



US 67 CENTENNIAL BRIDGE
Corridor Project

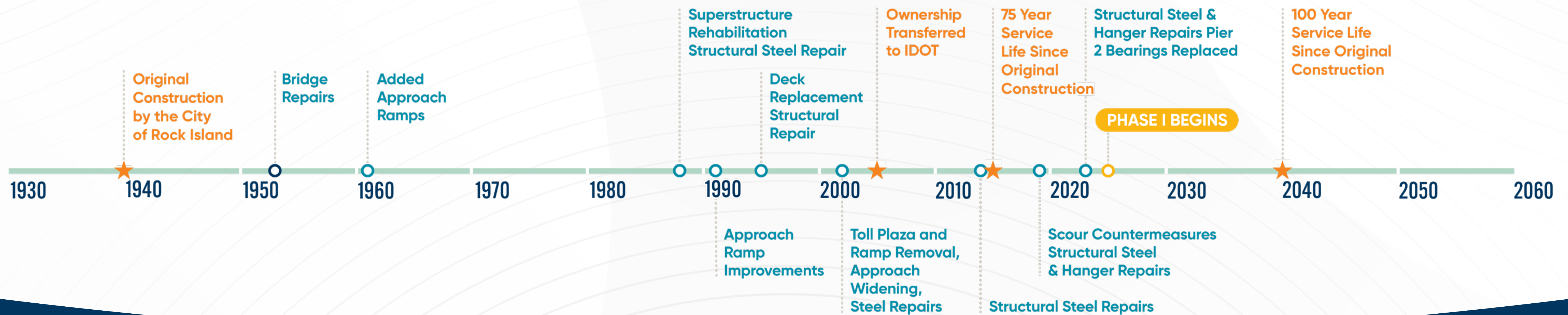
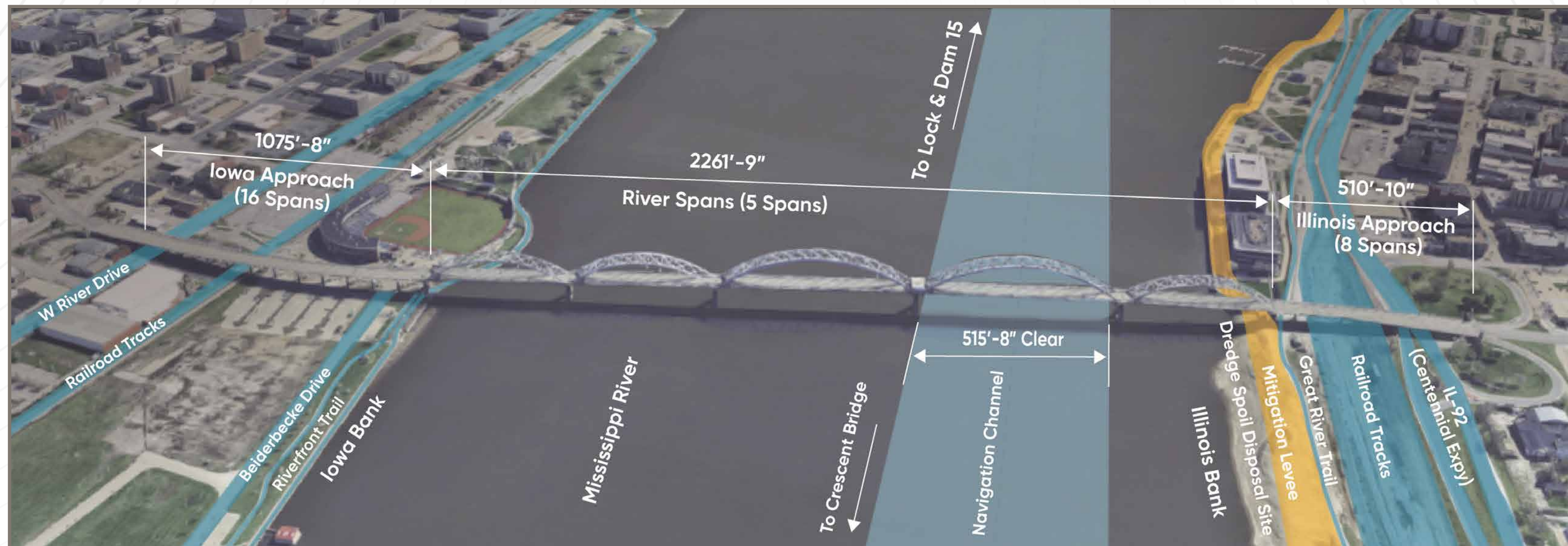
US 67 (Centennial Bridge) Corridor Project

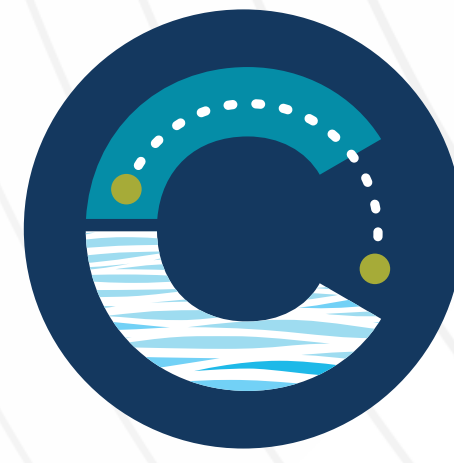
WELCOME

Centennial Bridge

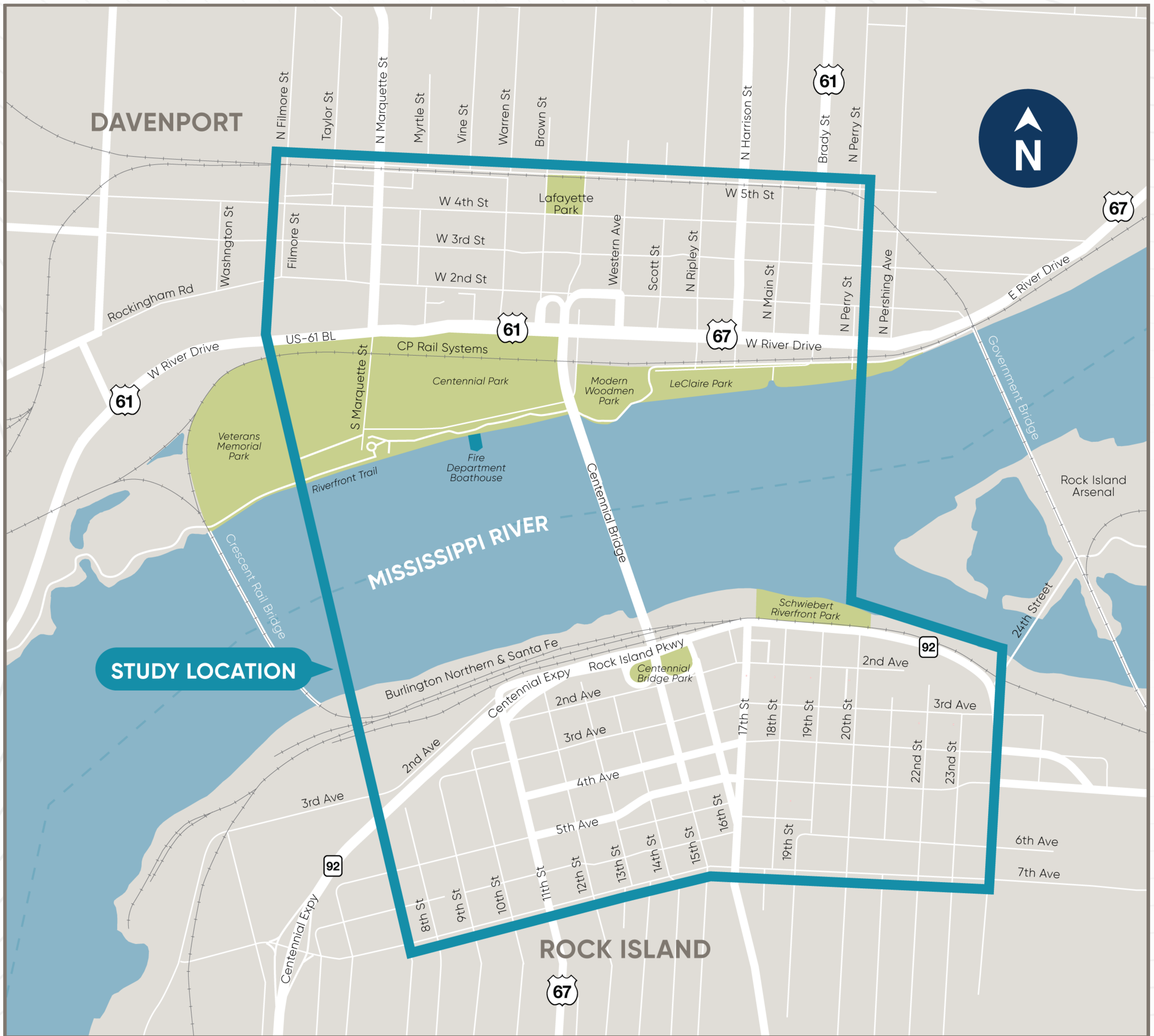


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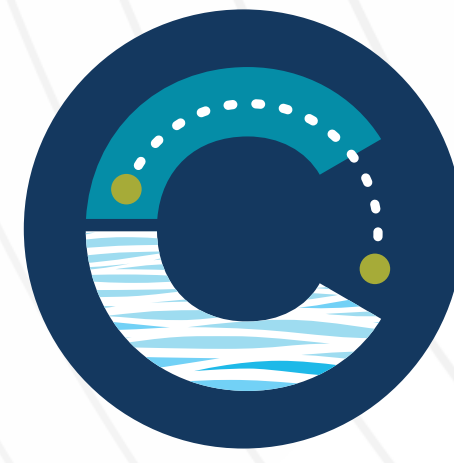




Study Location



STUDY LOCATION



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

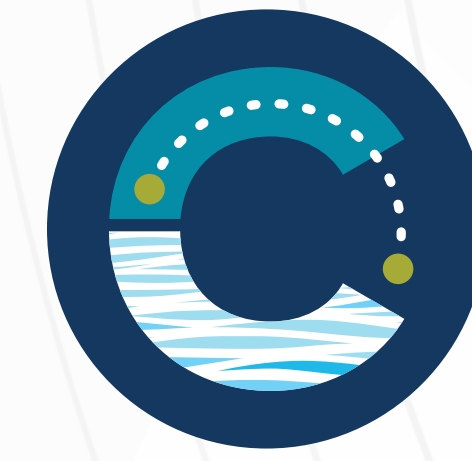


High flooding risk on the Davenport side of the bridge

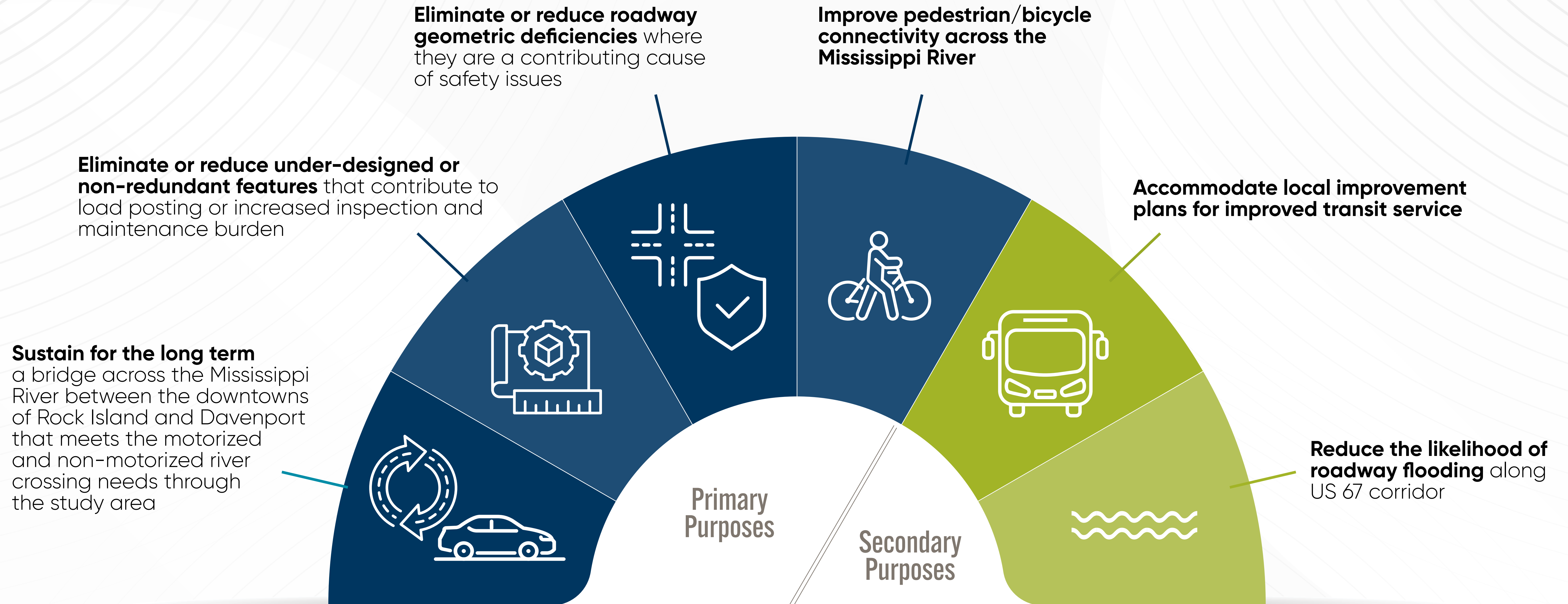


Insufficient facilities to accommodate transit

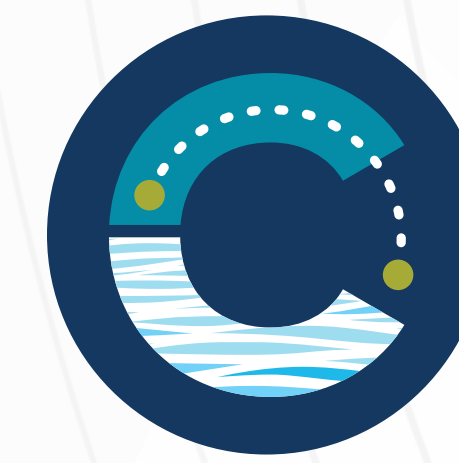
Project Purpose



US 67 CENTENNIAL BRIDGE
Corridor Project



Study Process



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Corridor Project

PROJECT DEVELOPMENT & IMPLEMENTATION PROCESS

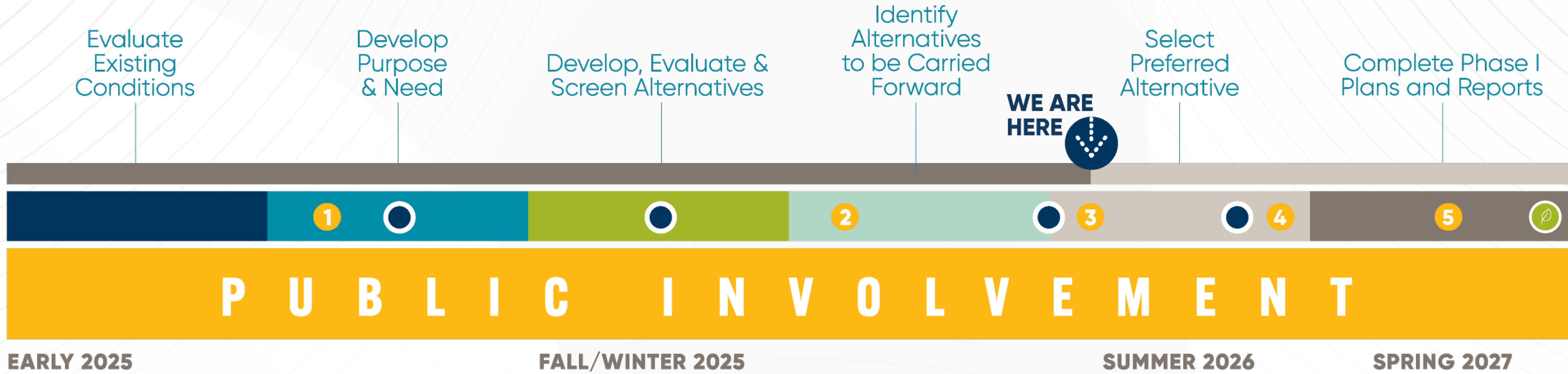


**WE ARE
HERE**

Phase I Project Schedule



US 67 CENTENNIAL BRIDGE
Corridor Project



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

Community and Public Involvement



US 67 CENTENNIAL BRIDGE
Corridor Project



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

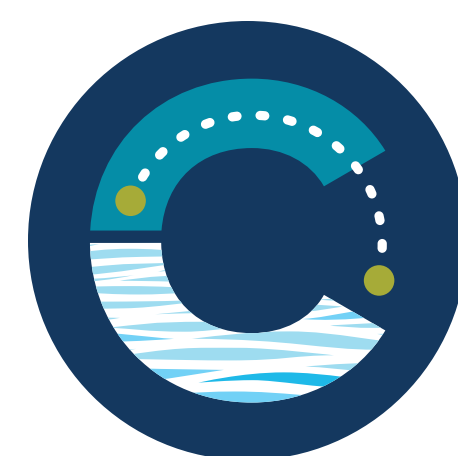
ONGOING ENGAGEMENT:

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:

- Mayor Jason Gordon, Davenport
- 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



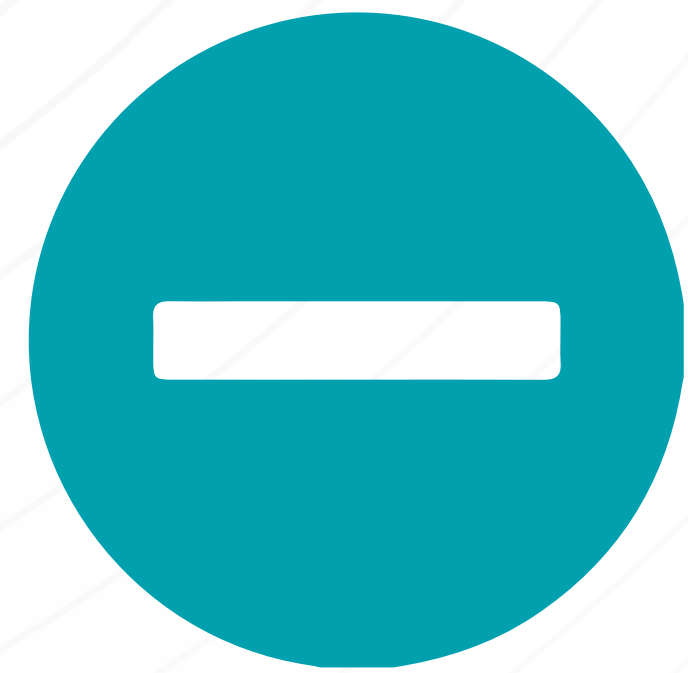
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Following the January 28, 2026 public meeting these alternatives were carried forward for further evaluation.

Alternatives that were Carried Forward



**NO-BUILD
ALTERNATIVE
(DO NOTHING)**

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



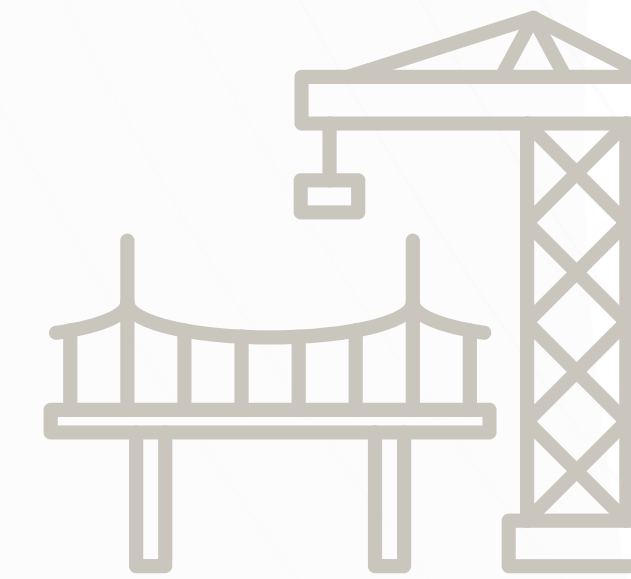
**BRIDGE
REHABILITATION**

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**

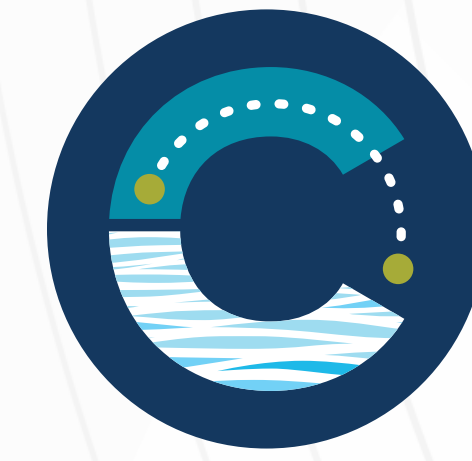
Improve the existing substructures (piers).
Remove and completely rebuild the superstructure (roadway).



**BRIDGE
REPLACEMENT**

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

Alternatives Evaluation Criteria

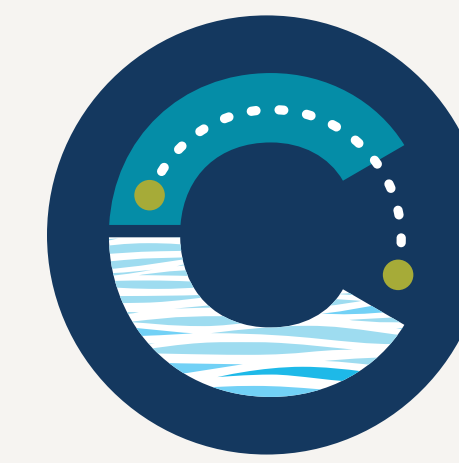


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Corridor Project



- Purpose and Need
 - Service Life
 - Geometric Deficiencies
 - Bicycle and Pedestrian Connections
 - Traffic Pattern Changes
 - Central Business District Connections
- Environmental Impacts
 - Property Impacts
 - Historic and Recreational Resources Impacts
- Construction Impacts
 - Maintenance of Traffic/Bridge Closure
 - Construction Duration
- Economic Reasonableness

Section 106 and Section 4(f)



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Section 106 of the National Historic Preservation Act

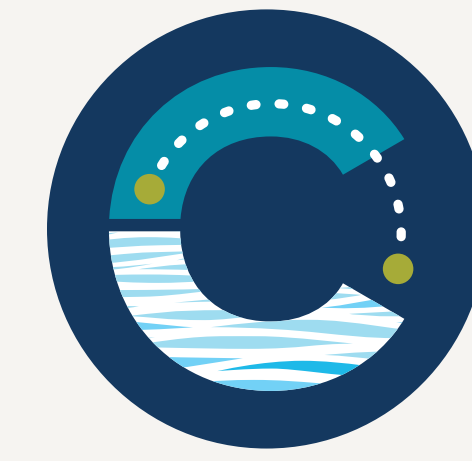
- Consider the effects of federally funded projects on historic properties.
- Identify historic properties, assess the effects and explore alternatives to avoid, minimize, or mitigate adverse effects.

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



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- 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



Alternatives Review



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

KEY TAKEAWAY >> E2 and E7 meet the project's Purpose and Need. E2 maintains existing traffic patterns with fewer impacts while E7 introduces a new alignment with greater community impacts.

LEGEND	Meets Purpose and Need	Partially meets Purpose and Need	Does not meet Purpose and Need	Primary Reason for Dismissal
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US 67 CENTENNIAL BRIDGE
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Alternatives Review

The study process, conducted in accordance with NEPA guidelines, is designed to yield a preferred alternative that meets the project's Purpose and Need while minimizing impacts to human and natural environments.



**NO-BUILD
ALTERNATIVE
(DO NOTHING)**

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



**BRIDGE
REHABILITATION**

Does not fully meet purpose and need.
Does not provide long-term solution.



**BUILD NEW
TWIN STRUCTURE/
REHABILITATE
EXISTING BRIDGE**

DISMISSED

Does not fully meet purpose and need.
Does not provide long-term solution.



**BRIDGE
RECONSTRUCTION**

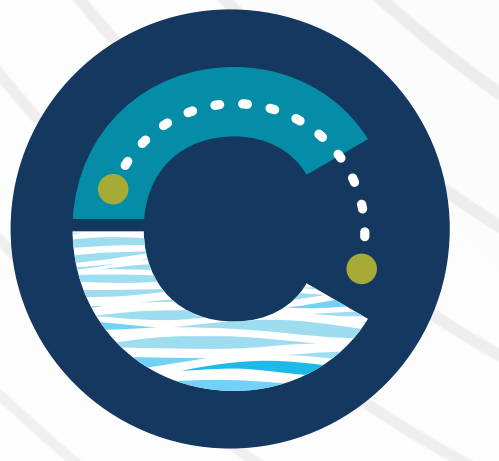
Requires bridge to be closed for extended periods.
Difficult to maintain traffic during construction.
Not cost-effective compared to other alternatives that meet purpose and need.



**BRIDGE
REPLACEMENT**

REMAINING:
Two potential options to construct a new bridge across the Mississippi River.

Alternative B - Bridge Rehabilitation



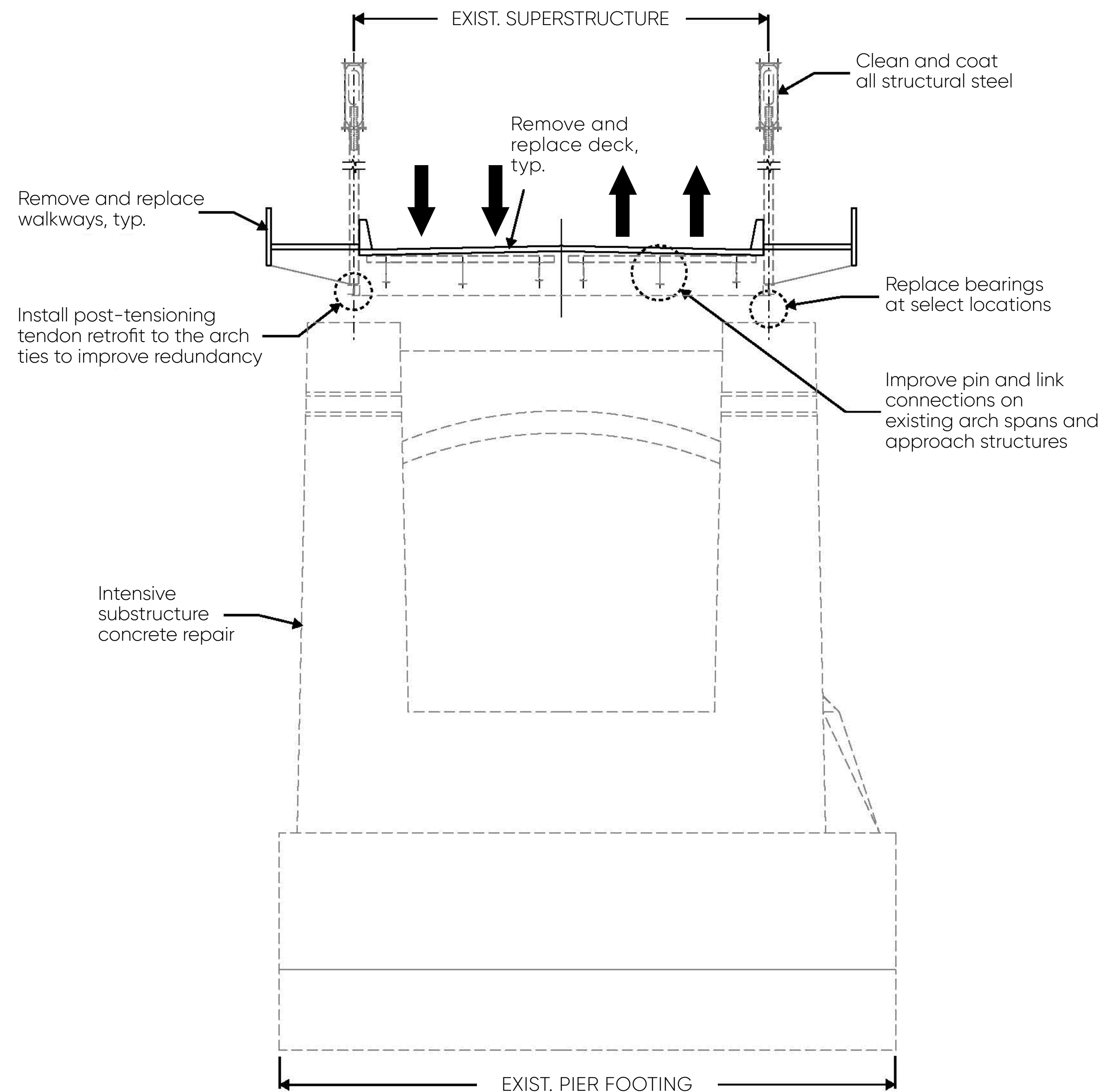
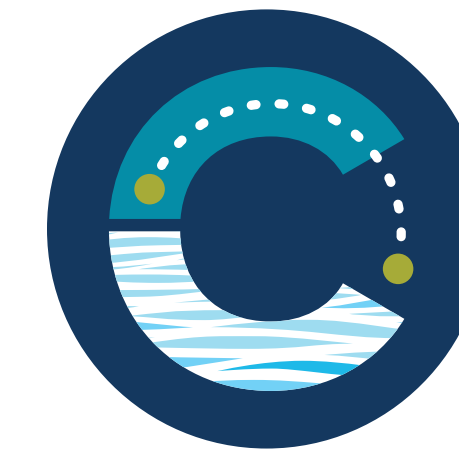


Alternative B

BRIDGE REHABILITATION

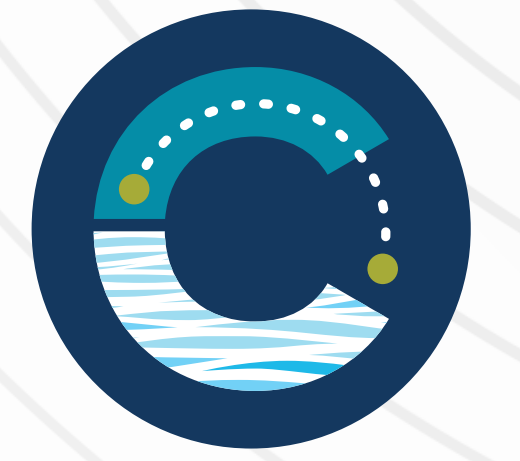
Why This Option Is Dismissed

- Does not and cannot fully meet Purpose and Need
 - Sustain a bridge for the long term - does not meet
 - Eliminate or reduce under-designed or non-redundant features - partially
 - Eliminate or reduce roadway geometric deficiencies - partially
- Minimal improvement to bike/pedestrian accommodations
 - West would be reopened and improved by adding 2 additional feet
 - East would remain the same
- Shortest service life



Bridge design, including sidewalks and paths, is preliminary and subject to refinement/modification.

Alternative C - Build New Twin Structure/ Rehabilitate Existing Bridge



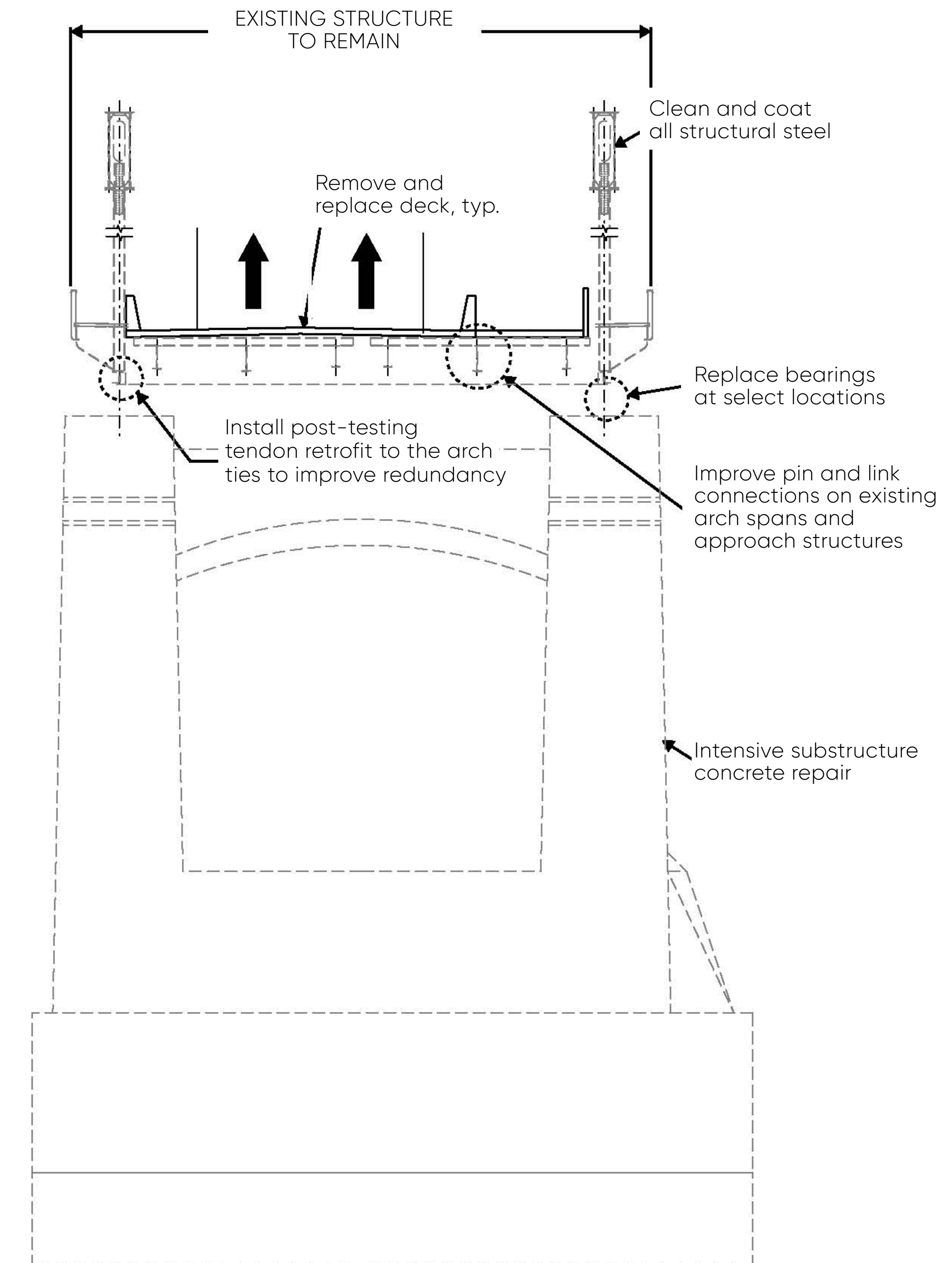
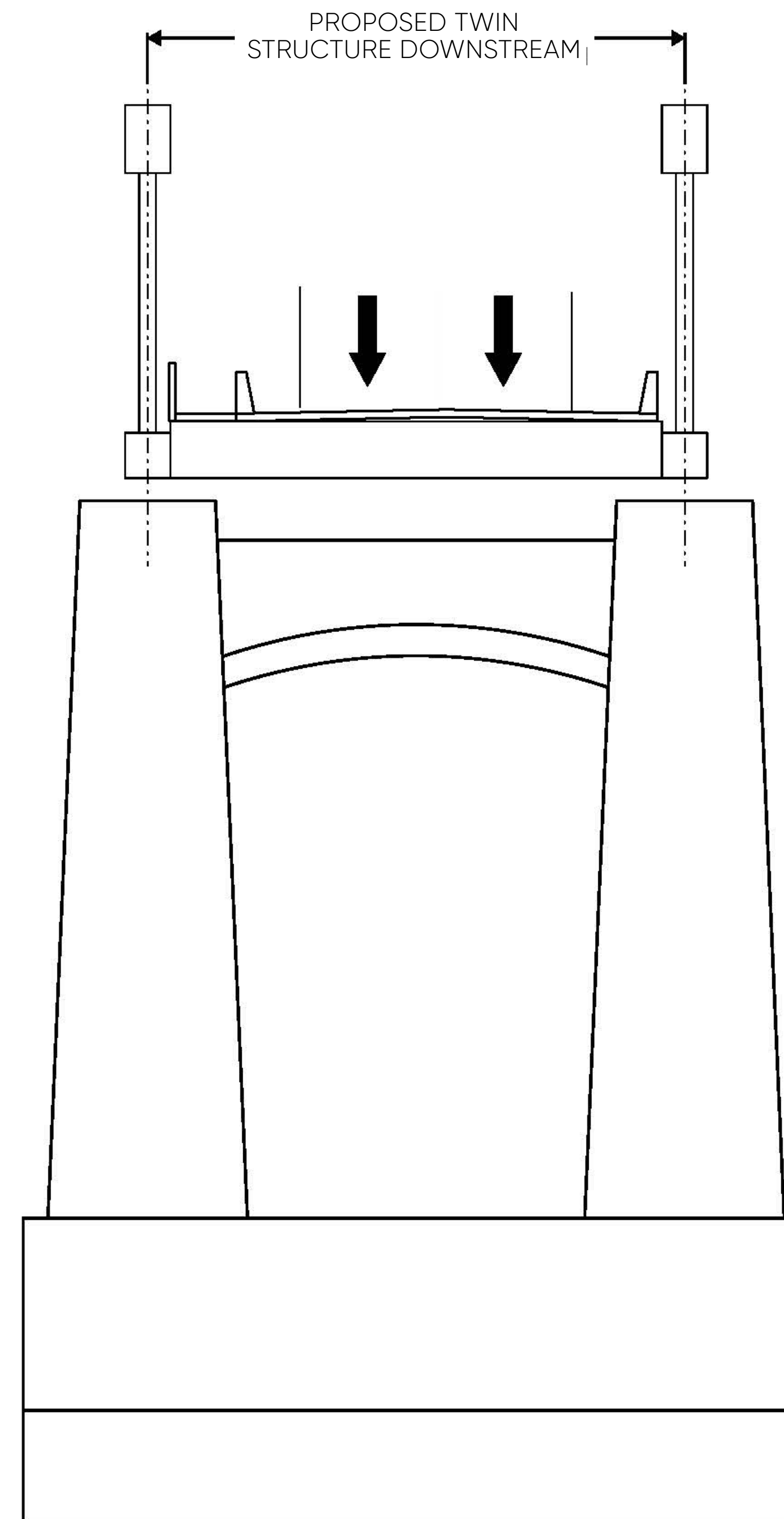
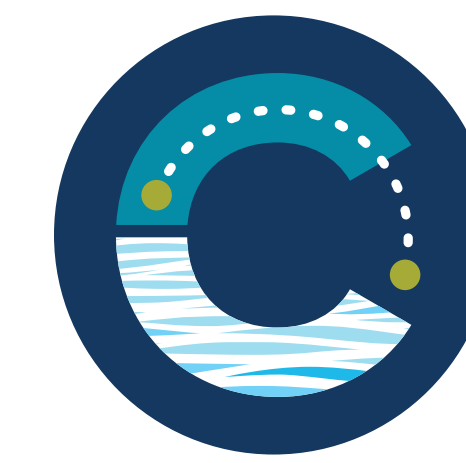


Alternative C

BUILD NEW TWIN STRUCTURE/ REHABILITATE EXISTING BRIDGE

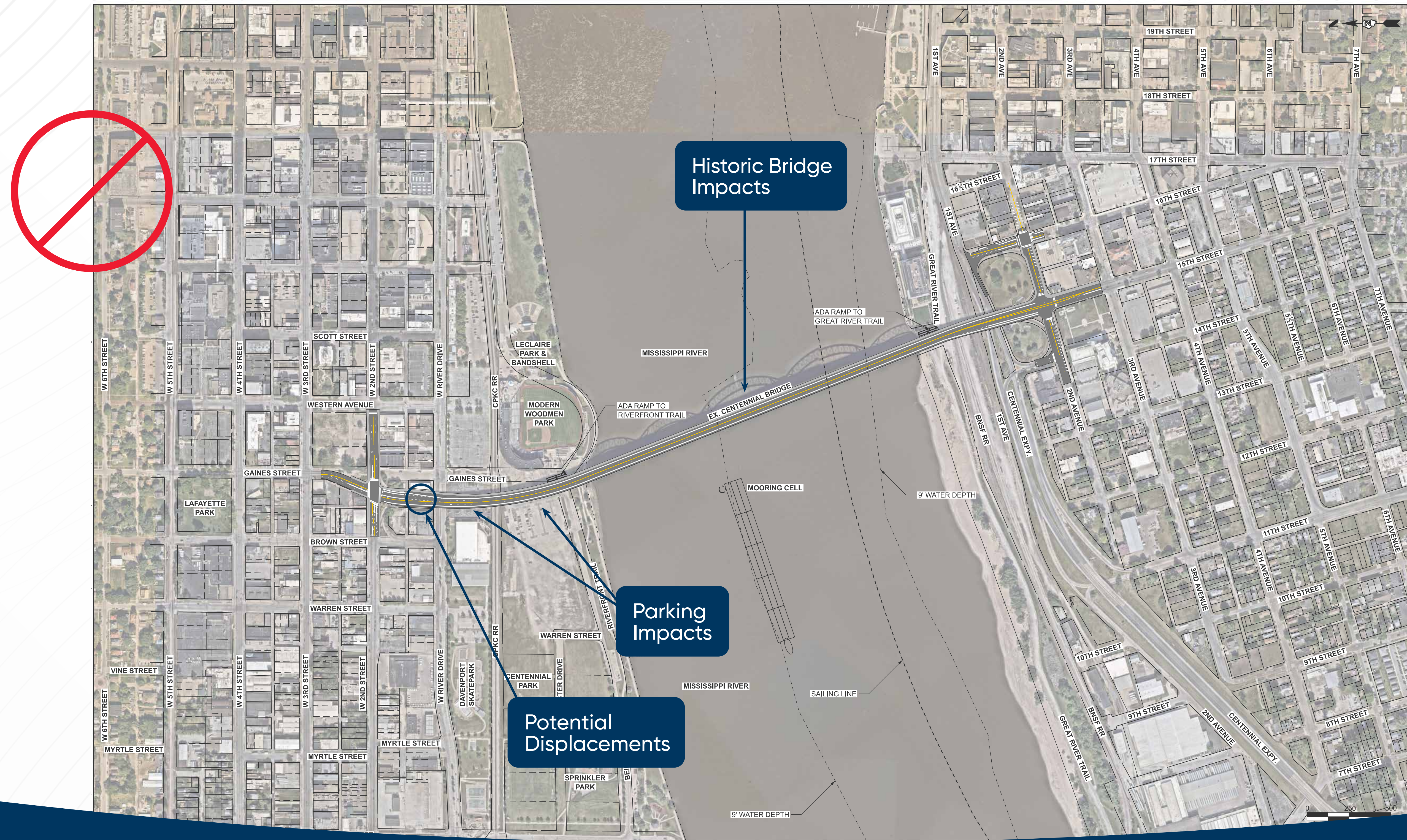
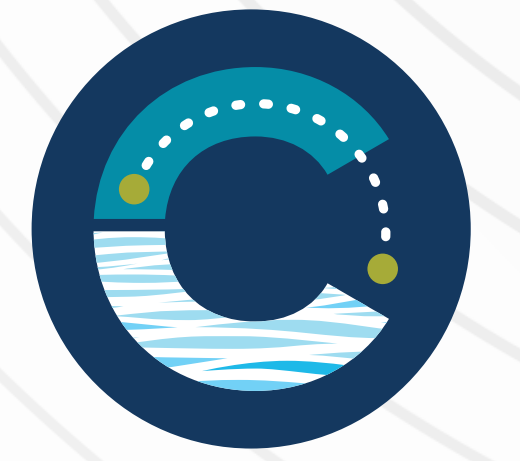
Why This Option Is Dismissed

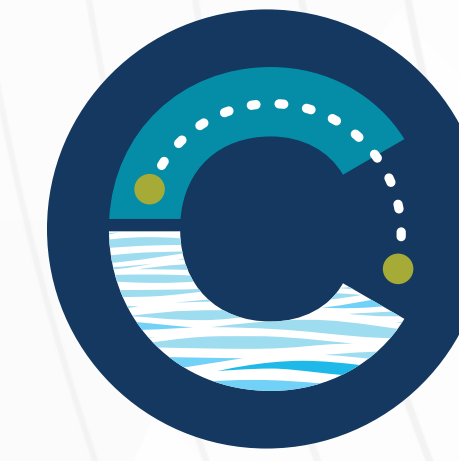
- Does not and can not fully meet Purpose and Need
 - Sustain a bridge for the long term - partially
 - Eliminate or reduce under-designed or non-redundant features - partially
 - Eliminate or reduce roadway geometric deficiencies - partially
- Shortest service life on the existing bridge/ new bridge will have extended service life
- Increased maintenance requirements with two bridge structures
- Not the right sized solution for CBD to CBD connection
- Not supported by the public due to visual intrusion of new "twin" structure that will not match look of existing bridge



Bridge design, including sidewalks and paths, is preliminary and subject to refinement/modification.

Alternative D - Bridge Reconstruction



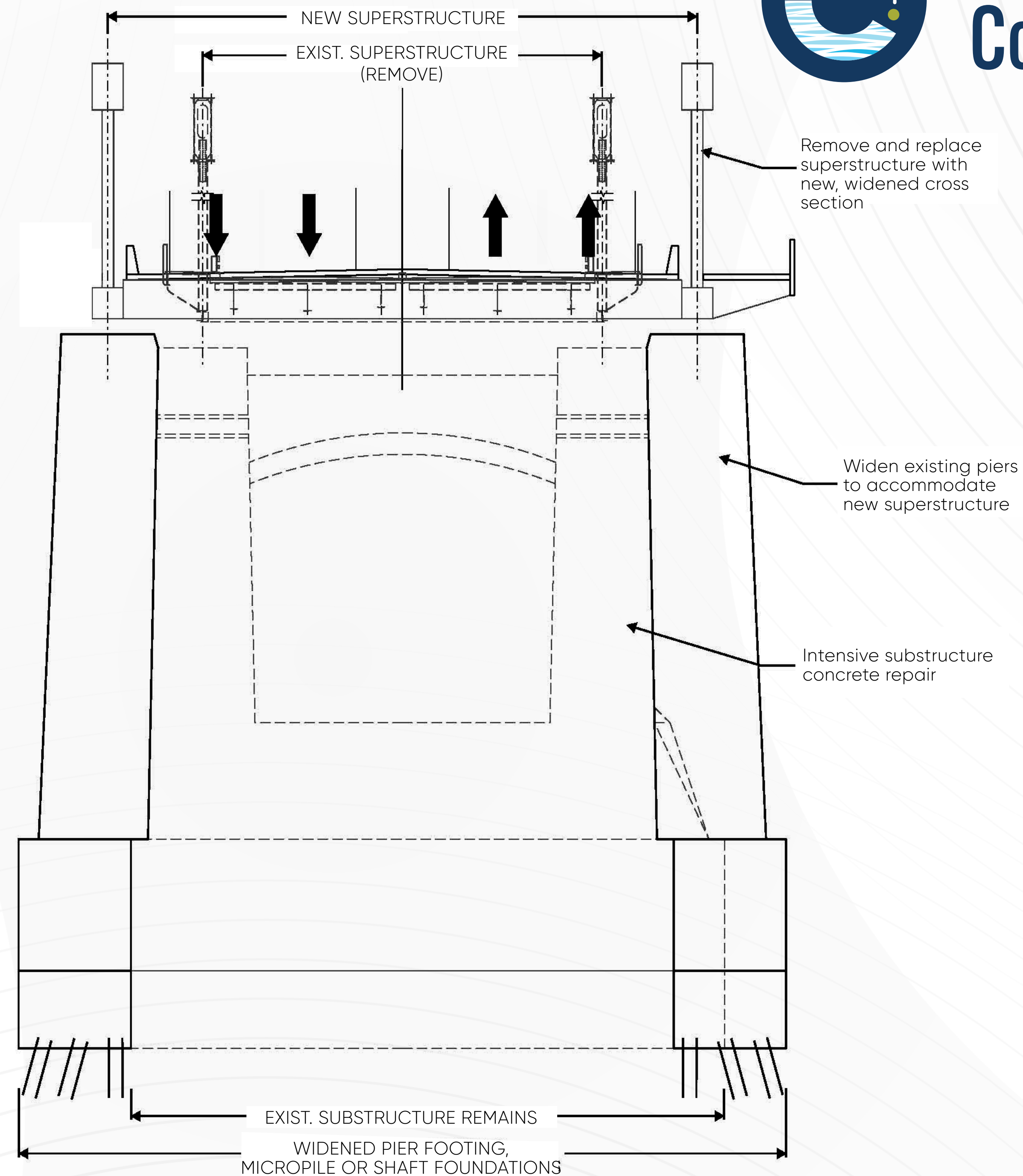


Alternative D

BRIDGE RECONSTRUCTION

Why This Option Is Dismissed

- Highest cost Alternative: \$319M (without associated benefit)
- Worst Alternative in terms of MOT/Staging
- Worst Alternative in terms of temporary closing duration

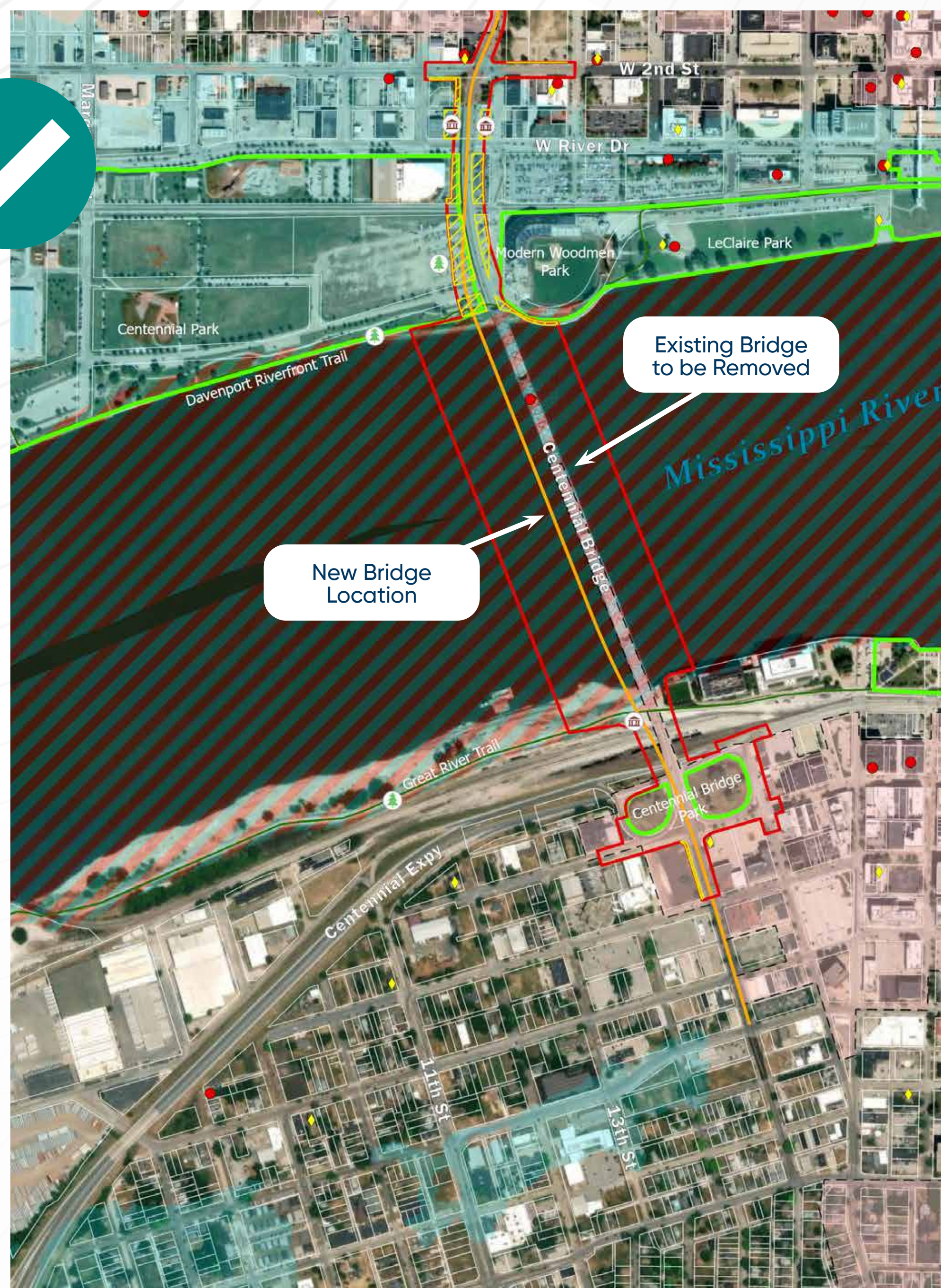


Bridge design, including sidewalks and paths, is preliminary and subject to refinement/modification.

Comparison of Remaining Alternatives



Alternative E2 - Bridge Replacement New West Alignment



DESCRIPTION – ALTERNATIVE E2

- Meets Purpose and Need
- Replaces bridge just west of the existing structure
- Improved river crossing connection, while maintaining current travel patterns and connectivity between downtowns
- Minimizes impacts in Rock Island and Davenport
- Fewer property impacts than E7
- Provides long-term reliability
- Allows existing bridge to stay open during construction

CONSIDERATIONS UNDER REVIEW

- Potential impacts to historic resources near the courthouse square
- Potential impacts to BNSF railroad property
- Impacts of lane reductions during construction
- Potential impacts to nearby parking lots at Woodmen Park and Ice Rink

DESCRIPTION – ALTERNATIVE E7

- Meets Purpose and Need
- Shifts bridge to connect 11th Street in Rock Island to Marquette Street in Davenport
- Improved river crossing connection
- Requires more change to surrounding areas
- More impacts to nearby properties and communities than E2
- Provides long-term reliability
- Allows existing bridge to stay open during construction

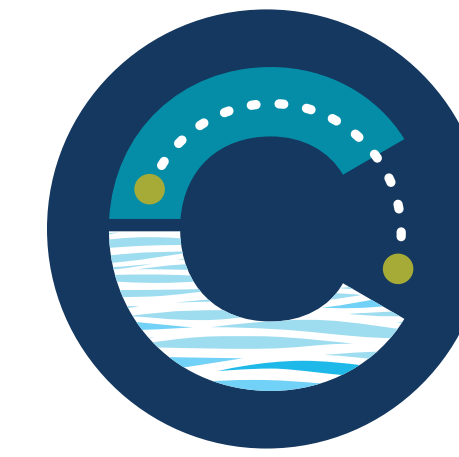
CONSIDERATIONS UNDER REVIEW

- Potential impacts to historic building
- Potential connection to Centennial Expressway (interchange, intersection, overpass)
- Potential impacts to Centennial Park
- Potential impacts to nearby parking lots at Woodmen Park and Ice Rink

Alternative E7 - Bridge Replacement 11th Street to Marquette Street



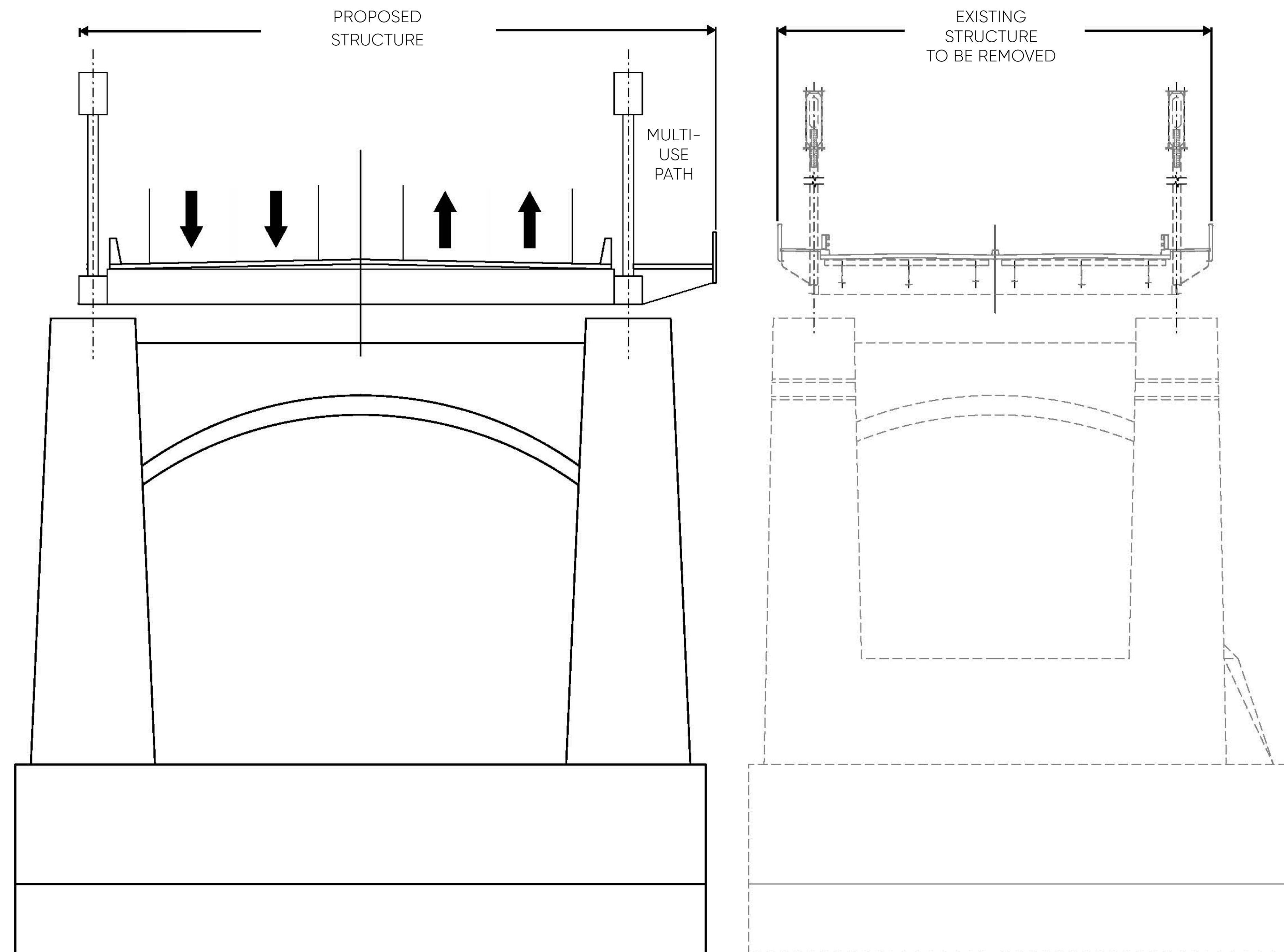
The No Build Alternative will be retained throughout the study and used as a baseline for comparison.



Alternative E

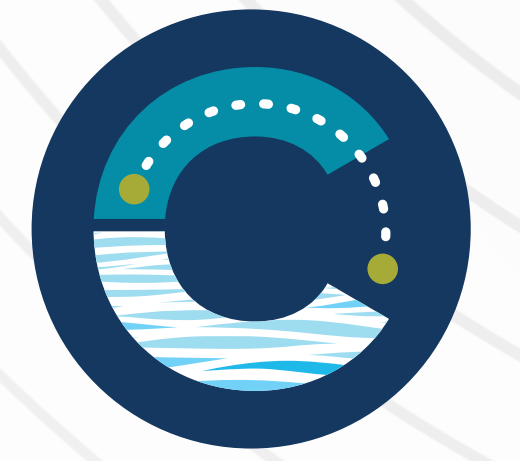
BRIDGE REPLACEMENT

- Build new 4-lane bridge
- Improve design deficiencies
- Include pedestrian/
bike accommodations



Bridge design, including sidewalks and paths, is preliminary and subject to refinement/modification.

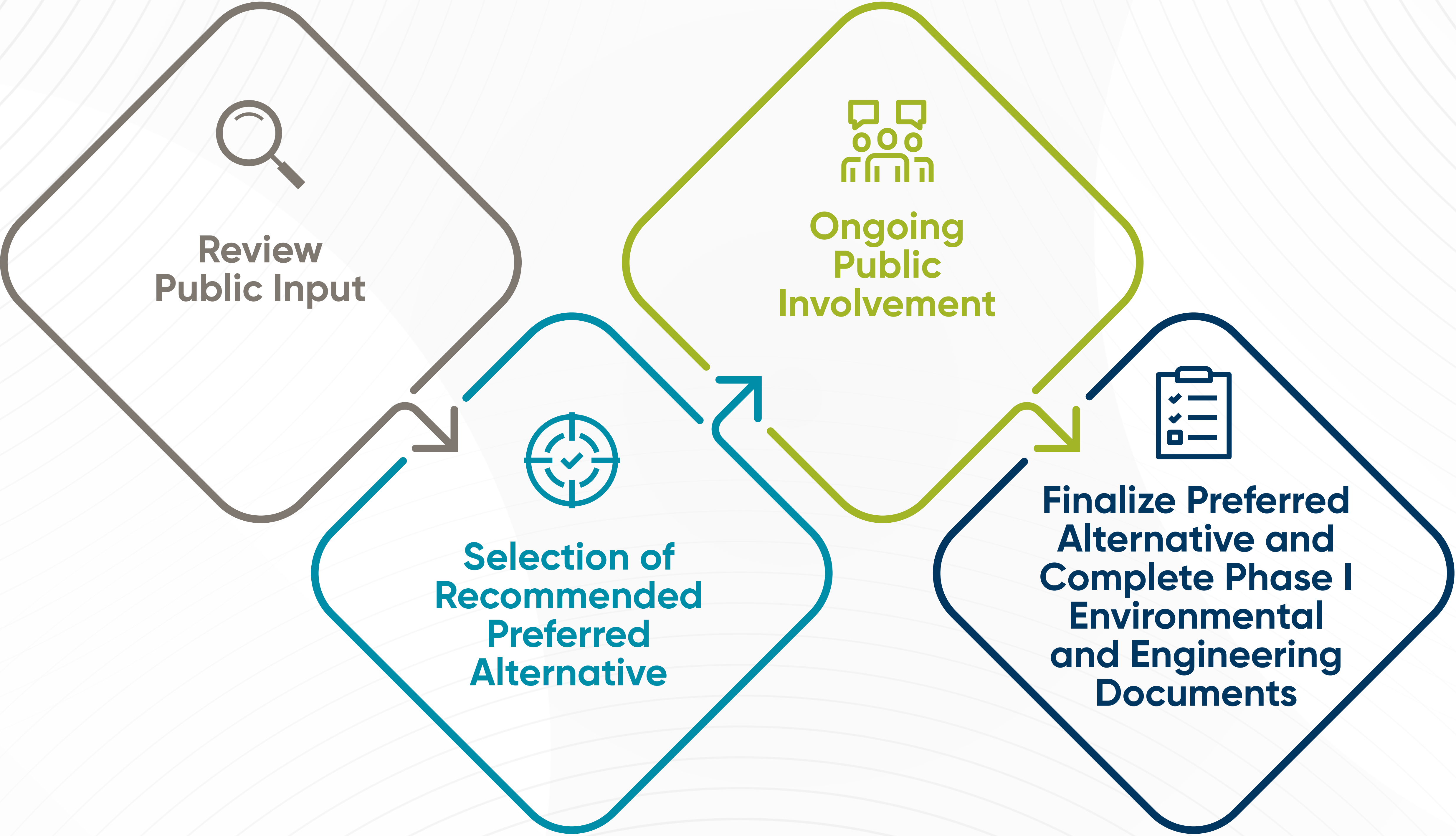
Alternative E7 - Bridge Replacement



Next Steps

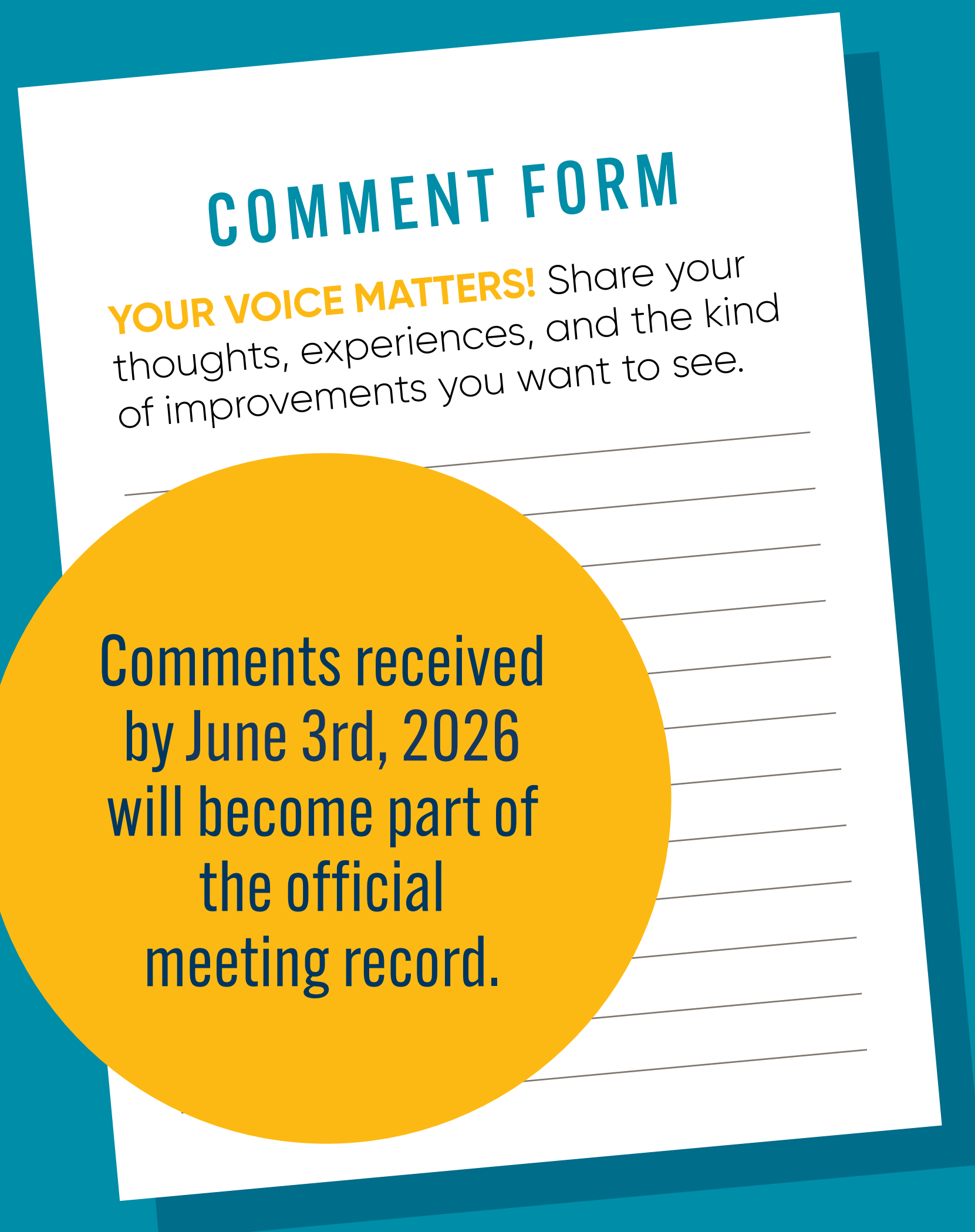


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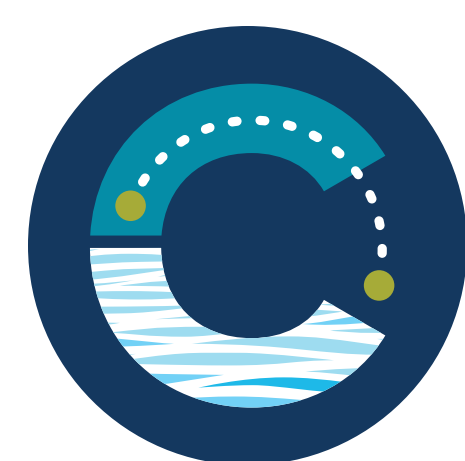


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FILL OUT A COMMENT FORM HERE TODAY, OR TAKE IT WITH YOU AND MAIL IT.



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