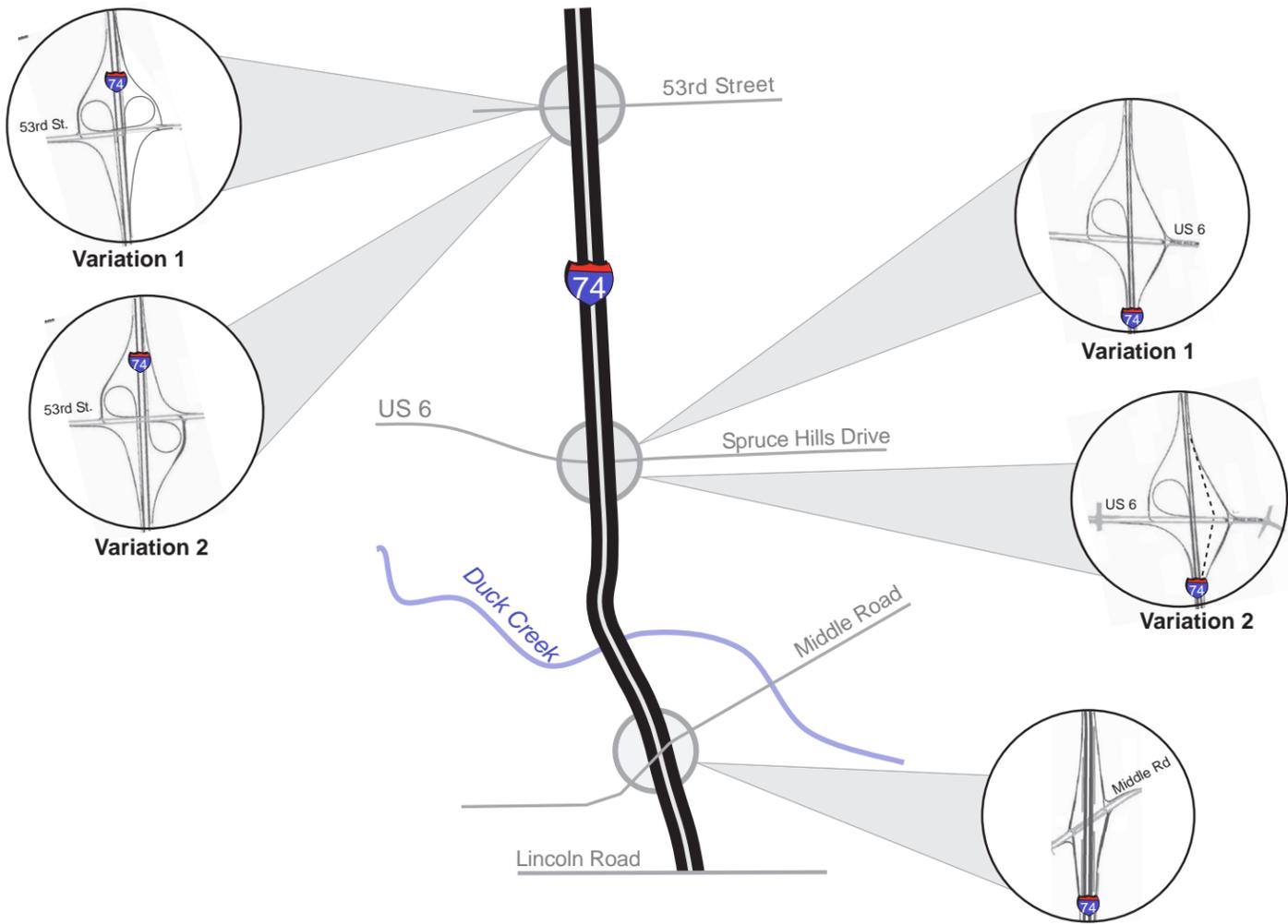




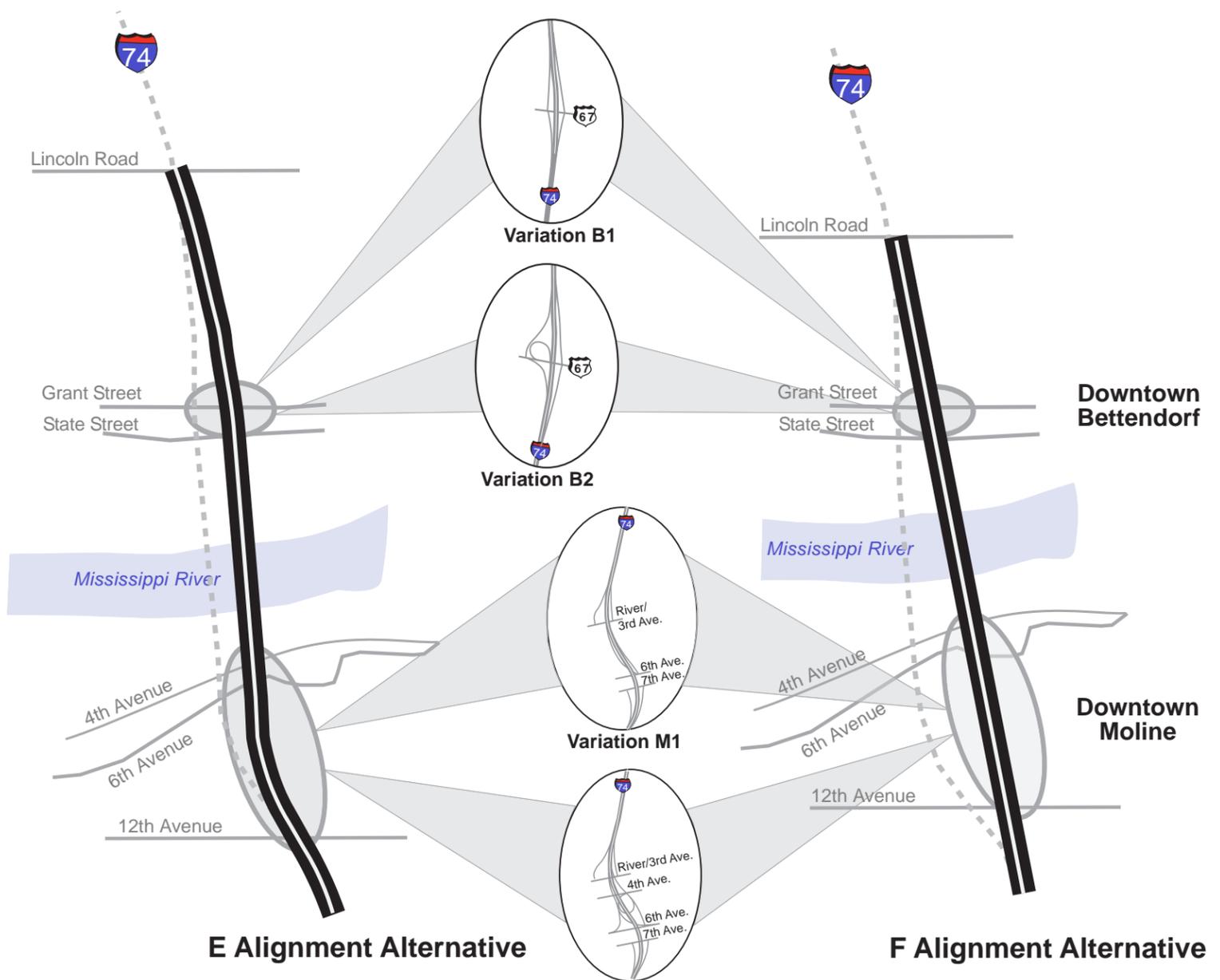
I-74 Build Alternatives

I-74 build alternatives (proposed alternatives) retained for detailed study represent the range of reasonable and representative alternatives that address the project purpose and need. Key features of the proposed alternatives are depicted on the attached **Build Alternatives Maps** and are related to the three sections of the corridor: the South Section (23rd Avenue/Avenue of the Cities to 12th Avenue in Illinois), the Central Section (12th Avenue in Illinois to Lincoln Road in Iowa, including the Mississippi River crossing), and the North Section (Lincoln Road to 53rd Street in Iowa). While the proposed alternatives share many features, design variations were developed and remain under consideration at several locations (see attached exhibits: **Build Alternatives Alignment and Interchange Variations**, and **Downtown Bettendorf Local Roadway Variations**). Proposed alternatives and design variations which remain under consideration include:

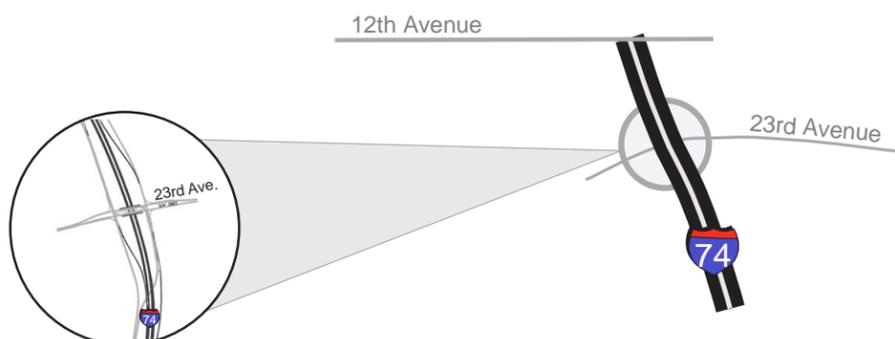
- ❑ Mainline widening and reconstruction
- ❑ Mainline realignment in the vicinity of the Mississippi River, where two alignments remain under consideration:
 - **Alignment E**, a near east shift which improves the curvature of I-74 in Illinois,
 - **Alignment F**, a far east shift which eliminates the reverse curvature of I-74 in Illinois.
- ❑ Construction of a new I-74 Mississippi River bridge.
- ❑ Interchange improvements at 23rd Avenue (Avenue of the Cities), Downtown Moline (7th Avenue/IL 92/River Drive), Downtown Bettendorf (U.S. 67), U.S. 6 (Spruce Hills Drive), and at 53rd Street. Multiple design variations remain under consideration at several locations:
 - **Downtown Moline Interchange Variation M1** with improved ramps connecting to 7th Avenue, 6th Avenue, and River Drive, or **Variation M2** with improved ramps connecting to 7th Avenue, 6th Avenue, 4th Avenue, and River Drive,
 - **Downtown Bettendorf Interchange Variation B1** with an improved full access diamond interchange at Grant Street, or **Variation B2** with an improved full access diamond with single loop interchange at Grant Street,
 - **U.S. 6 Interchange Variation 1** which includes minor improvements to the existing ramps, or **Variation 2** which would shift the northbound exit and entrance ramps west of their present location,
 - **53rd Street Interchange Variation 1** with an improved partial cloverleaf interchange with loop ramps in the northeast and northwest quadrants, or **Variation 2** with an improved partial cloverleaf interchange with loop ramps in the northwest and southeast quadrants.
- ❑ Local roadway improvements adjacent to I-74, including along U.S. 67 in Downtown Bettendorf where existing local roadways will be affected by the proposed interchange location changes. Multiple design variations remain under consideration in Downtown Bettendorf. These include the **Diagonal Connector Variation** or **90 Degree Connector Variation** (for transitioning U.S. 67 from the one-way pair system to the proposed two-way street along Grant Street near I-74), and the **Holmes Street/Mississippi Boulevard Underpass** or the **Kimberly Road Underpass** locations.



North Section



Central Section



South Section

Build Alternatives
Alignment and Interchange Variations



