meetings/ Hearing

Open forums where the public can provide feedback, ask questions, and engage with the project team at key milestones

Section 106 and Section 4(f)

US 67 CENTENNIAL BRIDGE Corridor Project

Section 106 of the National Historic Preservation Act

- Consider the effects of federally funded projects on historic properties.
- Identify historic properties, assess the effects and explore alternatives to avoid, minimize, or mitigate adverse effects.

Section 4(f) Properties

- Publicly-owned public parks, recreational areas of national, state, or local significance, wildlife or waterfowl refuges; or lands from a historic site of national, state, or local significance.
- Determine that there is no feasible and prudent alternative to avoid the Section 4(f) properties.
- Includes all possible planning to minimize harm to the Section 4(f) properties.



Section 4(f) Programmatic Agreement

US 67 CENTENNIAL BRIDGE Corridor Project



- Replacing the Centennial Bridge would require a Section 4(f) Programmatic Agreement
- Requires evaluation of the following alternatives:
  - No Build (Alternative A)
  - Bridge Rehabilitation (Alternative B)
  - Build New Twin Structure/Rehabilitate Existing Bridge (Alternative C)
- Requires determination that Alternatives A, B, C are not feasible and prudent
- Historic bridges that are replaced must be made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge
- Requires agreement among Federal Highway Administration, State Historic Preservation Office, and Advisory Council on Historic Preservation through the Section 106 process

Alternative Development

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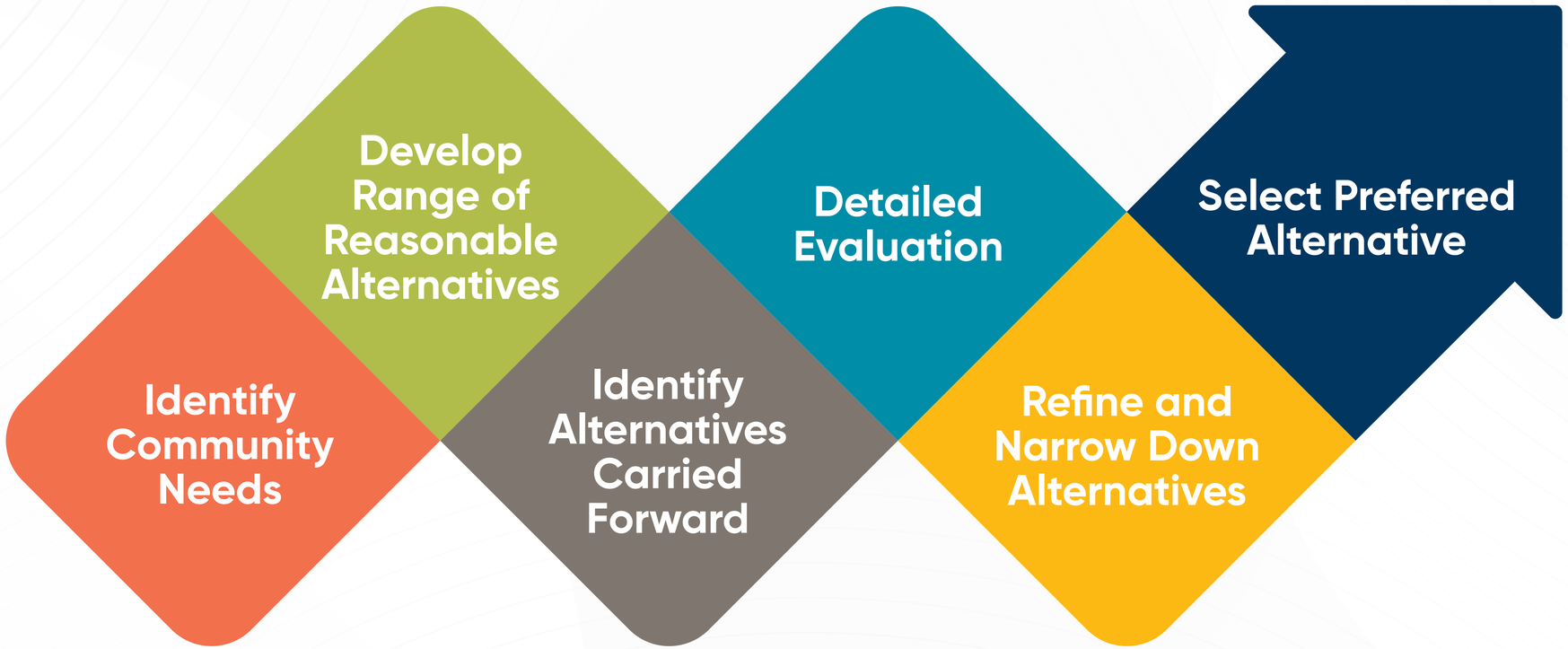

Public input is part of the entire process

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Following the January 28, 2026 public meeting, these alternatives were carried forward for further evaluation.

Alternatives that were Carried Forward



NO-BUILD ALTERNATIVE (DO NOTHING)

No improvements other than maintain existing bridge through inspections and repairs.



BRIDGE REHABILITATION

Continue repairs and make minor improvements.

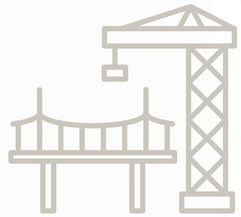
Improve bridge load capacity and add redundancy to arch spans.

Improve east sidewalk and reconnect west sidewalk.



BUILD NEW TWIN STRUCTURE/ REHABILITATE EXISTING BRIDGE

Bridge rehabilitation and build new twin structure for opposite direction of travel.



BRIDGE RECONSTRUCTION

Improve the existing substructures (piers).

Remove and completely rebuild the superstructure (roadway).



BRIDGE REPLACEMENT

Construct a new bridge across the Mississippi River at two potential locations.

Remove existing bridge.

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After further evaluation, four of the alternatives carried forward have been dismissed.

Alternatives Review



NO-BUILD ALTERNATIVE (DO NOTHING)

REMAINING:
No improvements other than maintain existing bridge through inspections and repairs.



BRIDGE REHABILITATION

DISMISSED

Does not meet purpose and need.

Does not provide long-term solution.



BUILD NEW TWIN STRUCTURE/ REHABILITATE EXISTING BRIDGE

DISMISSED

Does not meet purpose and need.

Does not provide long-term solution.



BRIDGE RECONSTRUCTION

DISMISSED

Does not meet purpose and need.

Requires bridge to be closed for extended periods.

Difficult to maintain traffic during construction.

Not cost-effective.



BRIDGE REPLACEMENT E7

DISMISSED

Requires substantial property impacts.

Not cost-effective.



BRIDGE REPLACEMENT E2

REMAINING:
One option to construct a new bridge next to the existing bridge (E2) has been identified as the recommended Preferred Alternative.

Community Feedback

PM #1

WHAT WE HEARD:

PUBLIC MEETING #1
Project Introduction

Feedback received during the meeting and comment period

KEY THEMES:

- Safety & Traffic Operations
- Access & Connectivity
- Community & Economic Impacts
- Design & Aesthetics
- Environment & Historic Resources
- Cost & Construction

Community feedback includes: Public Meetings, Community Advisory Group, Technical Advisory Group, and other stakeholders

PM #2

WHAT WE HEARD:

PUBLIC MEETING #2
Purpose and Need/ Alternatives Carried Forward

Feedback received during the meeting and comment period

STRONG SUPPORT FOR BRIDGE REPLACEMENT

- Majority of comments supported full bridge replacement over rehabilitation
- Preference for a long-term solution vs. short-term fixes

ALTERNATIVE PREFERENCES

- Maintaining existing travel patterns (E2)
- Interest in improved regional connectivity (E7)
- Different priorities reflected across comments

KEY CONSIDERATIONS RAISED

- Property and community impacts
- Construction duration and detours
- Maintaining access during construction
- Impacts to downtown areas

BICYCLE & PEDESTRIAN ACCESS

- Continued strong support for bicycle and pedestrian facilities

Community Feedback

PM #3

WHAT WE HEARD:

PUBLIC MEETING #3
Alternatives Refinement, Evaluation, and Screening

At PM #3 the project team recommended dismissing Alternatives B, C, and D. The remaining build alternatives were E2, bridge replacement just west of the existing bridge, and E7, bridge replacement from 11th Street to Marquette Street. Key impacts and consideration of the remaining alternatives were also reviewed.

KEY THEMES:

- Alternative preferences & evaluation process
- Neighborhood, property & community impacts – including concern about greater property impacts associated with E7
- Historic character & bridge design
- Bicycle & pedestrian access
- Traffic, access & connectivity
- Cost, funding & long-term maintenance
- Economic development & community involvement
- Public engagement & next steps

ONGOING ENGAGEMENT:

In addition to public meetings, the project team continues to gather input from a wide range of stakeholders.

- Community Advisory Group
- Technical Advisory Group
- Local agencies and partners
- Community organizations and groups
- Stakeholder meetings

THE PROJECT TEAM ALSO MET WITH:

- Rock Island City Council
- Davenport City Council
- City of Rock Island Public Works
- City of Davenport Public Works
- Davenport Parks & Recreation
- Public Transit (CitiBus, MetroLINK)
- MLK Jr. Center West End Revitalization Coordinators
- Quad Cities Chamber of Commerce
- The Gray Matters Collective
- BNSF, CPKC, and IAIS railroads
- Corps of Engineers and U.S. Coast Guard
- German American Heritage Center

Comparing the Bridge Replacement Alternatives

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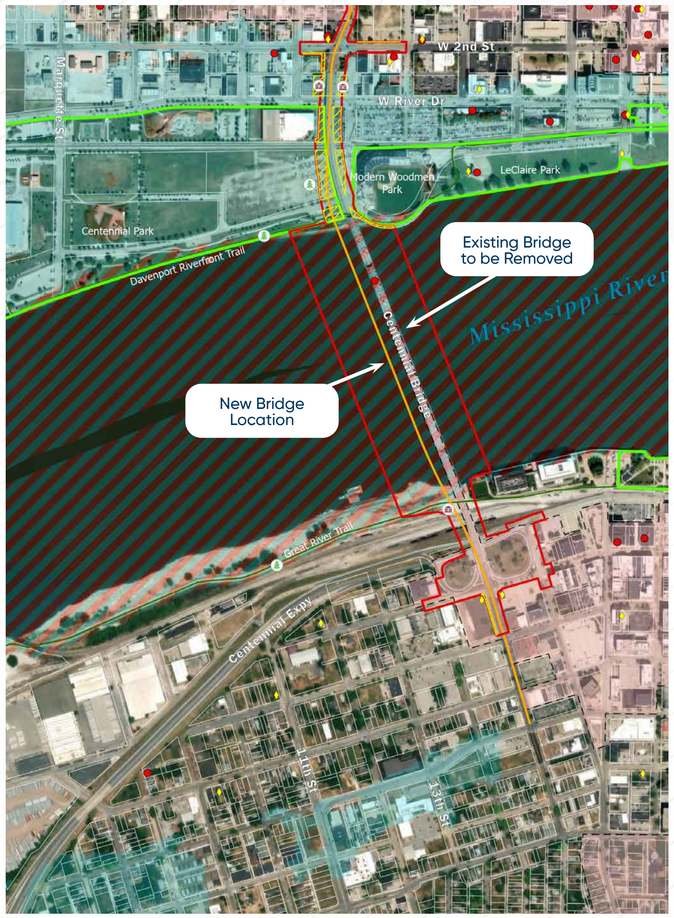
Alternative E2 - Bridge Replacement New West Alignment

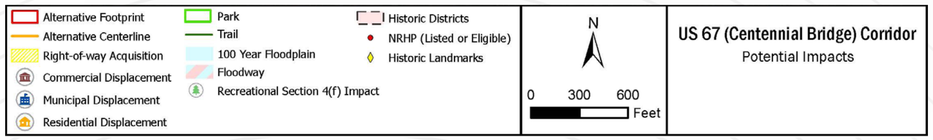


DESCRIPTION – ALTERNATIVE E2	DESCRIPTION – ALTERNATIVE E7
Meets Purpose and Need	Meets Purpose and Need
Replaces bridge just west of the existing structure	Shifts bridge to connect 11th Street in Rock Island to Marquette Street in Davenport
Improved river crossing connection, while maintaining current travel patterns and connectivity between downtowns	Improved river crossing connection
Minimizes impacts in Rock Island and Davenport	Requires more change to surrounding areas
Fewer property impacts than E7	More impacts to nearby properties and communities than E2
Provides long-term reliability	Provides long-term reliability
Existing bridge open to traffic (with lane reductions) during construction	Existing bridge remains fully open to traffic during construction
Potential impacts to historic resources near the courthouse square	Potential impacts to historic building
Potential impacts to BNSF railroad property	Potential impacts to Centennial Park
Seasonal lane reductions to US 67 during construction	Seasonal lane reductions to Centennial Expressway during construction
Potential impacts to nearby parking lots at Modern Woodmen Park and Ice Rink	Potential impacts to nearby parking lots at Modern Woodmen Park and Ice Rink

Alternative E7 - Bridge Replacement 11th Street to Marquette Street



The No Build Alternative will be retained throughout the study and used as a baseline for comparison.



Alternative E7 - Bridge Replacement



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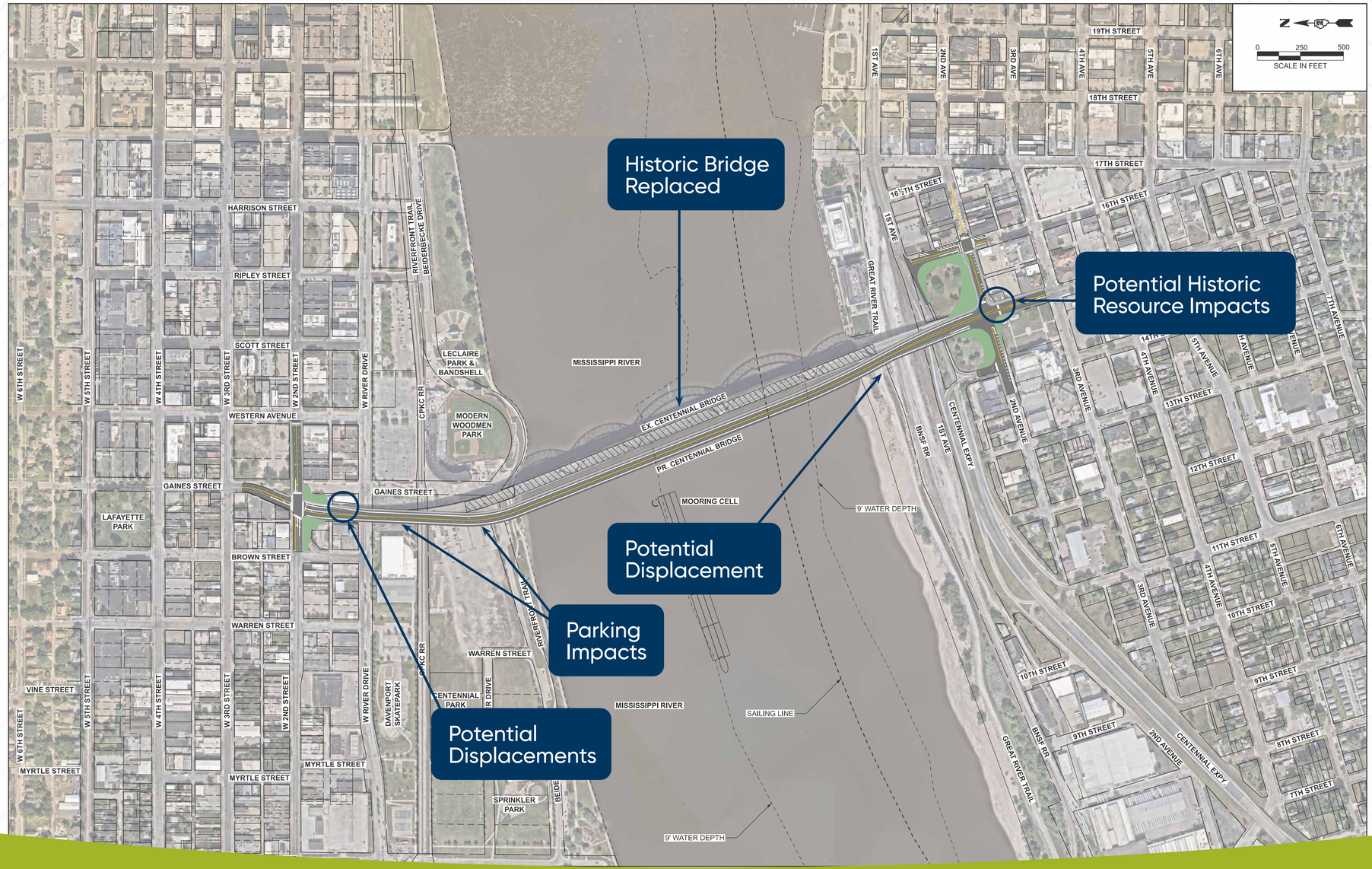
Alternative E2 - Bridge Replacement



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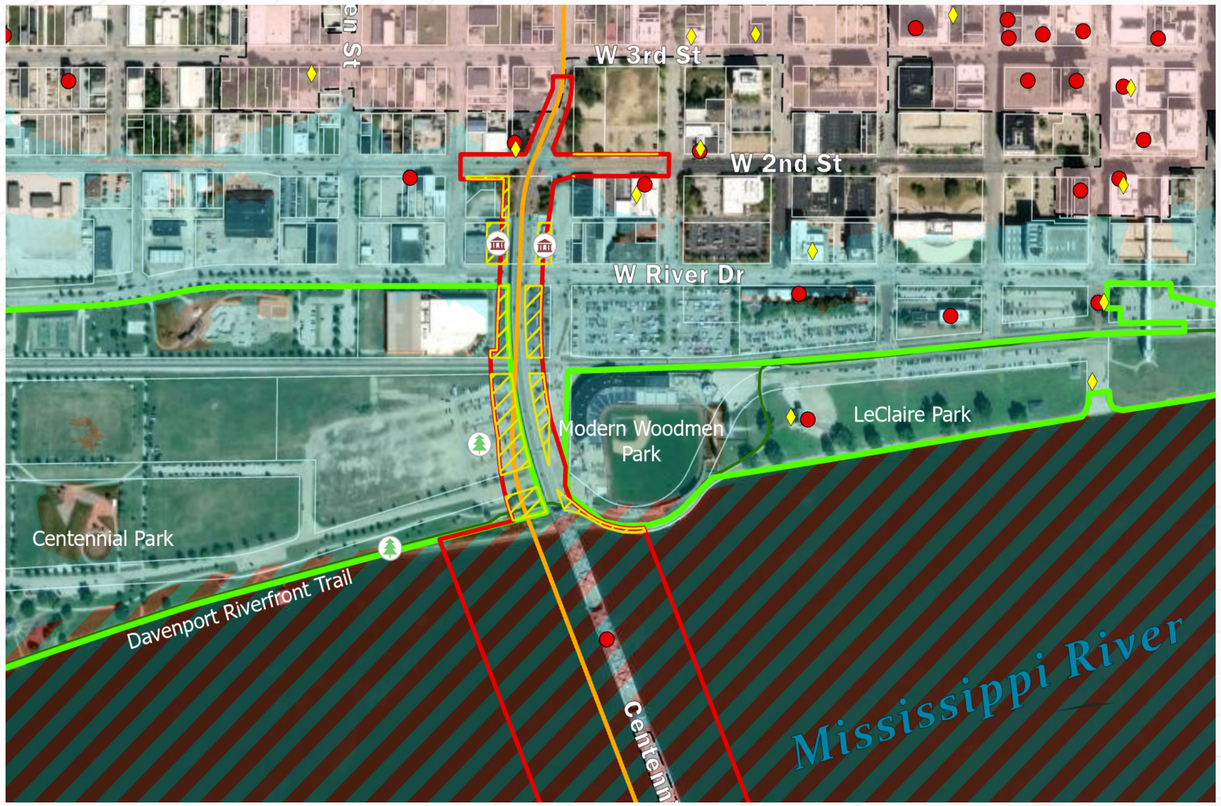
Alternative E2 - Bridge Replacement





Alternative Footprint
Alternative Centerline
Right-of-way Acquisition
Commercial Displacement
Municipal Displacement
Residential Displacement
Park
Trail
100 Year Floodplain
Floodway
Recreational Section 4(f) Impact
Historic Districts
NRHP (Listed or Eligible)
Historic Landmarks

N

0 300 600
Feet

US 67 (Centennial Bridge) Corridor
Potential Impacts

Alternatives Review

Alternative E2 is recommended as the Preferred Alternative. The No Build Alternative does not meet the Purpose and Need but is retained throughout the study as required by the National Environmental Policy Act (NEPA).

CRITERIA	B REHABILITATION	C NEW TWIN BRIDGE/ REHABILITATE	D RECONSTRUCTION	E7 REPLACEMENT 11TH STREET	A NO BUILD	E2 REPLACEMENT JUST WEST
	DISMISSED (May 2026)	DISMISSED (May 2026)	DISMISSED (May 2026)	DISMISSED (October 2026)	RETAINED FOR COMPARISON	ADVANCED
PURPOSE AND NEED						
OVERALL ASSESSMENT	✗	✗	✗	✓	✗	✓
SERVICE LIFE	Shorter	Shorter	Longest	Longest	Shortest	Longest
BRIDGE, ROAD, AND PED/BIKE DEFICIENCIES CORRECTED	Partially	Partially	Partially	Yes	No	Yes
DOWNTOWN CONNECTION	Similar to Existing	Similar to Existing	Similar to Existing	Shift to 11th Street (longer trips between downtowns)	No Change	Similar to Existing
ENVIRONMENTAL IMPACTS						
PROPERTY IMPACTS	Low	Low	Low	High	None	Low
HISTORIC RESOURCES IMPACTS	None	None	Historic Bridge	Historic Bridge, Historic Home	None	Historic Bridge, Courthouse Square Area
RECREATIONAL RESOURCES IMPACTS	Moderate	Moderate	Moderate	High	None	Moderate
CONSTRUCTION IMPACTS						
LANE CLOSURES DURING CONSTRUCTION	One lane in each direction maintained	One lane in each direction maintained	Full bridge closure for 6 months	Bridge remains fully open. Greater local street impacts.	No construction	One lane in each direction maintained
CONSTRUCTION DURATION	2-3 years	3-4 years	2-3 years	3-4 years	No construction	3-4 years
ECONOMIC REASONABLENESS						
ESTIMATED CONSTRUCTION COST	$74M	$231M	$319M	$295M	$0M	$237M

KEY TAKEAWAY » **E2 meets the project's Purpose and Need while maintaining existing traffic patterns with fewer property and community impacts than E7.**

LEGEND	✓ Meets Purpose and Need	✗ Does not meet Purpose and Need	Primary Reason for Dismissal

Recommendation for a Preferred Alternative*

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Why E2?

Alternative E2 would replace the Centennial Bridge just west of the existing bridge.

E2 is recommended as the Preferred Alternative because it:

- Meets the project's Purpose and Need
- Maintains familiar traffic patterns and connections
- Requires less property acquisition than Alternative E7
- Costs less than Alternative E7
  Estimated cost: $237 million

What still needs to be worked through?

As the design is refined, the project team will continue working to address:

- Access and potential impacts to courthouse monuments and historic buildings
- Potential property impacts
- Parking impacts near Modern Woodmen Park and the ice rink
- Lane reductions during construction

*Pending final FHWA approval

Why E7 Was Not Selected

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Why Not E7?

Alternative E7 – Bridge Replacement (11th Street to Marquette Street)

Compared with E2, Alternative E7 would:

- Shift traffic to new connections at 11th Street and Marquette Street
- Require more property acquisition, affecting homes, businesses, parks and utility facilities
- Displace 11 residences, including 9 HUD townhomes
- Create greater construction impacts along Centennial Expressway, 11th Street and Marquette Street
- Estimated: $295 million

Why Bridge Rehabilitation Was Not Selected

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Why Not Rehab?

Alternative B – Bridge Rehabilitation

Safety issues would remain

- Bridge is narrow and cannot be widened
- Approach roadway design deficiencies cannot be corrected

Pedestrian and bicycle deficiencies would not be addressed

- Bridge cannot be improved to provide pedestrian and bicycle accommodations that meet ADA requirements and current policies

Bridge Rehabilitation would not provide long-term solution for river crossing needs

- Rehabilitated bridge would have a much shorter service life than a new bridge

Inspection and maintenance costs and disruption remain high

- Over 100 “pin and link” details in rehabilitated bridge continue to need hands-on inspection every 2 years

Potential Environmental Impacts

US 67 CENTENNIAL BRIDGE Corridor Project

Resource	Alternative E2	Alternative E7
Right-of-way Acquisition (acres)	2.7	7.7
Residential Relocations	0	11
Commercial Relocations	3	3
Major Utility Impact	0	1
Centennial Bridge Replaced	Yes	Yes
Historic Buildings/Districts	3	2
Recreational Section 4(f)	5	5
Wetlands (acres)	0	0
Floodplain (acres)	5.8	13.8
Threatened & Endangered Species	5	5
Recognized Environmental Condition Sites	3	5

Davenport Local Road and Multi Use Path Connections

WARREN ST.
BROWN ST.
GAINES ST
WESTERN AVE.
SCOTT ST.
N. RIPLEY ST.
HARRISON ST. (BUS. 61)
2ND ST
RIVER DRIVE
W. BEIDERBECKE DR.
RIVERFRONT TRAIL
CPKC RAILROAD
S. WARREN ST.

PROPOSED CURB AND GUTTER
PROPOSED SIDEWALK
PATH TO RIVERFRONT TRAIL (0.52 MI)
PATH TO RIVERFRONT TRAIL (0.25 MI)
PROPOSED CONCRETE BARRIER
PROPOSED SHOULDER

RAIL STNG CROSSROAD

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Legend

- PROPOSED MULTI USE PATH
- PROPOSED SIDEWALK
- EXISTING MUP
- EXISTING SIDEWALK

Rock Island Local Road and Multi Use Path Connections

PROPOSED CONCRETE BARRIER
PROPOSED SHOULDER
PROPOSED CONCRETE BARRIER
PROPOSED SHOULDER
GREAT RIVER TRAIL
PATH TO GREAT RIVER TRAIL (.19 MI)
1ST AVE
BNSF RAILROAD
17TH ST.
18TH ST.
19TH ST.
20TH ST.
2ND AVE
1ST AVE
PROPOSED MUP
PROPOSED SIDEWALK
PROPOSED CURB AND GUTTER
13TH ST.
16TH ST.
15TH ST.
3RD AVE
4TH AVE

Legend

- PROPOSED MULTI USE PATH
- PROPOSED SIDEWALK
- EXISITING MUP
- EXISTING SIDEWALK

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Proposed Typical Bridge Section

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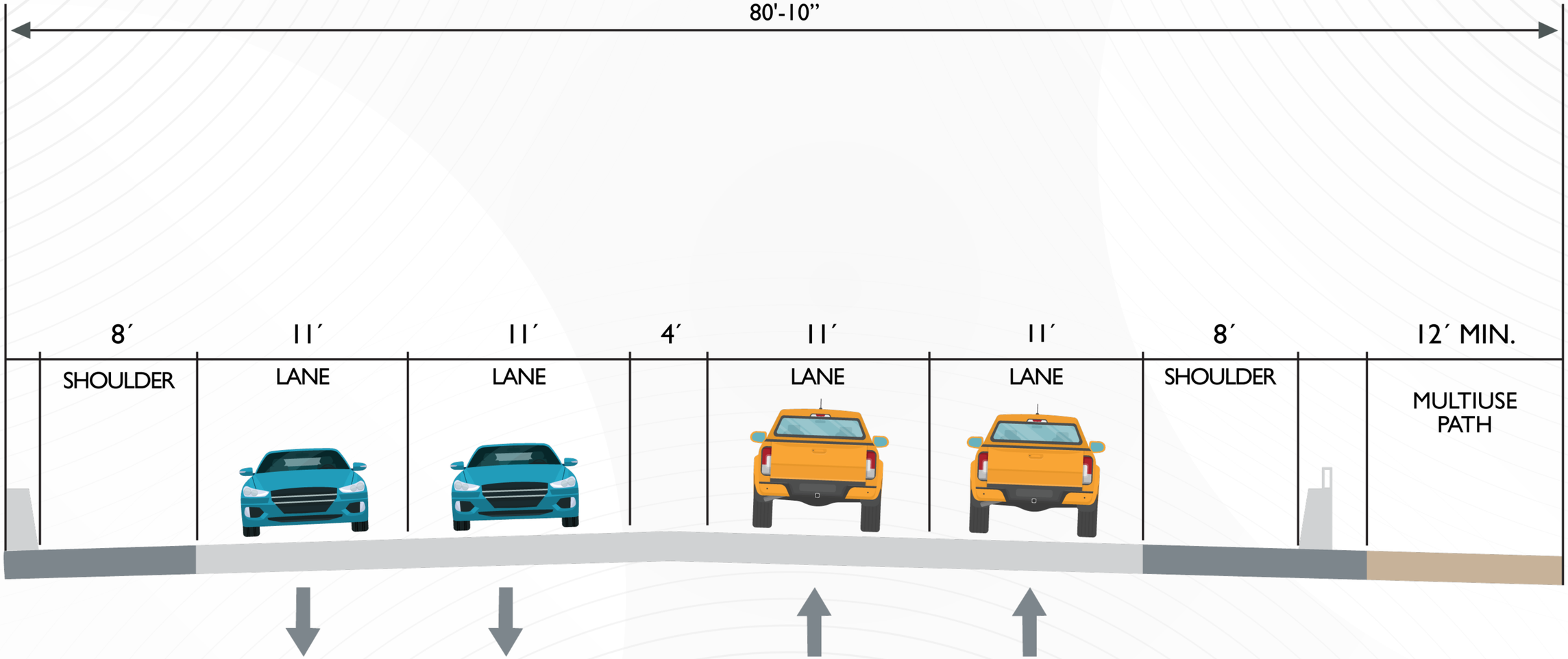

Potential Bridge Types

What could the new bridge look like?

US 67 CENTENNIAL BRIDGE Corridor Project

TIED-ARCH



STEEL PLATE GIRDER



How will they be evaluated?

- Cost
- Constructability
- Durability
- Ease of future inspection and maintenance
- River hydraulics
- River navigation

Potential Bridge Types

What could the new bridge look like?

US 67 CENTENNIAL BRIDGE Corridor Project

CABLE-STAYED TWO-TOWER



CABLE-STAYED SINGLE-TOWER



How will they be evaluated?

- Cost
- Constructability
- Durability
- Ease of future inspection and maintenance
- River hydraulics
- River navigation

What Happens Next?

US 67 CENTENNIAL BRIDGE Corridor Project

PHASE I STUDY

- Review public input
- Complete environmental review
- Continue community and stakeholder engagement
- Hold a Public Hearing

FINAL DESIGN

- Refine the bridge and roadway design
- Acquire needed right of way
- Prepare construction documents

CONSTRUCTION

- Build the new bridge and roadway improvements
- Remove the existing bridge

An Aesthetics Focus Group representing Davenport and Rock Island along with citizens and local artists will help identify priorities for the bridge approaches, entry areas, and other aesthetic elements.

We Need Your Input!

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to learn more, submit comments, and stay updated.



FILL OUT A COMMENT FORM HERE TODAY, OR TAKE IT WITH YOU AND MAIL IT.

COMMENT HERE

What questions do you have about the Preferred Alternative?

What should we consider as roadway and intersection details are refined?

What is important to you about the bicycle and pedestrian connections presented today?



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